

Item #6B:

Village President Underwood

IL Route 53 Extension - Finance and Land Use Meetings - May 8th

Meeting Notice

www.illinoistollway.com



The Illinois Tollway invites you to attend the Illinois Route 53/120 Project Finance Committee Meeting #5

Thursday, May 8, 2014
1 - 2:30 p.m.

Lake County Central Permit Facility, 2nd Floor
500 West Winchester Road
Libertyville, Illinois 60048

The agenda will include the following:

- I. Roll call
- II. Approve March 18, 2014, meeting minutes
- III. Discussion on funding sources
- IV. Next steps
- V. Public comments
- VI. Adjournment

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Land Use Committee Meeting #2 – May 8, 2014

Lake County Central Permit Facility, 500 Winchester Road, Libertyville

Agenda

1. Welcome and introductions
2. Approval of Meeting Minutes
3. Land Use Committee Meeting #1 Follow-up
4. Study Area Boundary
5. Environmental Context
6. Market Context
7. Questions/Public Comment

Materials Provided

1. Land Use Committee Meeting #1 Minutes
2. Initial Talking Points
3. Land Use Committee Member Website Descriptions

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Municipal Outreach Interview – Long Grove

April 23, 2014

Agenda

1. Welcome and introductions
2. Process and timeline overview - if desired by municipality
3. Materials & Needs
 - Process Overviews and FAQs (additional copies for staff)
 - Forms from Land Use Committee Meeting
 - Stakeholder Identification
 - Comprehensive Plan
 - Not available on-line
 - Collect GIS if available
 - Zoning Ordinance and Map
 - Available on Sterling/website
 - Collect GIS is available
 - Permitted/Entitled Development Projects
 - Planned Development Projects
 - Development Agreements
 - Confirm none applicable
 - Recent Area Plans
 - Open Space Plans
 - Transportation/Trails Plans
 - Local bicycle committee
 - Traffic studies within the last five years
 - Private transit service outside of Pace
 - Infrastructure Plans/Capital Improvement Plan
4. Discussion of primary concerns, opportunities and priorities
 - What are the community's specific goals for development?
 - Does the comprehensive plan represent the most current thinking on future land use?
 - Does the municipality estimate build-out population and employment?
 - What are the community's specific goals for conservation?
 - Should anything discussed remain confidential?



ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Land Use Committee Meeting #1 - Meeting Minutes

March 18, 2014

3:00 – 4:30 p.m.

University Center of Lake County, 1200 University Center Drive, Grayslake, Illinois

Committee Members Present: Lake County Board Chairman Aaron Lawlor, Committee Co-Chair, Lake County; George Ranney, Committee Co-Chair, BRAC; Michael Ellis, Village Manager, Village of Grayslake; Trustee Stephen Park, Village of Gurnee; Mayor Linda Soto, Village of Hainesville; Mayor Joseph Mancino, Village of Hawthorn Woods; Mike Talbett, Chief Village Officer, Village of Kildeer; President Tom Poynton, Village of Lake Zurich; President Angie Underwood, Village of Long Grove; Mayor Steve Lentz, Village of Mundelein; Russ Kraly, Village Manager, Village of Round Lake; David Brown, Village Engineer, Village of Vernon Hills; President Burnell Russell, Village of Volo; Pat Carey, Member, Lake County Board; Brad Leibov, President and CEO, Liberty Prairie Foundation; Michael Stevens, President and CEO, Lake County Partners; Mike Sands, Senior Associate, Liberty Prairie Foundation; Lenore Beyer-Clow, Policy Director, Openlands.

