

**Item #3A:**  
**Village President Underwood**  
**Proposed IL 53 Extension - Update**



Aaron Lawlor  
County Board Chair

18 North County Street – 10<sup>th</sup> Floor  
Waukegan, Illinois 60085-4351  
Phone 847 377 2300  
Fax 847 360 7322

August 11, 2015

Mr. Greg Bedalov, Executive Director  
Illinois State Toll Highway Authority  
2700 Ogden Ave.  
Downers Grove, IL 60515

Mr. Joseph C. Szabo, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Dr., Suite 800  
Chicago, IL 60606

Dear Director Bedalov and Director Szabo,

On July 28, five communities wrote to you expressing their concerns regarding the IL Route 53 Land Use Planning Process. As one of the Co-Chairs of the Land Use Committee, I want to assure you that the committee is keenly aware of these concerns and has been working diligently to address them.

The Route 53/120 project, like any project of this size, is complex, challenging and comes with a number of questions that we must work together to answer. It also comes with tremendous benefit for Lake County. Most importantly, as we work through these issues, it is important to stress that we all share the same values:

- a vision to promote economic growth and environmental stewardship,
- a commitment to maintaining local control, and
- a desire to empower communities with information, best practices and other tools in order to allow them to achieve their communities' goals now and in the future.

The Open Space and Natural Resources (OSNR) Working Group met on July 30. While most of the concerns identified in the July 28 letter were not germane to the OSNR group's charge or agenda, I wanted to be sure to get the concerns on the table right away and allow us to address them heading into the next meeting of the full Land Use Committee. These are important concerns and I'd like to share a summary of my comments at the meeting with you.

**1. Inclusion of all corridor communities in future committees related to the Route 53/120 planning process**

All corridor communities should be included in future committees that are established, or will be established, to further the Route 53/120 planning process.

## **2. Start-Up Memorandum of Understanding**

The land use process should be streamlined and the memorandum of understanding should be eliminated. This will allow all corridor communities to continue to participate in the planning process and eliminates the need for the “conceptual agreement” noted in the July 28 letter. In short, all members of the Land Use Committee should be able to see the details of the Corridor Plan prior to a vote.

## **3. Intergovernmental Agreement**

The signing of the intergovernmental agreement should happen concurrently with the adoption of the Corridor plan by municipalities by the end of 2016. As it is considered by each community, the public will have the opportunity to review and make comments on it.

## **4. Corridor Plan**

As stated above, CMAP and the consultant team are working hard to produce a draft report that is reflective of the committee’s deliberates so the committee and the public can review, comment on and recommend amendments to the plan.

## **5. Corridor Planning Council**

We have stated numerous times that the land use plan will not require communities to relinquish municipal authority. Stakeholders will be able to see that for themselves when the land use strategy report is released in the very near future. Until then, it is not fair to the many individuals who are working on this effort to promulgate this inaccurate information.

The Corridor Planning Council should be re-formed with the Sustainable Transportation Fund (the revenue generated by the value capture financing) and the Environmental Stewardship Fund (dedicated to mitigating unintended environmental consequences and enhancing environmental stewardship). Most importantly, the only requirement regarding municipal planning should be that a village notify its adjacent neighbors regarding large developments so that communities are well aware of proposals and can actively participate in the process.

## **6. Alternative Countywide Funding Sources**

Funding recommendations were approved by the Route 53/120 Finance Committee by a vote of 21 to 2. The committee identified several options to commit local funding to the project. The recommendations included generating revenue from multiple sources- some that are countywide and one that is focused on the corridor where commercial land values have the most potential to dramatically increase – only if Route 53/120 is built. Additionally, to ensure the highest level of equity, revenue raised in the corridor would be committed to local environmental stewardship projects and decisions over funding would be made by local leaders.

## **7. 4 Cent per Gallon Motor Fuel Tax**

Lake County is one of the only counties in the Chicago region that state law prohibits from collecting a \$0.04 per gallon motor fuel tax. There was a strong consensus to include this proposal in the Route 53/120 Finance Committee recommendation with 50% of the revenue generated being allocated to the Route 53/120 project and 50% towards a project in the eastern portion of the county with the US Route 41 Corridor Plan being a high priority. Regardless, since this proposal requires an amendment to state law, there will need to be a discussion with our legislators on how best to advance legislation on the issue.

With these thoughts in mind, I am very confident that we will arrive at a general consensus on a broad land use strategy for the entire corridor that provides a balance between environmental stewardship, opportunities for economic growth and congestion relief. This is an impressive achievement.

As soon as we have consensus on the Plan, we will share those recommendations with the Tollway Board and urge directors to move forward with the Phase I Engineering and Environmental Analysis that will produce the details needed to advance the project. We know that communities and residents have many questions and we need to get the details that will come from a Phase 1 Engineering and Environmental Analysis to be able to provide those answers.

Thank you for your continued support.

