

**From:** Lisa Glisson [mailto:lglisson@braidwood.us]  
**Sent:** Wednesday, August 28, 2013 9:53 AM  
**To:** Info  
**Subject:** GO TO 2040 and TIP Amendment Public Comment

Attached is the Resolution passed by the Braidwood City Council in support of the Illiana Project. They Mayor would appreciate this support being documented with your department.

Sincerely,

Lisa A. Glisson, City Clerk  
City of Braidwood  
141 W. Main Street  
Braidwood, IL 60408  
815-458-2333 ext. 203  
815-405-0908

**RESOLUTION NO. 13-09**

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRAIDWOOD  
IN SUPPORT OF THE CONSTRUCTION OF THE ILLIANA EXPRESSWAY

WHEREAS, the City Council of the City of Braidwood desires to support the Building of the Illiana Expressway;

With the opening of the intermodal facility in Joliet and Elwood there has been a significant increase in heavy truck traffic seeking an alternate east-west route. The damage to our narrow local roads has been considerable.

Soon Ridgeport will open as the third intermodal facility in neighboring Wilmington with yet another proposed rail industrial park approved in Coal City. Since none of these facilities are anywhere near capacity yet, it is appropriate to start building a major road to handle existing and future truck traffic.

The Illiana Expressway as proposed and planned by IDOT fills that need.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Braidwood supports the building of the Illiana Expressway.

PASSED this 27<sup>th</sup> day of August, 2013

AYES: 5

NAYS: 0

ABSENT: 0

APPROVED THIS 27 day of August, 2013

Willie Orr

Mayor

ATTEST: Lisa Allerson

City Clerk



*City of* CREST HILL

*Illinois*

Raymond R. Soliman  
Mayor

1610 PLAINFIELD ROAD, CREST HILL, ILLINOIS 60403 PHONE 815-741-5100

Vicki Hackney  
Clerk

Glen Conklin  
Treasurer

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

Ward 1  
Scott Dyke  
John Vershay

The City of Crest Hill, strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Crest Hill supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

Ward 2  
Claudia Gazal  
Barbara Sklare

Ward 3  
Tina Oberlin  
Candi Thuringer

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Ward 4  
Charles Convery  
Tom Inman

Will County is home to several major intermodal facilities, with more planned, these facilities need more efficient ways to move goods in and out of our region. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses.

John D. Tomasoski  
Administrator

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delay's limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Crest Hill strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

A handwritten signature in cursive script, appearing to read "Raymond R. Soliman".

Raymond R. Soliman  
Mayor  
City of Crest Hill

8/23/2013 e.copy: EA

OFFICE OF THE MAYOR  
**THOMAS C. "TOM" GIARRANTE**  
**MAYOR**  
815/724-3700  
FAX 815/724-3715



**150 WEST JEFFERSON STREET  
JOLIET, ILLINOIS 60432-4158**

**August 20, 2013**

**CMAP Transportation Committee  
c/o Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning (CMAP)  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606**

**Subject: City of Joliet Support for Addition of the Illiana Corridor to GO TO 2040**

**Dear CMAP Transportation Committee Members and Mr. Blankenhorn:**

I am writing to express the support of the City of Joliet for the inclusion of the Illiana Corridor in CMAP's GO TO 2040 comprehensive regional plan. The City's support is based on many reasons, but the two main reasons are:

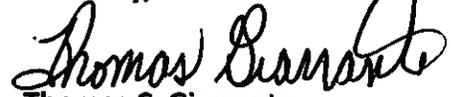
- ✓ Joliet's position as the host of the world's largest inland port through the Union Pacific's Global IV facility and Joliet's connection to the global logistics industry require the construction of the Illiana Expressway to provide the safe and efficient movement of goods and products to and from Global IV and the many support facilities that have been and will be constructed in Joliet in the near future.
- ✓ Interstate 80 and its multiple interchanges in Joliet are insufficient to meet the demand for moving goods and products safely and efficiently through Joliet and Will County, and having the Illiana Expressway serve as the main corridor in and out of the Joliet area will alleviate heavy freight traffic on I-80 when it is redirected to the Illiana.

The City of Joliet supports the construction of an interchange in the Illinois Route 53 area so the vehicles using the Global IV complex will have access to the Illiana. Without that interchange, access to the Illiana will be severely limited.

The City of Joliet supports the inclusion of the Illiana Corridor in the GO TO 2040 plan to spur job growth and the economy in the Will County area. The City also supports the Illiana Corridor for the purpose of promoting and expanding Joliet as one of the largest grain exporters in the United States. Many of the containers that bring goods and products from Asia to Joliet are quickly filled with grain and shipped back to Asia. Illinois farmers are enjoying a premium on grain prices with the opening of new market opportunities through Global IV. The Illiana Expressway will open other grain markets to Joliet and give Joliet and Illinois an opportunity to promote a better balance of trade with business partners in Asia and other parts of the world.