1. Welcome and introductions – *Committee Co-Chairs*

- Committee Co-Chair Aaron Lawlor welcomed participants and conveyed:
 - Land use planning is a key part of the 53/120 project
 - Project is based on the recommendations of the BRAC report
- Committee Co-Chair George Ranney provided opening remarks
 - BRAC was an intensive effort that developed consensus for moving forward
 - Thanked participants for agreeing to serve on this committee, adding that it is terribly important to do this work in the context of what has occurred before it (i.e. the BRAC process and all other work related to this facility)
- Kristi DeLaurentiis (Metro Strategies) took roll call – *see attendance list above*

2. Rationale and justification for process – *Jason Navota, CMAP*

- Explained Land Use Committee process is a few months behind the Finance Committee process
- Identified the shared goals of preserving community and environmental assets
- Established:
 - Initiative is just getting started with this process today, “setting the table”
 - CMAP was created to coordinate transportation and land use planning, which is what this project is about
 - We have an opportunity to plan to protect the people and assets of Lake County before the facility is built

- Walked through future land use analysis based on aggregate comprehensive plans of corridor municipalities
 - Significant increase in commercial land use categories, particularly retail, are planned by communities
 - One committee member asked whether we have this data in acres so we can see the carrying capacity. Navota responded that CMAP can provide the data, i.e. acres behind the land use analysis. Another member asked whether this land use table assumes no cannibalization or shifts between communities. Navota responded that this is correct; this future land use is presented in absence of market dynamics. However, market analysis will be part of the current effort.

3. **Process, Deliverables, and Guiding Principles** – *Scott Freres, Lakota Group (project lead for consultant team)*

- Introduced the consulting team, explaining that the expertise for the team was determined by the outcomes of the BRAC
 - S.B. Friedman (market and economic component)
 - WRD (environmental analysis, both at the broad and on-the-ground scale)
 - Sam Schwartz and Patrick Engineering (local and multi-modal transportation)
 - Metro Strategies (outreach)
 - Interface (planning, communications, and outreach)
 - Duncan Associates (land development regulation and codes)
- Summarized the timetable for the Land Use Plan
 - Outreach and Education will occur throughout the planning process
 - Phase 1 (five months): Existing Conditions Assessment
 - Phase 2 (six months): Detailed Analysis
 - Phase 3 (five months): Draft the corridor plan
 - Plan Endorsement and Follow up (six months): final plan will be reviewed by the BRAC for approval
- Reviewed Guiding Principles, objectives, and recommendations from the BRAC report

4. **Roles, Responsibilities, and Procedures** – *Jason Navota, CMAP*

- Roles and responsibilities were summarized
 - Co-chairs represent the Land Use Committee
 - BRAC will be kept up to date on the LUC process
 - CMAP will help make sure that there is coordination between the Tollway's process and the Land Use process
 - All committee members have a right to a vote
 - Assuming consensus on outcomes, each community/organization will be asked to endorse the final plan, and then issue a recommendation to the Tollway
 - In the future, committee members will receive meeting materials in advance to allow review; materials will also be posted online following the meeting

5. Desired Outcomes and General Discussion – Co-chairs

- Co-chair Lawlor opened up discussion and asked committee members about their participation
 - One committee member noted that, as Scott Freres said, there is a difference between planning at the high level and the on-the-ground level, so at some point down the line it could be critical to have site visits to the “hot spots” or resource areas. There was discussion that the more market data provided, the better.
 - Co-chair Ranney requested that the committee members look again at the table that shows the difference in the comprehensive plans across the corridor, identifying it because it presents an enormous challenge. Communities need to help consultants with accuracy of the future land use map of comprehensive plans, recommending requests for information be formulated for the consultant team, because that will help guide their analysis.
 - There was discussion about the idea of value capture, which is being explored in the Finance Committee.
 - Navota confirmed that the market analysis will generate information that will feed into the Tollway’s process.
 - It was noted that project hot spots seem to be critical and suggested the committee staff/consultants should walk committee members through how we will identify hot spots.
 - Navota: Right now hot spots are defined very simply as areas that may undergo significant land use change as a result of the facility. We also may want to designate “green” spots with high quality natural resources
 - When asked how they would like to stay engaged in this process, committee members suggested that they be fed information regularly, i.e. every other week, and that updates be sent in advance to allow them to formulate questions in advance. It was noted that draft documents will be shared on the project website. Co-chair Lawlor suggested that they can use the twice-monthly check-in call with the Tollway as a reminder to provide regular updates to the LUC members.
 - It was noted that an important role of committee members is getting their village boards and city councils engaged. Freres agreed and suggested that the consultant team was available to have dialogues with members’ elected bodies if meetings are needed. It was noted that the same thing would be good for the conservation community, and perhaps focus group(s).
 - Navota agreed, noting that the intention is to feed them “talking points” that they can use.
 - One committee member asked other LUC members what they were hearing from their communities about this project, and said in his own village residents are asking what the facility is going to look like, how big, etc. and all their questions are about the road facility itself.
 - Other committee members agreed, saying that residents want the road and have for years, and at this stage they are confused about this process and wonder why – given the BRAC process – it seems like we are starting over or still undertaking land use planning.
 - One committee member suggested that small text blurbs be provided that every municipality can put on its websites and newsletters so that the message is clear and uniform. A consistent message with the same information across the communities would be good. Residents are saying that they’ve needed this road and wonder why it can’t just get going with construction. Another agreed, saying they often hear, “will Route 53 be built in my lifetime?” Therefore what the public needs to hear about is the process and timeline. Another committee member said he hasn’t heard anything about this during his 10 months in office, but his village is outside the buffer zone.