Sincerely,



Aaron Lawlor  
Co-Chair IL Rte 53/120 Blue Ribbon Advisory  
Council/Land Use Committee Co-Chair  
Lake County Board Chairman

cc:

The Honorable Bruce Rauner, Governor, State of Illinois  
Randall Blankenhorn, Acting Secretary, Illinois Department of Transportation  
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors  
George Ranney, Co-Chair IL Rte 53/120 Blue Ribbon Advisory Council/Land Use Committee Co-Chair  
James J. Banks, Director, Illinois Tollway  
Corey Brooks, Director, Illinois Tollway  
Earl Dotson, Jr., Director, Illinois Tollway  
Joseph Gomez, Director, Illinois Tollway  
David Gonzalez, Director, Illinois Tollway  
Craig Johnson, Director, Illinois Tollway  
Nick Sauer, Director, Illinois Tollway  
James Sweeney, Director, Illinois Tollway  
Brad Leibov, Chair OSNR Working Group  
Pat Carey, Chair Cooperative Planning Strategy Work Group



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  
  
312-454-0400  
www.cmap.illinois.gov

August 5, 2015

RECEIVED  
AUG 07 2015  
VILLAGE OF LONG GROVE

Via e-mail and  
First Class, U.S. Mail

Joseph Mancino, Mayor, Village of Hawthorn Woods  
Nandia Black, President, Village of Kildeer  
Angela K. Underwood, President, Village of Long Grove  
Steve Lentz, Mayor, Village of Mundelein  
Daniel A. MacGillis, Village of Round Lake

Dear Mayors and Presidents:

Thank you for your July 28 letter expressing concerns with the Route 53 land use planning effort. We are committed to this inclusive process and appreciate your participation as it moves toward completion. By staying at the table, you can ensure that your voices are heard, along with those of your fellow elected officials in Lake County.

Our intent is to provide a draft Corridor Plan for your review in September, followed by public engagement and discussion of the Plan by the Land Use Committee. There will continue to be opportunities for discussion over the remainder of the timeframe for producing the Corridor Plan, which we anticipate will conclude later this year.

Thank you again for your interest in the project, and we look forward to continuing to work with you in this important effort.

Sincerely,

Joseph C. Szabo, Executive Director  
Chicago Metropolitan Agency for Planning

TG:JCS/stk

cc: Bruce Rauner, Governor, State of Illinois  
Randall Blankenhorn, Secretary, Illinois Department of Transportation  
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors  
Greg Bedalov, Executive Director, Illinois Tollway  
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chair  
George Ranney, BRAC Co-Chair  
Brad Leibov, Chair, OSNR Working Group  
Pat Carey, Chair, Cooperative Planning Strategy Working Group

## Board Members

Gerald Bennett, Chair  
Rita Athas  
Frank Beal  
Franco Coladipietro  
Elliott Hartstein  
Al Larson  
Lisa Laws  
Andrew Madigan  
John Noak  
Rick Reinbold  
William Rodeghier  
Carolyn Schofield  
Peter Silvestri  
Peter Skosey  
Thomas Weisner

## Non-voting Members

Sean McCarthy  
Brian Oszakiewski  
Leanne Redden

## Executive Director

Joseph C. Szabo



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AUG 06 2015

VILLAGE OF LONG GROVE

August 3, 2015

Joseph Mancino, Mayor, Village of Hawthorn Woods  
Nandia Black, President, Village of Kildeer  
✓ Angela K. Underwood, President, Village of Long Grove  
Steve Lentz, Mayor, Village of Mundelein  
Dan A. MacGillis, Mayor, Village of Round Lake

Dear Mayors and Presidents:

Thank you for your July 28 letter. I appreciate you bringing these concerns to my attention. The Illinois Tollway's Board of Directors and I are hopeful that as local leaders, you will continue to work together to bring your respective concerns into the ongoing discussion about the Illinois Route 53/120 Project so that the final product will truly be reflective of this collective effort.

Part of the ongoing discussion includes finalizing a financing plan for the project. As the current proposal projects a nearly \$2 billion funding gap, I also welcome your continued input to help us to identify funding solutions.

Thank you again for your continued interest in this project. Your comments and concerns will be taken into consideration by the Tollway Board of Directors as we review this project and determine the next steps.

Sincerely,

Greg Bedalov  
Executive Director  
Illinois Tollway

cc: Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors  
James Banks, Director  
Corey Brooks, Director  
Earl S. Dotson, Director  
Joseph Gomez, Director  
David Gonzalez, Director  
Craig Johnson, Director  
Nick Sauer, Director  
James Sweeney, Director

ILLINOIS TOLLWAY

2700 Ogden Avenue | Downers Grove, IL 60515 | p. 630.241.6800 | T. T. Y. 630-241-6898  
www.illinoistollway.com

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Joseph C. Szabo, Executive Director, Chicago Metropolitan Agency for Planning  
Randall Blankenhorn, Secretary, Illinois Department of Transportation  
Brad Leibov, Chair OSNR Working Group  
Pat Carey, Chair Cooperative Planning Strategy Working Group  
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chairman  
George Ranney, BRAC Co-Chair  
Rocco Zuccherro, Deputy Chief of Engineering for Planning

