

Route 53 Town Hall Meeting

August 17, 2015



History

Route 53 Extension Project Timeline

- Extension of Route 53 has been discussed since the 1960's when the original right of way was envisioned
- Between 1970 and 1990 two environmental studies on the north extension were initiated but then discontinued due to other road priorities
- Between 1970 and 1990 IDOT begins acquiring property for the proposed extension. Currently about 65% of the ROW is owned by the State of Illinois
- 1993 – Illinois General Assembly authorizes the Illinois Tollway to extend IL Rt. 53

History

Route 53 Extension Project Timeline

- 1993 – 1997 IDOT & Illinois Tollway prepare Phase One Engineering/Environmental Studies
- 1998 – 2001 IDOT & Illinois Tollway prepare Draft Environmental Impact Statement (DEIS)
- 2001 – DEIS contemplates many alternatives, settled on two – Illinois 83/US Route 45/US Route 12 and Route 53 Extension
- In VHW, the DEIS gave us preferred alignments through sensitive areas in town, and the now famous FAP 342 R.O.W. signs were posted



History

Route 53 Extension Project Timeline

- 2001 – The DEIS was presented at public meetings but did not advance due to lack of consensus
- 2003 – The Illinois Toll Authority estimated the cost to extend Rt. 53 at \$1.86 billion dollars
- 2006 – Lake County officials establish a Corridor Planning Council (CPC) to study the potential expansion of the Rt. 120 corridor
- The CPC develops the IL Rt. 120 Unified Vision Plan recognizing the possibility of a Rt. 53 extension



History

Route 53 Extension Project Timeline

- 2009 – A nonbinding voter referendum question is asked of voters – “Shall the State of Illinois construct the extension of Illinois Route 53 from Lake Cook Road northerly to the existing Illinois Route 120?”
- Referendum passed
- 2010 – Lake County leaders lobby Tollway Authority to adopt Rt. 53 extension project
- 2010 – Chicago Metropolitan Agency for Planning (CMAP) identified Rt. 53 as a priority project in their GO TO 2040 Regional Plan



History

Route 53 Extension Project Timeline

- 2011 – Tollway, Lake County, and CMAP create the Blue Ribbon Advisory Council (BRAC) to assist in the planning and potential building of the Rt. 53 extension
- 2012 – BRAC issues Resolution and Summary Report; concludes consensus
- 2013 – CMAP establishes a Finance Committee and Land Use Committee made up of local leaders and other stakeholders – **VHW** is represented on both committees



History

Route 53 Extension Project Timeline

- 2013 – Tollway approves \$4 million contract with TranSystems Corp to plan for extension project
- 2014 – **VHW** establishes Task Force of our elected officials, professional staff, and professional consultants to assist in the assessment of the Finance and Land Use Feasibility studies conducted by committees
- 2014 – CMAP finalizes GO TO 2040 plan, ranks Rt. 53 project as their highest priority project in its effect on regional congestion



History

Route 53 Extension Project Timeline

- 2015 – Finance Committee approves and recommends a funding package to the Tollway that includes local tax dollars in the amount of \$115 - \$153 million to assist in the funding of the project and recommends moving forward with next steps
- 2015 – Land Use Committee continues its work on Land Use issues; final report, Land Use plan, and recommendation to Tollway Authority due by end of 2015



Primary Issues Facing the VHW

- BRAC REPORT
- ALIGNMENT
- FINANCING
- LAND USE
- ENVIRONMENTAL



Blue Ribbon Advisory Council

VHW Concerns

- BRAC included transportation representatives, selected government officials, and business/environmental groups however **did not include a representative from one single community in the actual Rt. 53 corridor path**

Communities not included in BRAC:

- Village of Hawthorn Woods
- Village of Long Grove
- Village of Kildeer
- Village of Mundelein
- Village of Round Lake



Blue Ribbon Advisory Council

VHW Concerns

- BRAC report is flawed, as it only considered the original 1960-era alignment and not the preferred alignment previously approved (2001) by dozens of regulatory agencies from previous Environmental Impact Studies
- BRAC alignment contemplates a raised roadway (bridge) over sensitive areas in VHW, over Gilmer Road, which would divide and profoundly changing the character of our Village