6. Public Comment

- One member of the public who is a retired engineer noted that he has been following this project since 2000 and would like to be more involved. Is there room for private citizens to be involved in this process? He noted that he has started to get encouraged in this LUC process. Freres responded that there is no defined role in the technical planning process for members of the public, but plenty of opportunities for public engagement throughout the process.
- Another attendee asked where is there a metric for greenhouse gases? Co-chair Lawlor responded that many of the metrics and factors were determined and set in the BRAC report, and they took those issues into consideration. Navota added that the land use planning recommendations of the BRAC address GHG emissions, such as planning for public transit, open space, etc. Co-chair Ranney asked whether a discrete analysis of the impact of the road on greenhouse gases will be conducted, using build/no-build scenarios. Rocco Zucchero (Tollway) responded that environmental impact analysis is mandatory as part of further engineering if the project continues.
- A comment was made that there will be positive spillover effects in Cook County and asked whether the committee has considered engaging Cook and McHenry communities in the process. Co-chair Lawlor responded that yes, they are part of the Finance process.
- A representative from Lake County Audubon Society asked whether the committee can post clearer materials and maps on the website. Navota replied that we will be posting accessible materials in the future. A committee member added that as long as the maps are high enough quality that a user can zoom in, these maps will work. Navota replied that it is the intention to create an interactive website that allows the public to view maps and provide comments and input.

7. Next meeting (May 8, 3:00 – 4:30 at the Lake County Permit Facility)

ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Initial Talking Points

This messaging is for members of the Land Use committee, support staff, and consultants. It is not intended for public distribution. It is a general reference rather than a detailed summary of the corridor planning effort.

Refer media inquiries to Jason Navota (jnavota@cmap.illinois.gov or 312-386-8750). **Only co-chairs Aaron Lawlor and George Ranney are authorized to speak on behalf of the committee.** The following language will be helpful if any committee member wishes to comment on behalf of his or her own organization.

1. As recommended by the **Illinois Route 53/120 Blue Ribbon Advisory Council**, two committees have been formed to address **Land Use** (staffed by the Chicago Metropolitan Agency for Planning, or CMAP) and **Finance** (staffed by the Illinois Tollway). The **Illinois Route 53/120 Project** web page has links to all relevant materials.
2. The two committees' efforts are a **partnership of the Illinois Tollway** (which staffs the Finance Committee), **Lake County**, and **CMAP** (which staffs the Land Use Committee). The land use planning effort is co-chaired by Aaron Lawlor (Lake County Board Chairman) and George Ranney (Metropolis Strategies President and CEO), with membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community.
3. By reflecting the **conscious choices of residents and their elected leaders**, the land use plan will achieve results far more beneficial to communities than if land uses were determined only by market forces.
4. Because it will take a coordinated approach to land use and transportation, this corridor planning effort is the best opportunity in many years to move forward to construction of the facility. To a significant degree, the extent of collaboration between the municipalities, county, and other stakeholders will determine how quickly the proposed project can become reality.
5. The land use plan will **protect community assets** – including vital natural resources and quality of life – and **identify opportunities** to improve recreation, transit, and economic development. It will balance individual communities' specific desires with broader strategies for quality of life and economic prosperity in the municipalities, in Lake County, and in the region as a whole.
6. This land use planning effort **will not decide final alignments** for Illinois Route 53/120. The preferred alignment and property impacts will be assessed as part of a future phase.
7. This effort will culminate in mid-2015 with a **broad land use strategy** for the entire corridor, along with specific plans for approximately 12 areas that are anticipated to undergo significant change as a result of the facility.
8. The committee will be asked to **recommend endorsement of the land use plan** by corridor municipalities and Lake County before making a recommendation to the Illinois Tollway Board of Directors on whether the Illinois Route 53/120 facility should proceed.

