

**Item #5:**  
**Village President Underwood**  
**IL Route 53 Update**

July 28, 2015

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

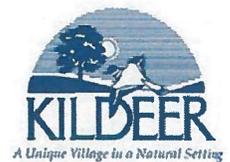
Mr. Joseph C. Szabo, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

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



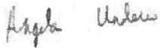
Joseph Mancino  
Mayor

VILLAGE OF KILDEER



Nandia Black  
President

VILLAGE OF LONG GROVE



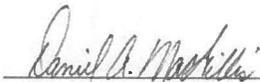
Angie Underwood  
President

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  
Bob Schillerstrom, Chairman, Illinois Tollway Board of Directors  
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  
Aaron Lawlor, BRAC Co-Chair, Lake County Board Chairman  
George Ranney, Jr., BRAC Co-Chair

## David Lothspeich

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**From:** Angie Underwood [angie@aunder.com]  
**Sent:** Tuesday, July 28, 2015 3:36 PM  
**To:** David Lothspeich  
**Subject:** Fw: Route 53 Economic Impact - Preliminary Data

Dave,

FYI,

Angie

**From:** [Michael Stevens](#)  
**Sent:** Tuesday, July 28, 2015 2:24 PM  
**To:** [Michael Stevens](#)  
**Subject:** Route 53 Economic Impact - Preliminary Data

Dear Land Use Committee Members,

During my time serving with you on the IL Route 53 Land Use Committee, as well as my time on the Finance Committee, the extension of IL Route 53 has been acknowledged to be a significant economic development driver for communities in Lake County and the region. *Lake County Partners*, as the leading economic development corporation in Lake County, recently took an initial look at the potential economic benefits of the project.

The findings of this analysis show the total economic impact resulting from road construction and commercial/residential development is between \$17 and \$19 billion. Additionally, our analysis shows the project would add 25,000 to 30,000 full-time jobs to our economy.

As competition for businesses to locate and expand here continues to be an uphill battle, this preliminary economic development and job growth data is very promising and presents tremendous economic opportunities for our region, and the state. Additionally, new businesses also help diversify the tax base and reduce the burden on property taxpayers.

LCP developed the data based upon the Land Use Committee's current work and the IMPLAN economic modeling software ([www.implan.com](http://www.implan.com)), a world leader in providing economic impact data and modeling for assessing the economic impacts of project decisions in all industry sectors. The results are preliminary and based upon conservative estimates.

The chart below summarizes the total economic impact that would result from the road construction and the Commercial/Residential development.

<b>Project Phase</b>	<b>Economic Impact Range</b>
Road Construction (\$2.3B - \$2.65B)	<b>\$ 3.2B - \$ 3.7B</b>
Commercial/Residential Development	<b>\$14.5B - \$15.7B</b>
<b>Grand Total</b>	<b>\$17.7B - \$19.5B</b>

LCP staff used the following Commercial and Residential development inputs:

- Office development of 3 million square feet to 3.5 million square feet; 350 sf per employee
- Professional/Medical development of 1.5 million square feet to 2 million square feet; 275 sf per employee
- Industrial development of 11 million square feet to 12 million square feet; 2,500 sf per employee
- Retail development of 4.3 million square feet to 5.4 million square feet; 650 sf per employee
- Single Family development of 18,563 units; \$100 per square foot; size distribution per census
- Multi Family development of 7,238 units; \$100,000 cost per unit

Also, the number of square feet per employee was based on a Fiscal Impact Analysis Model created by Fishkind & Associates of Orlando, FL.

While this is preliminary data, we are confident in these projections and certain this road will be a catalyst for extraordinary economic development and job creation.

Best Regards,  
Mike

**Michael H. Stevens**

President & CEO

100 Tri-State International Drive, Suite 122  
Lincolnshire, Illinois 60069  
847.597.1221 direct | 847.508.4296 cell  
[www.lakecountypartners.com](http://www.lakecountypartners.com)



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