The Illiana Expressway is good for Joliet's 147,500 residents and the City's business partners. We encourage CMAP to support our efforts to build the Illiana.

Sincerely,



Thomas C. Giarrante

Mayor

**Copy: Joliet City Council Members**  
**Larry Walsh, Will County Executive**  
**John Greuling, Will County Center for Economic Development**  
**Tom Thanas, Joliet City Manager**

Resolution of the City Council  
of  
The City of Momence,  
in  
the County of Kankakee, Illinois

Resolution # 133

A RESOLUTION SUPPORTING A NEW ILLIANA EXPRESSWAY

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the City Council of the City of Mokenca supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the City Council of the City of Mokenca in Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that City Council of the City of Mokenca in Kankakee County supports the construction of the Illiana Expressway in southern Will or northern Kankakee County with minimum origin-destination at I-65 and I-55, and

BE IT FURTHER RESOLVED, that City Council of the City of Mokenca supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that the City Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Caren Gordon, Illinois State Representative.

PASSED and adopted this 1 st day of March 2010.

Alderman Denton	Aye <u>✓</u>	Nay <u>    </u>	Absent <u>    </u>
Alderman Straley	Aye <u>✓</u>	Nay <u>    </u>	Absent <u>    </u>
Alderman Metz	Aye <u>    </u>	Nay <u>✓</u>	Absent <u>    </u>
Alderman Steele	Aye <u>✓</u>	Nay <u>    </u>	Absent <u>    </u>
Alderman Kupferer	Aye <u>✓</u>	Nay <u>    </u>	Absent <u>    </u>
Alderman Cook	Aye <u>    </u>	Nay <u>    </u>	Absent <u>✓</u>
Alderman Lesyna	Aye <u>✓</u>	Nay <u>    </u>	Absent <u>    </u>
Alderman Puglise	Aye <u>    </u>	Nay <u>✓</u>	Absent <u>    </u>
TOTALS	Aye <u>5</u>	Nay <u>2</u>	Absent <u>1</u>



BY:

*Mick Porter*  
Mick Porter, Mayor

ATTEST:

*Jenene Henson*  
Jenene Henson, City Clerk



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 23, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan 9p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

J. Marty Orr  
City of Wilmington, Mayor



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 23, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan 9p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

Joe VanDuyne  
City of Wilmington, 3<sup>rd</sup> Ward Alderman



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 23, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan 9p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

John M. Persic, Jr.  
City of Wilmington, 1<sup>st</sup> Ward Alderman



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 23, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan 9p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

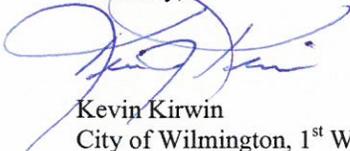
Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,



Kevin Kirwin  
City of Wilmington, 1<sup>st</sup> Ward Alderman



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 23, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan 9p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

Fran Tutor  
City of Wilmington, 3<sup>rd</sup> Ward Alderman



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 29, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan (p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

Judith Radosevich  
City of Wilmington, City Clerk



## City of Wilmington

1165 S. Water Street ■ Wilmington, Illinois 60481-1633 ■ Phone: 815-476-2175 ■ Fax: 815-476-2276  
www.wilmington-il.com

---

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

August 29, 2013

Dear Mr. Blankenhorn,

The City of Wilmington strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The City of Wilmington supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, barge facilities, logistic operations with more planned, these facilities need more efficient and safe ways to move goods in and out of our region which services over 60 million people located within the Midwest region alone. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses and the Midwest region. Will County is host to the largest Inland Port and this is by design through market demand and location of global transportation infrastructure with transcontinental railroads, Illinois and DesPlaines River and interstate roadways which lead, pass through and terminate in this region.

According to the GOTO 2040 Plan (p.109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local supplier more efficient, the region should pursue truck transportation. The Illiana accomplishes all of these state regional goals. The CMPA Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p.24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into and around the region (p.23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The City of Wilmington strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

Helen M. Hoppe  
City of Wilmington, 4<sup>th</sup> Ward Alderman

**Grundy County  
Land Use Department  
1320 Union Street  
Morris, IL 60450  
(815) 941-3229  
(815) 941-3432 (fax)**



8/30/2013

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

Grundy County strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. Grundy County supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Grundy County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses.

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delay's limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. Grundy County strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Ron Severson". The signature is fluid and cursive, written over a white background.