“Elevator Speech”

Short version

Lake County, the Chicago Metropolitan Agency for Planning, and the Illinois Tollway are planning collaboratively for the proposed Illinois Route 53/120 corridor project, which would extend IL Route 53 north and make improvements to IL Route 120. To evaluate the project feasibility, CMAP is staffing a Land Use committee. and the Tollway is staffing a Finance Committee.

Long version

Lake County, the Chicago Metropolitan Agency for Planning, and the Illinois Tollway are planning collaboratively for the proposed Illinois Route 53/120 corridor project, which would extend IL Route 53 north and make improvements to IL Route 120.

- In 2012 a Blue Ribbon Advisory Council recommended creation of a 21st Century urban highway. This modern boulevard would have a smaller footprint to minimize potential negative impacts while protecting the natural environment and preserving the character of Lake County.
- CMAP is staffing a Land Use committee co-chaired by Aaron Lawlor (Lake County Board Chairman) and George Ranney (Metropolis Strategies President and CEO), with membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community.
- The effort's purpose is to protect community assets – including vital natural resources and quality of life – and identify opportunities to improve recreation, transit, and economic development.
- In mid-2015, the Land Use committee will issue its broad land use strategy for the entire corridor, along with specific land use plans for approximately 12 areas that are anticipated to undergo significant land use change as a result of the facility.
- Concurrent with this land use effort, the Tollway is staffing a Finance Committee to evaluate the project's financial feasibility.

To learn more, contact CMAP's Jason Navota (jnavota@cmap.illinois.gov or 312-386-8750).



ILLINOIS ROUTE 53/120 CORRIDOR LAND USE PLAN

Land Use Committee Member Website Descriptions

Land Use Committee members can use some or all of the following descriptions on their websites.

Short Version:

The Village of _____ is helping create a corridor land use plan for the proposed Illinois Route 53/120 roadway. Learn more about the project at <http://www.lakecorridorplan.org>.

Longer Version (use as much or as little as desired):

Lake County, the Chicago Metropolitan Agency for Planning (CMAP), and the Illinois Tollway are planning collaboratively for the proposed Illinois Route 53/120 corridor project, which would extend IL Route 53 north and make improvements to IL Route 120. To evaluate the project feasibility, CMAP is staffing a Land Use committee, which will oversee development of a corridor land use plan, and the Tollway is staffing a Finance Committee.

The corridor land use plan will protect community assets – including vital natural resources and quality of life – and identify opportunities to improve recreation, transit, and economic development. It will balance individual communities' specific desires with broader strategies for quality of life and economic prosperity in the municipalities, in Lake County, and in the region as a whole. In mid-2015, the Land Use committee will issue its broad land use strategy for the entire corridor, along with specific land use plans for areas that are anticipated to undergo significant land use change as a result of the new facility.

The Village of _____ is a member of the Land Use Committee, which is co-chaired by Aaron Lawlor (Lake County Board Chairman) and George Ranney (Metropolis Strategies President and CEO), with membership drawn from the leaders of municipalities affected by the facility, the Lake County Board, the county's economic development interests, and the environmental community.

Up-to-date information about the land use planning process – including notice of meetings – can be found at <http://www.lakecorridorplan.org>. To stay informed about the project via e-mail updates, contact Elli Cosky (ecosky@metrostrategiesinc.com).