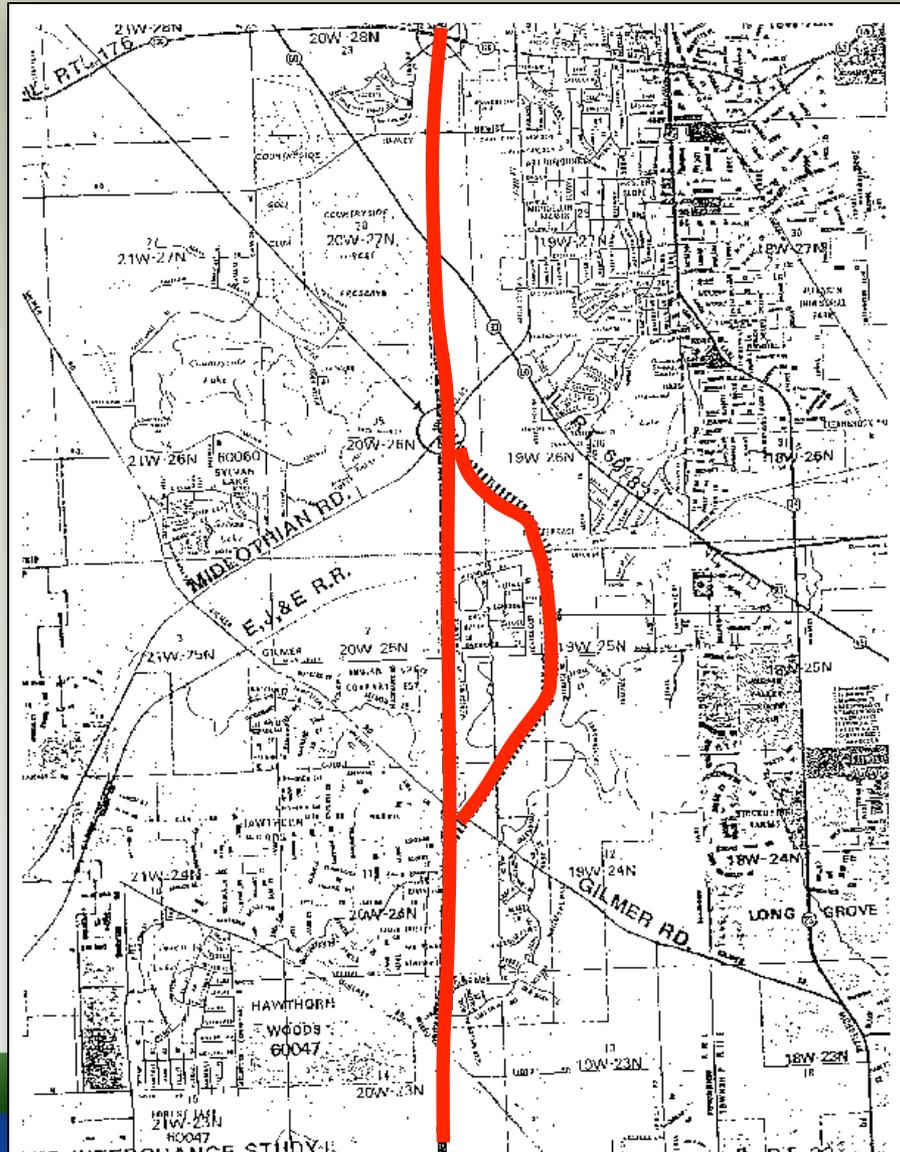
Blue Ribbon Advisory Council

VHW Concerns

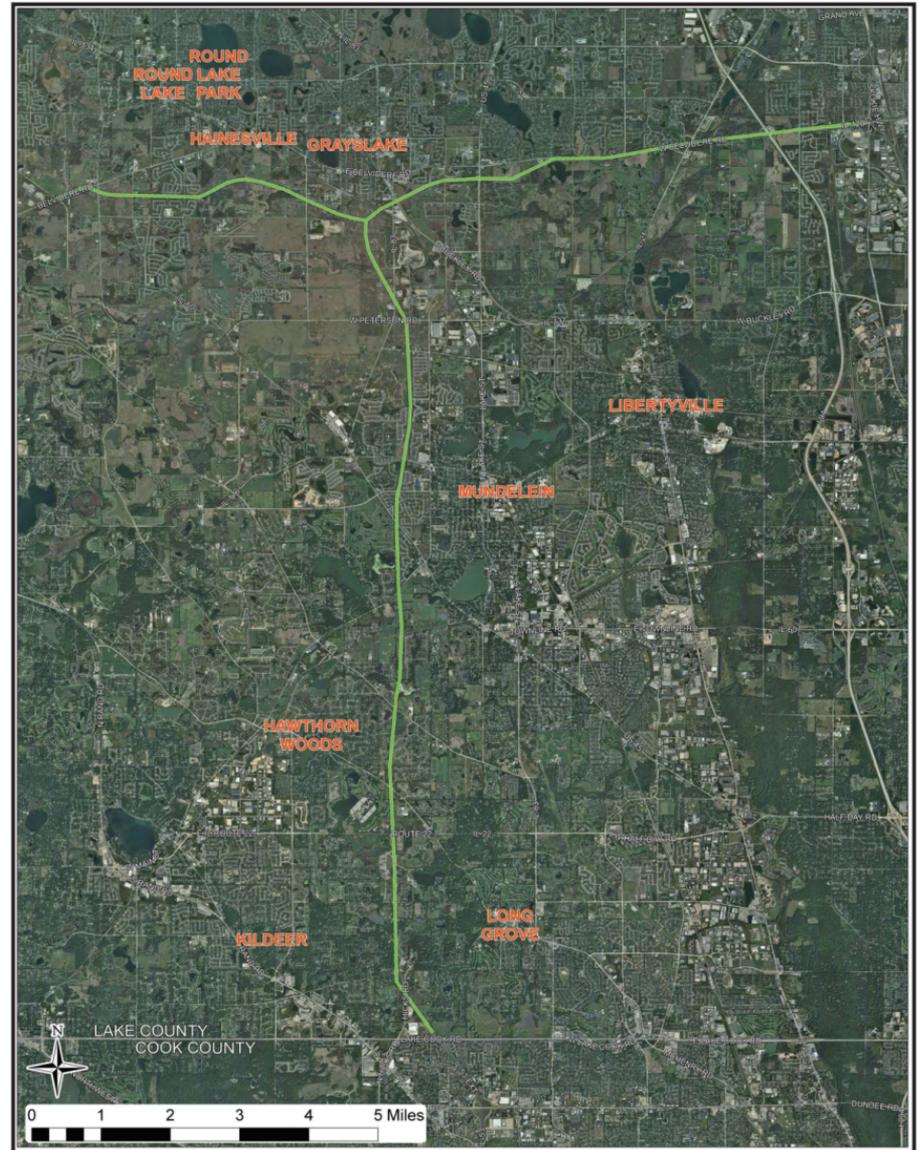
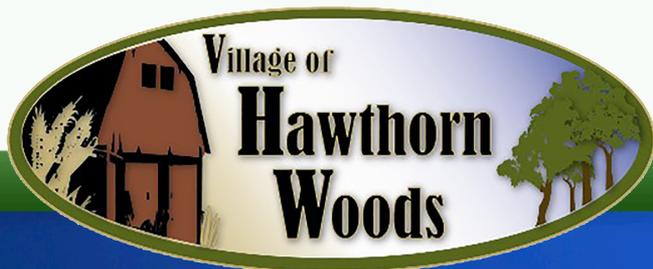
- BRAC recommended a “Regional” development plan impacting only corridor communities
- BRAC report recommended local funding for a regional Tollway completely contradictory to other Tollway funding programs such as the Tri-State