Chairman Ron Severson  
Grundy County

**From:** [Rick Kwasneski](#)  
**To:** [Info](#)  
**Subject:** GO TO 2040 and TIP Amendment Public Comment  
**Date:** Tuesday, September 03, 2013 11:41:43 AM  
**Attachments:** [Resolution-Illiana 2012-08-24.pdf](#)

---

The Joliet Arsenal Development Authority (JADA) supports the Illinois Department of Transportation (IDOT) request to amend the GO TO 2040 plan by adding the Illiana Expressway project to the plan's list of fiscally constrained projects. I have attached a resolution passed by our board in support of the Illiana project. We fully support the positions submitted by Will County, the Will County CED as well as the Will County Governmental League as it is a critical project for our area.

JADA has a superior redevelopment/job creation track record, partnering with various levels of government, union labor and the private sector to develop two major projects with CenterPoint Properties Trust, the CenterPoint Intermodal Center-Elwood with BNSF and the CenterPoint Intermodal Center – Joliet with the UP totaling 6400 acres resulting in the creation of thousands of jobs and over \$3 billion dollars in private investment. The Union of Operating Engineers Local 150 ("Local 150") developed a \$50 million state-of-the-art 324,000 square foot skill improvement and training facility on 300 acres of JADA property. This project was operational by 2007 and annually assists over 2000 workers and trainees develop their skills. The CenterPoint and Local 150 projects have received national acclaim, culminating at the 2009 Association of Defense Communities annual conference where JADA was recognized as a "national model for military base re-development" and received the 2009 Base Development Community of the Year Award.

We have an opportunity to be proactive with the inclusion of the Illiana this is truly a transportation corridor. The JADA/CenterPoint developments as well as others industrial parks already developed will continue to expand and improve economic development with jobs and investment. Along with that will be the increased need to accommodate the additional traffic that is generated to enable for goods to be delivered. The Illiana will allow for relief to I-80 which is very congested with interstate and intermodal traffic and is very unreliable at various times of day.

IDOT is looking at various options relative to constructing and operating the Illiana which includes Public/Private Partnerships, which they have gotten significant interest from the private sector. Working with the State of Indiana, Illinois has an opportunity to bring a much needed project to Will County which has experienced significant growth both in population and development which will continue into the future. We believe that this project should be added to the GO TO 2040 plan without delay which will keep the momentum going on this very important transportation corridor

**RICK KWASNESKI**  
EXECUTIVE DIRECTOR  
JOLIET ARSENAL DEVELOPMENT AUTHORITY  
815/630-2800 phone  
815/630-2801 fax

---

*The information contained in this e-mail message is from the Joliet Arsenal Development Authority and may be privileged, confidential, and protected from disclosure. If you are not the intended recipient, any further disclosure or use, dissemination, distribution, or copying of this*

*message or any attachment is strictly prohibited. If you think that you have received this e-mail message in error, please delete the e-mail, and either e-mail the sender at the above address or notify us at our telephone number 815-630-2800.*



**RESOLUTION**

**WHEREAS**, the States of Illinois and Indiana are working on a transportation project of regional and national significance to build an expressway (referred to as the Illiana Expressway) between Interstate 55 in Illinois and Interstate 65 in Indiana to improve the movement of freight and relieve truck congestion in the region, minimize the impact on traffic on local roads, and support the further development of transportation and logistics in Northeastern Illinois; and

**WHEREAS**, Will County, Illinois has become the largest inland container port in North America and part of the global supply chain importing and exporting products and commodities around the world; and

**WHEREAS**, the Joliet Arsenal Development Authority (JADA), was established in 1995 through the State of Illinois (*Joliet Arsenal Authority Act 70 ILCS 508/1*) to help create job opportunities and foster economic development in the Will County area and to facilitate and promote the utilization of property formerly occupied by the United States government as an ammunition plant and arsenal; and

**WHEREAS**, JADA has successfully worked to create what is known as the model for military base redevelopment and has created thousands of jobs with over a billion dollars worth of private investment in the Will County area with the establishment of the Centerpoint Intermodal facilities; and

**WHEREAS**, JADA has additional property to develop and would significantly benefit from the construction of the proposed Illiana Expressway and would be adjacent to the B-3 alternative and JADA has long supported the creation of an east –west corridor between Illinois and Indiana which has been included in both of our regional transportation plans.

**NOW, THEREFORE, BE IT RESOLVED** that the Joliet Arsenal Development Authority supports the development of the Illiana Expressway using the central corridor alignment (B-3) as the alternative as it will have the highest positive economic impact for the region and that the JADA Board of Directors unanimously passed and approved this resolution at a meeting on the 24<sup>th</sup> day of August, 2012.

Executed this 24<sup>th</sup> day of August, 2012.