David Lothspeich

From: Kristi DeLaurentiis [kdelaurentiis@metrostrategiesinc.com]
Sent: Friday, May 02, 2014 9:31 AM
To: Angie Underwood
Cc: David Lothspeich
Subject: Thank you for meeting with us
Attachments: Stakeholder Request _form.pdf

President Underwood,

Thank you for meeting with us recently to discuss the Illinois Route 53-120 Corridor Land Use planning initiative. We appreciated the time you and David spent with us. The on-the-ground perspective you were able to provide was very informative; we had a much better sense of your community and the current issues you face. Thank you, again, for making time to meet with us early in the planning process. I am providing the Stakeholder Form, as discussed, and we'll follow up with David if there are additional materials that would be helpful for us to have.

Just as a reminder: The next land Use Committee meeting is scheduled for May 8, from 3:00 to 4:30 p.m. at the Lake County Central Permit Facility, 500 Winchester Road, Libertyville, Illinois. This meeting will follow the fifth meeting of the Finance Committee, which is scheduled from 1:00 to 2:30 p.m. Please bring your completed Stakeholder worksheet (if you have anyone to nominate) or any other missing forms to the meeting, or send me a copy at the email address below. Thank you.

On behalf of CMAP and the Lakota team, we look forward to working with you.

Sincerely,
Kristi

Kristi DeLaurentiis
Metro Strategies, Inc.
Cell: 708.567.5156
kdelaurentiis@metrostrategiesinc.com





Daily Herald

Big Picture . Local Focus

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Article updated: 5/5/2014 9:29 AM

Why more tolls could be coming to area freeways

By Marni Pyke

Sometimes it's a stretch to take federal legislation and relate it to suburban issues. Other times, the correlation is as plain as converting freeways to tollways.

Yes, you heard me. The White House's \$302 billion, four-year transportation bill filed last week gives its blessing to states to charge tolls on interstates under certain conditions.

Predictably, the Senate and House have their own highway bills percolating and there's no consensus as of yet. But something's got to give soon because the highway trust fund goes broke in August.

Readers of this column know the politics of transportation are messy – funding is always in crisis. What's new is the pivot to tolling by the Obama administration.

The shift resonates in Illinois where the Elgin-O'Hare Expressway will transform into a tollway once the road is extended to the airport. And, an existing section of Route 53 might be tolled to pay for expanding north into Lake County.

Here's how two national groups see the issue.

"Most people are in agreement there needs to be additional funding to support our nation's roads and tunnels and that the interstate system is near the end of its useful life," said Patrick Jones, CEO of the International Bridge, Tunnel and Turnpike Association. "The challenge is many states depend on funding from the federal highway trust fund and that's not increased since 1993."

"So, we'd like to see states have the option, the flexibility to use tolling on their existing non-tolled highways for the purpose of reconstruction."

Prepare to be shocked, but the Alliance for Toll-Free Interstates, whose members include the trucking and express delivery industries, disagrees. Tolling is not only an inefficient means of collecting revenue, expansion would push traffic onto local roads, ATFI officials said.

The federal plan is also flawed because it would allow revenues to be used on other transportation projects, not just tolled roads, the alliance argues. While other states have opposed tolls on interstates, Illinois is ripe for expansion because it already has an infrastructure in place, a spokesman warned.

For an Illinois perspective, I asked Illinois Sens. Dick Durbin and Mark Kirk and state Sen. Jim Oberweis their opinions on tolling interstates and Route 53.

Kirk, a Highland Park Republican, earlier this year sponsored legislation to expand from three to 10 the number of

states participating in a pilot project allowing tolling of interstates.

"Lifting caps to expand interstate tolling pilot programs will allow for local flexibility in transportation funding and revenue," a Kirk spokesman said. The senator's bill "unleashes local control and pricing variabilities, rather than unworkable one-size-fits-all solutions to our transportation and infrastructure capital and maintenance backlog."

Democrat Durbin of Springfield faces a challenge from Republican Oberweis of Sugar Grove in the November election.

"So far, we are not aware of any big push in Illinois to further loosen up restrictions on converting interstates into tollways," Durbin spokeswoman Christina Mulka said.

Generally speaking, Durbin "respects the local planning process and defers to the locals on what they think is the best for the region's transportation future. He promotes discussions that result in a regional or statewide consensus when it comes to potential projects like these," she said.

Regarding the federal bill, Oberweis "is not familiar with the details of this just-announced plan and will explore it in detail soon," spokesman Dan Curry said.