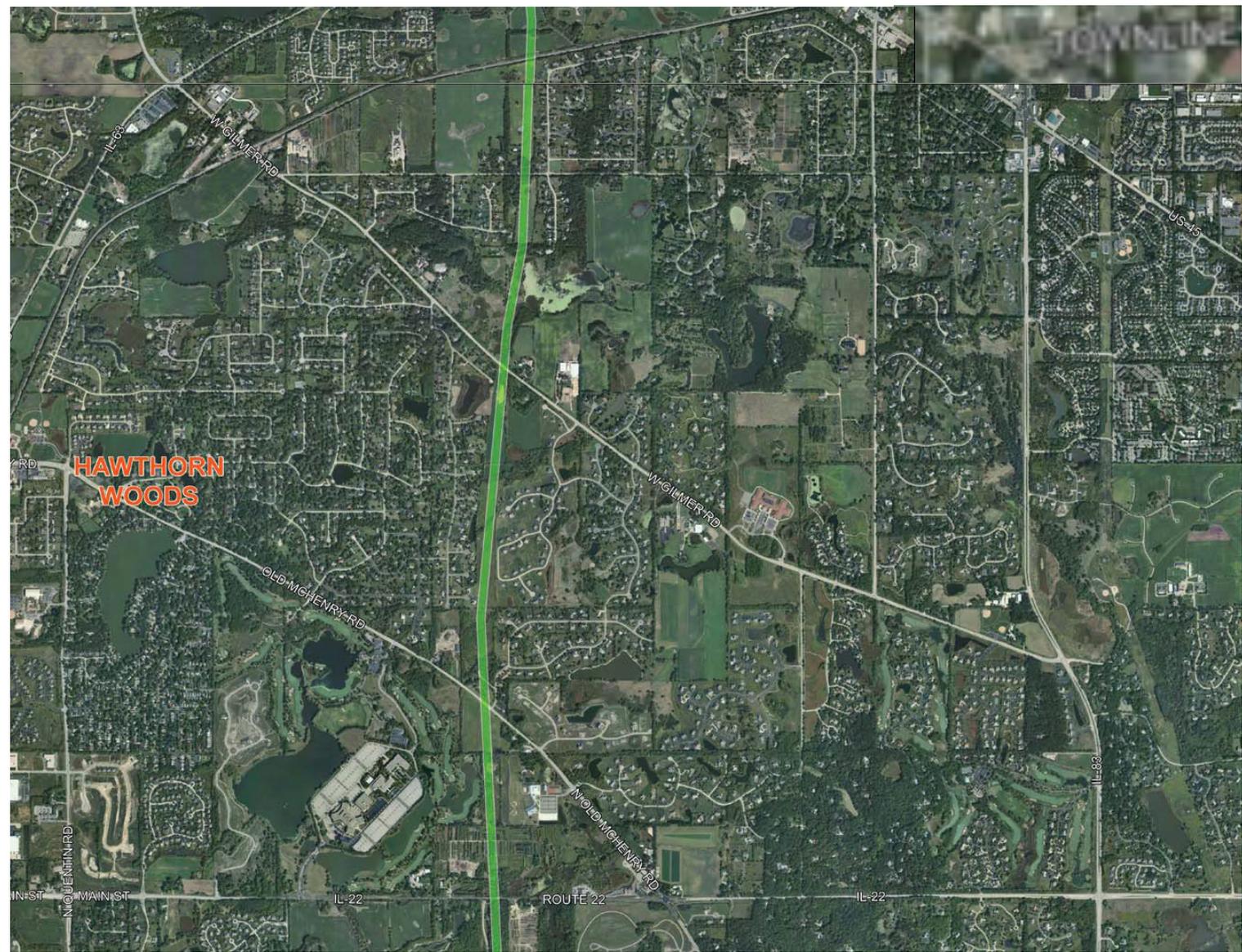
1993 Alignment Map



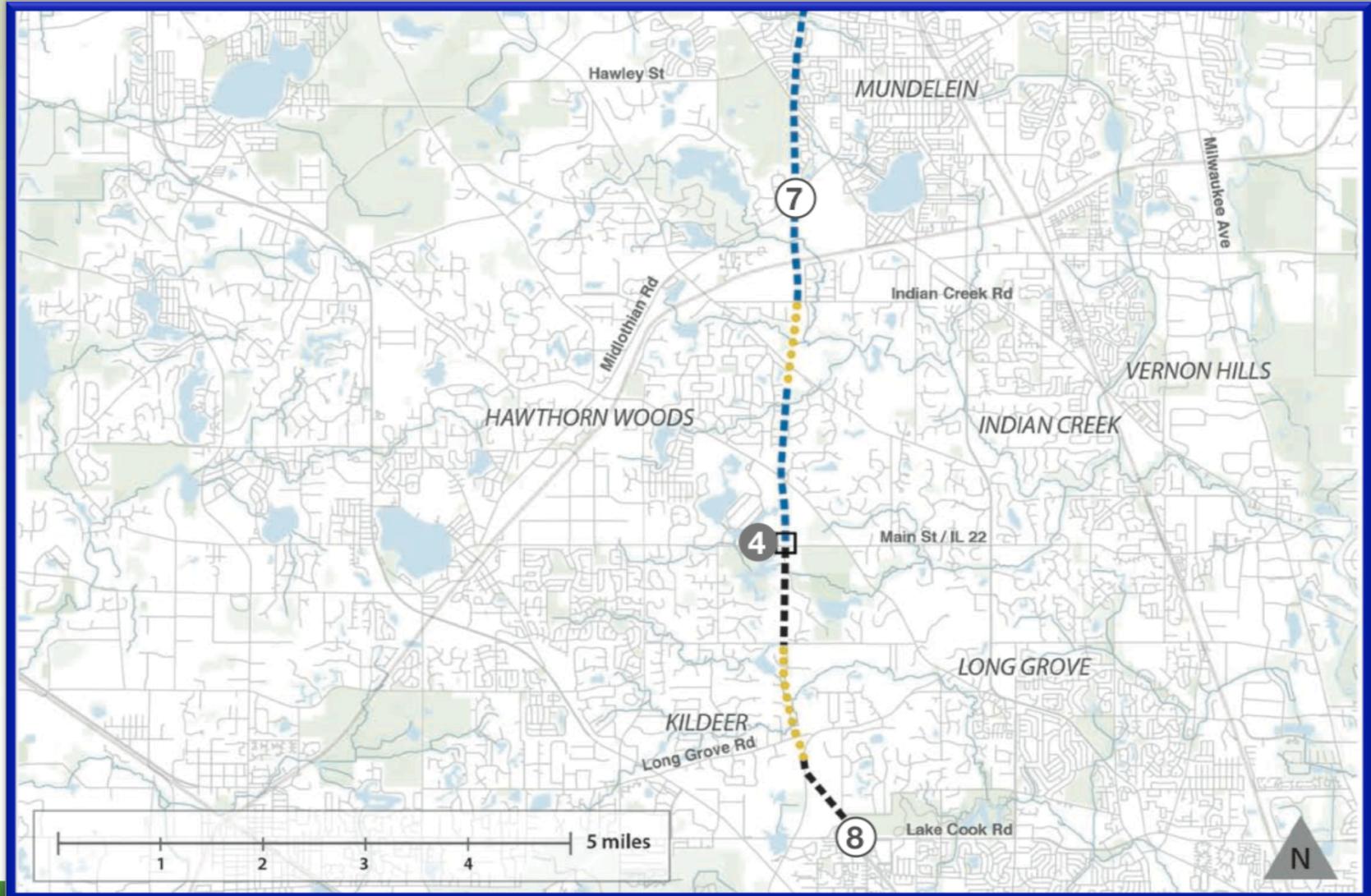
2011 BRAC Map



2011 BRAC Map



2011 BRAC Map



Issues Facing the Village Alignment

- Proposed vs. preferred
- Elevated roadway through Indian Creek Marsh
- Anticipated elevated roadway at:
 - Old McHenry Road
 - Gilmer Road
 - Indian Creek Road
 - Canadian National railroad tracks
- Impact to homes on adjacent Right of Way (ROW)



Issues Facing the Village Financing

- Roadway construction estimated at \$2.3 - \$2.65 billion in 2020 dollars
- \$0.04 per gallon gas tax in Lake County
- Multi-jurisdictional TIF district in corridor communities only
- Highest tolling rates in entire state/region
- Congestion pricing



Issues Facing the Village Financing

- Most expensive road in the country, average of \$200 million dollars per mile
- Most expensive Tolling in state, \$0.20 cents per mile vs \$0.06 cents on existing Tollway
- Tolls double during peak use hours



Issues Facing the Village

Financing

A Sustainable Transportation Fund for IL 53/120

The proposed IL 53/120 facility has the potential to provide significant benefits to communities near the road in the form of reduced traffic congestion and increased transportation options and access. This new access is expected to increase property values and private investment in the corridor, as it has in other highway corridors in the region.