July 28, 2015

Mr. Greg Bedalov, Executive Director  
Illinois State Toll Highway Authority  
2700 Ogden Avenue  
Downers Grove, Illinois 60515

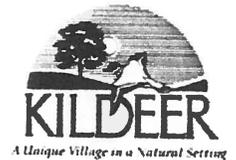
Mr. Joseph C. Szabo, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Messrs. Bedalov and Szabo:

We wish to express our appreciation for Mr. Szabo's letter dated July 1, 2015 in response to our letter of June 29, 2015. The communities represented in this letter continue to have significant concerns with the direction of the Route 53 planning studies currently being directed by CMAP and the Tollway Authority. Should the new Route 53 extension be constructed, the corridor would pass directly through our villages, negatively and disparately impacting our communities far greater than any other villages in Lake County. Furthermore, although key stakeholders in the process, these communities were not invited to be part of the original BRAC, imparting more reason for us to have a more prominent voice throughout the current process.

The following concerns raised by our collective villages must be addressed before any other recommendations can be made by the Cooperative Planning Working Group, the Open Space and Natural Resources Group, and the full Land Use Committee to the Tollway Authority:

1. Each of the municipalities represented in this letter must have a seat on the Route 53 Cooperative Planning Strategy Group, the Open Space and Natural Resources Group, the Finance Committee, the full Land Use Committee, and any other committee(s) that may be assembled in the future relative to the Route 53 study. ***The failure of inclusion of the BRAC cannot be repeated.***
2. The Start-Up Memorandum of Understanding must be provided before the CPS, OSNR, or the full Land Use Committee can make any further recommendations to the Tollway Authority. ***As stated in working group documentation, the MOU would obligate us to among other conditions "accept the concept of a corridor plan, including the balanced land use approach, OSNR strategy, and recommendations. Work towards***



*adoption of a Corridor Plan, work towards creation of the CPC and Corridor IGA, work towards entrance into the Corridor IGA as a condition of membership in the Corridor Planning Council.” We cannot “conceptually” agree to agree, without first seeing the documentation.*

3. The Intergovernmental Agreement must be provided before the CPS, OSNR, or the full Land Use Committee can make any further recommendations to the Tollway Authority. *As stated in working group materials, “...work towards entrance into a Corridor IGA by your community as a condition of membership in the Corridor Planning Council.”*
4. The suggested Corridor Plan, which we will be asked to adopt as an addendum to our comprehensive plans, must be provided before the CPS, OSNR, or the full Land Use Committee can make any further recommendations to the Tollway Authority. *As stated above, we cannot make any further recommendations without first seeing the associated documentation.*
5. The concept of a Corridor Planning Council must be abandoned. We cannot support the CPC concept suggested as part of the Memorandum of Understanding, which would relinquish our authority on local land use decisions to some yet unnamed group of “stakeholders.” *We cannot support the CPC concept, which would relinquish our authority on local land use decision making to a CPC whose future membership has been purported to consist of a wide range of “stakeholders.” Our individual communities remain best suited to make local land use decisions for our development needs. A CPC would add a layer of bureaucracy to the development process and have a chilling effect on local development visions.*
6. Alternate countywide funding options must be considered so that all supporting municipalities financially participate in the potential project. *Lake County government has represented the extension of Route 53 as having a great economic impact to the entire county. As such, the funding burden for the potential expansion should be shared by all municipalities who support the extension of the road and not disproportionately by the proposed communities in the corridor and the proposed multi-jurisdictional TIF district. Communities supporting the extension that lie outside of the corridor stand to benefit from the proposed road but share no financial obligation to the project. Additionally, all other taxing bodies, and specifically our school districts, should have a voice in the potential loss of their revenues.*
7. The proposed two cent per gallon gas tax (part of the four cent per gallon gas tax) that is planned to be distributed to Lake County should be distributed to the Route 53 corridor communities to help mitigate the disproportionate negative impacts of the road to those mostly impacted.

Our concerns do not solely lie within our own borders. As elected leaders, we are also concerned with the fiscal health of our state. The Tollway will be asked to move forward with an Environmental Impact Study and Phase One engineering that would expend up to \$100 million based solely on the recommendations made by the CPS, OSNR, LUC, and Finance Committee prior to vetting the above issues and a true consensus from the appropriate stakeholders. Regrettably, absent the documentation and vetting of the above concerns, we cannot further support the actions of the working groups.

We appreciate the opportunity to express our concerns and look forward to a reply. We are available should you desire to schedule a meeting to further discuss these issues.

Regards,

VILLAGE OF HAWTHORN WOODS



Joseph Mancino  
Mayor

VILLAGE OF KILDEER



Nandia Black  
President

VILLAGE OF LONG GROVE



Angie Underwood  
President

VILLAGE OF MUNDELEIN



Steve Lentz  
Mayor

VILLAGE OF ROUND LAKE



Daniel MacGillis  
Mayor

cc:

The Honorable Bruce Rauner, Governor, State of Illinois  
Randall Blankenhorn, Acting Secretary, Illinois Department of Transportation  
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