Oberweis criticized Durbin and other lawmakers for failing to "properly manage the increasing amount of tax dollars we send them. They have spent so much on unnecessary programs they have none left to fund important road work," Curry stated.

Tom Rooney is mayor of Rolling Meadows, one of several towns that would be affected if Route 53 between I-90 and Lake-Cook Road was tolled to pay for the Lake County extension. "We're all adamantly opposed," Rooney said.

Route 53 is a state road and its fate is likely to be handled in Illinois unless Washington miraculously picks up the tab. Rooney gives the Illinois tollway credit for offering his town a seat at the table as an advisory group debates funding options.

But, he noted, "this idea of having expanding authority to toll things across the country is a sizable shake-up when it comes to transportation policy."

What do you think about tolling interstates? Drop me an email at mpyke@dailyherald.com. Or follow me on Twitter at [@DHInTransit](https://twitter.com/DHInTransit).

Your voice

Lots of reaction to an April 28 column about an asthma sufferer who had to forgo a trip because of a dog on a flight.

Nurse Barbara McQuillan of Mount Prospect wrote she definitely understands "the need for service animals, however, I also have many allergies. One of them is to dogs and they will trigger a very serious asthma attack. It makes me wonder whether this will be something that we will need to specify in the future when booking a flight. It is difficult enough to find a flight with airfares that we can afford -- and then the penalties involved if you need to adjust your flight."

Gridlock alert

- Keep calm and drive on, Elgin. Work starts this week to rebuild the Route 25 ramps and bridge at the Jane Addams (I-90) Tollway. Expect lane reductions.

- Schaumburg can expect advance work on the Roselle Road and I-90 interchange. Plan for lane reductions between Commerce Drive and Central Road.

Upcoming

Bikes rule May 25 on Lake Shore Drive during the annual MB Financial Bank Bike the Drive event.

Today's the last day for a \$5 discount on registration.

To learn more, go to www.bikethedrive.org.

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Local reaction to Illiana lawsuit is mixed

Published: Friday, April 18, 2014 5:55 p.m. CDT

Peotone Township homeowner Virginia Hamann said she hopes a lawsuit filed last week in Cook County Circuit Court to halt development of the Illiana Expressway succeeds.

"They shouldn't spend another penny of our tax dollars that has been wasted on the project," she said.

A portion of Hamann's farmland lies in the path of proposed 47-mile tollway.

In hopes of stopping the Illiana – which would connect Interstate 55 in Wilmington to Interstate 65 near Lowell, Ind. – two Chicago environmental groups filed a lawsuit last week claiming state transportation officials are in violation of state law and do not have authority to move forward with the project.

State Rep. Larry Walsh Jr., D-Elwood, said opposition in court is not surprising. But the project has strong support, Walsh said, and he believes it needs to move forward to relieve truck congestion in Will County and spur economic growth.

"Everybody's on board with it. Indiana. Illinois. The road builders. The labor unions. Several businesses are all on board," Walsh Jr. said. "It's a well-oiled coalition of folks wanting to get this project done."

Whether the lawsuit will slow the project down is up for the courts to decide, Walsh Jr. said.

"At the end of the day, there's a lawsuit on every big project that comes around. There's always some opposition. That's why we have the court system," he said.

The lawsuit, filed on behalf of the Sierra Club and Openlands, claims Illinois Department of Transportation officials didn't receive the necessary approval last year from the Chicago Metropolitan Agency for Planning.

The project was illegally approved by CMAP's policy committee in October 2013 because the group's board of directors rejected the project 10-4 a week earlier, the lawsuit claims.

That lack of approval from CMAP's board means IDOT officials are illegally spending public funds and the vote to approve the project was unauthorized, according to the lawsuit.

IDOT spokesman Guy Tridgell denied in an email the suit's allegations, writing the committee has the power to authorize the project. The process meets all state and federal legal and

procedural requirements, he said.

“The committee correctly recognized the importance of this project to regional and national mobility, and we believe [it's a] wise decision to include the Illiana Expressway among its fiscally-constrained projects is final,” he said.

The Illiana route has not been finalized nor has it gained federal approval. A decision is expected by May 30.

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