The Sustainable Transportation Fund (STF) would leverage this new investment in the corridor by using a portion of new, non-residential property tax revenues to fund environmental restoration and enhancement projects in corridor communities via the Environmental Restoration and Stewardship Fund. These improvements will also help preserve the unique character of Central Lake County, which is a blend of high-quality natural areas, open space, vibrant communities, and a strong economic base.

This document was created by the Chicago Metropolitan Agency for Planning (CMAP) to describe an STF strategy under consideration by Lake County and communities in the IL 53/120 corridor. CMAP believes this strategy merits consideration, after which further in-depth study will be required to refine the approach.

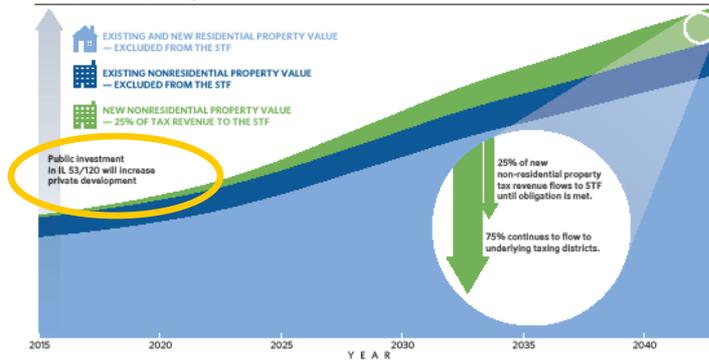
How does the STF work?

Some types of development, like corporate office or hotel, prioritize access to and visibility from an expressway and are more likely to invest in the corridor with the proposed IL 53/120 facility. Industrial developments benefit from reduced travel times to move goods. With the new road, investment by these types of businesses is expected to increase, and overall land values will rise in areas with the highest new access.

How will my community be affected?

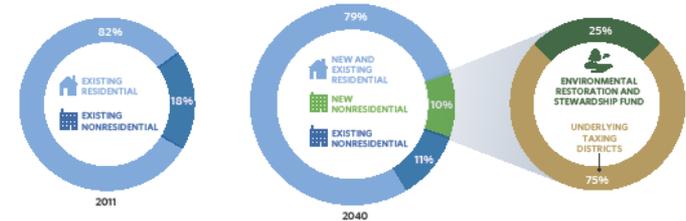
The STF is intended to provide increased revenues to all jurisdictions by raising revenue for the Environmental Restoration and Stewardship Fund and returning substantial revenues to local jurisdictions in the form of environmental project funding, including preservation of important conservation areas. The Environmental Restoration and Stewardship Fund is estimated to require \$83 million to preserve and protect community and natural assets in the IL 53/120 corridor. This is a fraction of the increased property tax revenues estimated to be generated in the corridor after completion of the road.

How does the Sustainable Transportation Fund work?



Source: Chicago Metropolitan Agency for Planning analysis.

Estimated distribution of IL 53/120 corridor property values by residential and non-residential classes



Source: Chicago Metropolitan Agency for Planning analysis.

How much of new tax revenue will continue to flow to underlying districts?

Underlying jurisdictions should still receive the current and inflationary property tax revenues from all existing development, tax revenues from all new residential development, and 75 percent of tax revenues from new, non-residential development. The STF will receive tax revenues from 25 percent of new, non-residential development within the corridor.

Is this a new tax or fee?

The STF is not a new fee or tax. It is the temporary diversion of 25 percent of new, non-residential property tax revenue to a fund intended to support environmental projects in corridor communities.

How much of new revenue will continue to flow to underlying districts?



Source: Chicago Metropolitan Agency for Planning analysis.

Will the STF continue forever?

No. Legislation will limit the STF term. The STF will remain in place until the obligation (\$83 million) is met, after which 100 percent of new, non-residential property tax revenue will flow to underlying districts.

Will I be able to create a local TIF, SSA, or similar district to promote local economic development?

This will need to be addressed in legislation. However, the intent of the proposed structure of the STF is to allow as much revenue as possible to return to local districts. The legislation may be written to allow the establishment of special local districts, while maintaining some level of revenues still returning to the STF. The proposed legislation will also address existing TIFs, with the intent to allow existing TIFs to meet their current obligations.

What is the process for creating the STF?

Approval of the STF concept through the IL 53/120 Finance Committee is the first step in a longer process. There will be additional opportunities for communities to understand their costs and benefits and weigh in on more specific boundaries and fiscal impacts. High-level next steps include:

- 1) Approval of the STF concept by the Finance Committee.
- 2) Development and passage of state legislation to allow creation of the STF.
- 3) Updated analyses of a possible STF boundary, development implications within that boundary, refined STF revenue potential, and implications for underlying jurisdictions.
- 4) Approval and creation of the STF.

FY15-0062

Issues Facing the Village Financing

- Multi-jurisdictional TIF District to capture 25% of new non residential development
- Dollars lost from corridor Villages, School Districts, Fire Districts, Townships, Library Districts, and all other taxing entities
- Only communities in corridor will be in TIF, all other communities will be exempt
- \$81-\$108 million in TIF Dollars



Issues Facing the Village Land Use

- Start-up Memorandum Of Understanding (MOU) by end of 2015 – a “pre-agreement” with obligations
- Corridor Land Use plan by end of 2016
 - **Addendum to Village Comprehensive Plan**
 - **Prepared from consensus of outside stakeholders and special interest groups**
 - **Captures 750 acres of private land for open space; property owners with future plans may not be aware**
- Intergovernmental Agreement (IGA) between corridor communities to enforce Land Use plan

Issues Facing the Village

Land Use

- Creation of Corridor Planning Council to oversee Land Use plan
 - **Creates additional layer of approval and bureaucracy for development**
 - **Allows for bias from outside stakeholders on local projects**
 - **Would have chilling affect on local development visions**
 - **Politicizes development process**
 - **Loss of local municipal authority in decision making pursuant to current statutes**

Issues Facing the Village

Environmental

- Noise
- Ambient light
- Salt spray
- Visual pollution
- Piers in marsh
- Future potential expansion from 4 lanes to 6 lanes
- ADID wetland impacts on flora & fauna habitat
 - Sandhill Crane
 - Great Blue Heron
 - Great Egret



Photo Simulations

- Gilmer Road looking west
- Gilmer Road looking east
- Lisa Lane looking east
- Edward Lane looking east
- Oneida Lane looking west





Gilmer Road

View: Looking east on Gilmer Road past Darlington Drive





Gilmer Road

View: Looking east on Gilmer Road past Darlington Drive
Note: Measurements are approximate





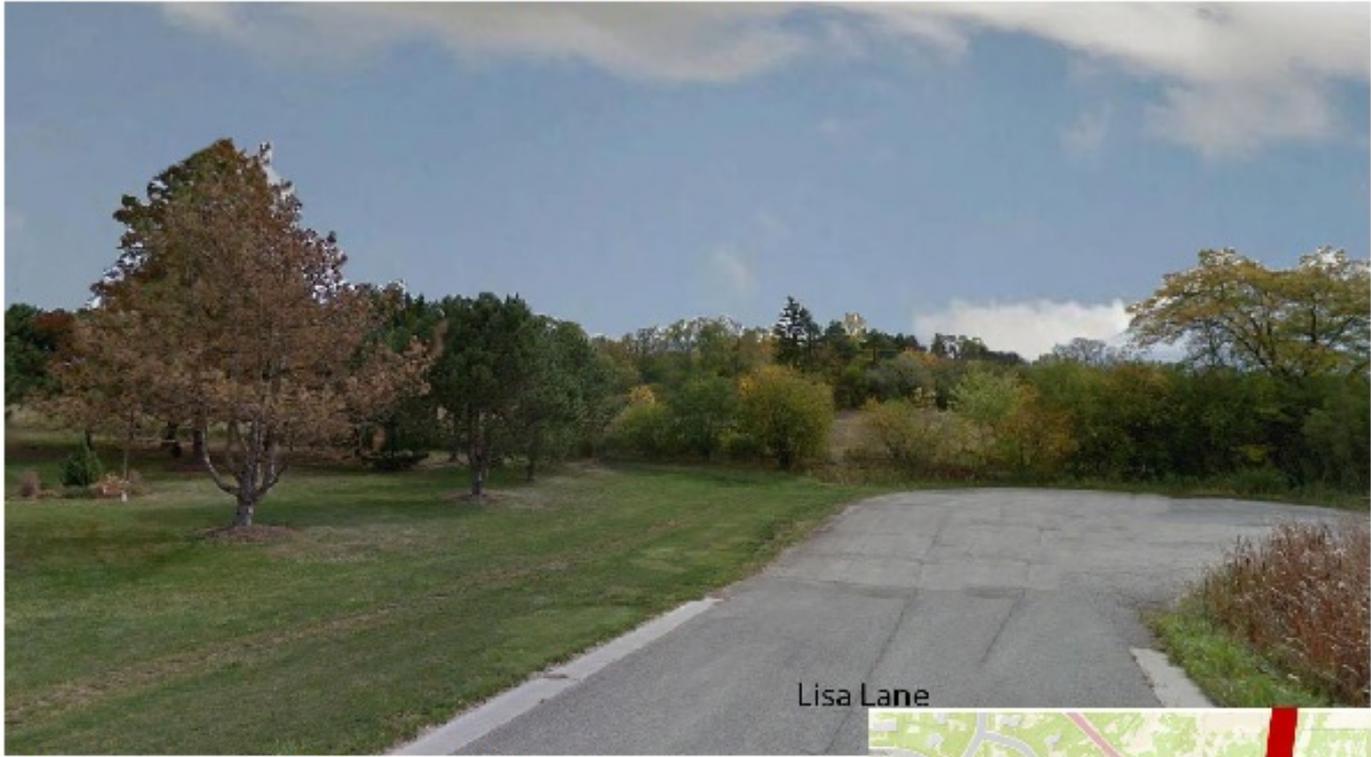
View: Looking west on Gilmer Road past Hawthorn Grove Drive





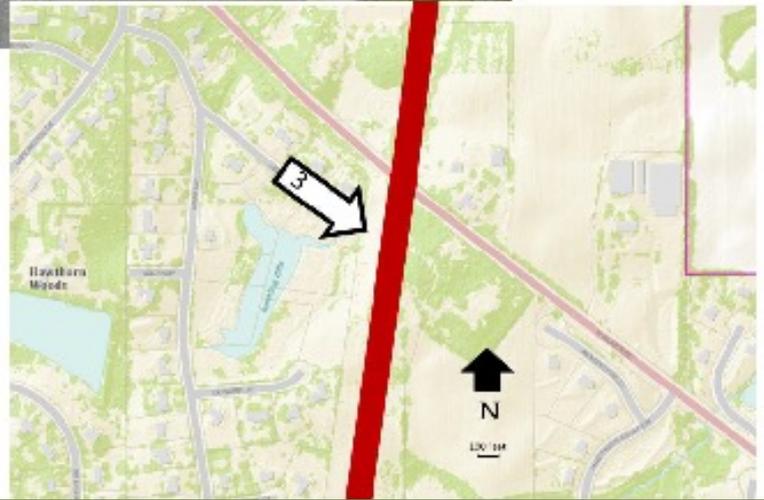
View: Looking west on Gilmer Road past Hawthorn Grove Drive
Note: Measurements are approximate





Lisa Lane

View: Looking east at the end of Lisa Lane





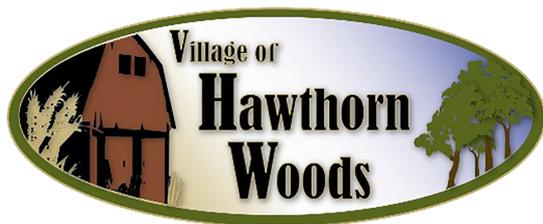
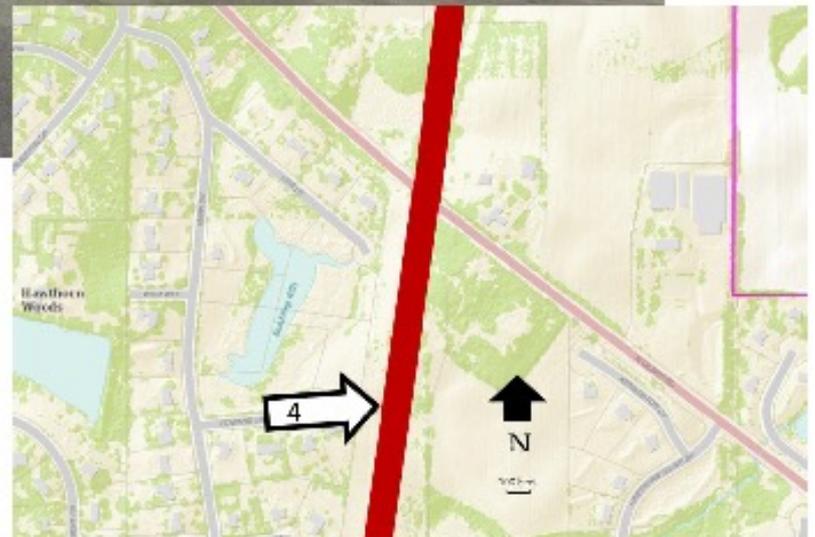
View: Looking east at the end of Lisa Lane





Edward Lane

View: Looking east at the end of Edward Lane





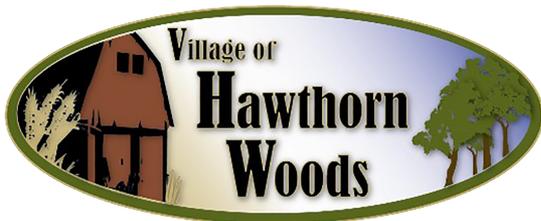
Edward Lane

View: Looking east at the end of Edward Lane





View: Looking west at the end of Oneida Lane





Seneca West Avenue

Oneida Lane

View: Looking west at the end of Oneida Lane



Village Action to Date

- Members of Finance and Land Use Committee
- Participated in every meeting over 18 months
- Staff/Task Force presence at every meeting
- Wrote letter of objection to alignment to Toll Authority, CMAP, Lake County and Governor
- Met with Governor Rauner to discuss alignment and land use concerns
- Met with CMAP to discuss Village concerns
- Met with Lake County to discuss Village concerns
- Regular meetings with Task Force to discuss concerns



Village Action to Date

- Voted “NO” to Finance Committee funding package recommendation to Tollway
- Voted “NO” on Working Group recommendation to create CPC
- Engaged 5 communities in actual corridor to collaborate on common concerns
- Hosted meetings with 5 communities to discuss strategies on how to address concerns
- Sent two letters unified with the 5 corridor communities all signing to Tollway, CMAP, IDOT, Lake County and Governor



Village Action to Date

- Letter from the 5 corridor municipalities of **Hawthorn Woods, Long Grove, Mundelein, Kildeer, and Round Lake** requests:
- Municipal representation on all committees
- Start-up MOU review prior to any further votes
- Land Use plan review prior to any further votes
- Abandonment of Corridor Planning Council
- Full Lake County municipal funding participation
- 50% of gas tax distribution to Corridor municipalities only
- No further votes until concerns addressed



What's Next

- CMAP to present draft of Land Use plan to full Land Use Committee
- CMAP to present draft of MOU and IGA's to full Land Use Committee and corridor municipalities
- Land Use Committee to deliberate and make recommendation to Tollway to proceed with next steps - \$100 million Phase One Engineering and Environmental Impact Study.



What's Next

- Citizen involvement
 - Contact
 - Toll Authority
 - Lake County representatives
 - CMAP
 - IDOT
 - Governor Rauner
 - www.lakecorridorplan.org



Route 53 Town Hall Meeting Resident Questions

August 17, 2015