**WALTER STRAWN, CHAIRMAN**

**JAY PLESE, SECRETARY**

# KANKAKEE COUNTY BOARD



MICHAEL G. BOSSERT, CHAIRMAN

189 East Court Street, Suite 502

Kankakee, Illinois 60901

Telephone: (815) 937-3642 • Fax: (815) 937-3918

August 30, 2013

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Chicago, IL 60606

**RE: Illiana Expressway**

Dear Mr. Blankenhorn:

The purpose of this letter is to express the support of Kankakee County for the Illiana project. We understand that the proposed path of the Illiana project is outside Kankakee County, and that we are not a member agency of the Chicago Metropolitan Agency for Planning, but we want to make you aware of the strong support for the project that comes from our County.

From a historical standpoint, Kankakee County has long recognized the need for an east-west transportation facility at the northern area of Kankakee County. In our most recent **2030 Kankakee County Comprehensive Plan** (adopted November 2005), one of the projects on the Major Transportation Recommendations Plan was an east-west corridor facility at the northern edge of Kankakee County. One of the reasons for this important recommendation was that truck traffic on the two two-lane road crossings between Illinois and Indiana in Kankakee County (Illinois Route 17 and Illinois Route 114) was over 40% of total traffic, causing some existing traffic safety issues, and forecasting future traffic safety issues.

The issue of through truck traffic in Kankakee County (trucks which have neither an origin nor a destination in Kankakee County but pass through the County) has dominated local conversation for the past ten years, and led to Kankakee County supporting the Illinois Department of Transportation in the Illiana Study. All communities in Kankakee County have taken positions that Interstate 55 in Illinois and Interstate 65 in Indiana need to have a connection that is the shortest and most direct, and have supported alternative B3 throughout the Illiana Study. Resolutions from every affected community in Kankakee County have supported this alternative.

Through truck traffic on the two-lane roadway system of Kankakee County is causing other problems which we believe the Illiana could resolve. We have a number of downtown areas that are choking under the load of through trucks, and the capacity of those roadways for local commercial traffic and local development is adversely affected.

Kankakee County is suffering the unintentional impacts of successful development within the CMAP planning area, which has prompted us to appeal to you and your agency for relief from those impacts. The B3 alternative for the Illiana offers a real chance for trucks that currently travel through our County to travel on a facility planned for truck traffic, and it is our hope that CMAP will support that chance.

We understand the issue of fiscal constraint in placing projects into Long-Range Transportation Plans, and have dealt with it in our recent plans. The Public Private Partnership for this project represents a new pathway to fiscal constraint, one with which we have had no experience. We believe that this project represents the solution to a regional issue, and that the Public Private Partnership represents a viable solution to the issue of funding for such a project.

Kankakee County has a concern about the real or perceived impression of the business community toward doing business in the State of Illinois should a non-decision or negative decision toward the Illiana project be rendered. We believe this could have a significant impact on the business climate in Illinois.

It is our hope that your agency will review the impact of this project on an area larger than your planning boundaries, and will choose to solve the traffic dilemma that we face on a daily basis. Thank you for the opportunity to express our concerns and our hope that you will support the Illiana.



Michael Bossert  
Kankakee County Board Chairman

MB/jl



# KANKAKEE COUNTY BOARD

MICHAEL G. BOSSERT, CHAIRMAN  
189 East Court Street, Suite 502  
Kankakee, Illinois 60901  
Telephone: (815) 937-3642 • Fax: (815) 937-3918

August 29, 2013

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Chicago, IL 60606

**RE: Illiana Expressway**

Dear Mr. Blankenhorn:

We understand that the Chicago Metropolitan Agency for Planning is discussing the issue of the Illiana Expressway. Our community has taken a position supporting the B3 alignment for the Illiana and wanted to make you aware of that position.

Enclosed you will find a resolution that the Kankakee County Board passed on March 13, 2012, stating their support of the B3 alignment. If you have any questions about our position, please contact us.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read "Michael Bossert", written over a horizontal line.

Michael Bossert  
Kankakee County Board Chairman

MB/jl

Enclosures

**Resolution of the County Board  
of  
Kankakee County, Illinois**

**RE: A RESOLUTION SUPPORTING ILLIANA CORRIDOR STUDY  
ALTERNATIVE B3**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana; and,

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century; and,

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks; and,

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem; and,

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55; and,

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County; and,

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a corridor planning study to determine the best alternative corridor for a new circumferential highway; and,

**WHEREAS**, safe and efficient surface transportation is critical to the national, regional and local economy; and,

**WHEREAS**, the County Board of Kankakee County adopted Resolution No. 2010-02-09-14 supporting a single continuous corridor to efficiently move freight and people with sufficient right-of-way for multi-modal uses, power distribution and communications; and,

**WHEREAS**, Alternative B3 as identified in the Illiana Corridor Planning Group and Technical Task Force Meeting #7 in Merrillville, Indiana held on February 8, 2012 is a single continuous corridor for the efficient movement of freight and people with the highest compatibility for multi-modal uses, power distribution and communications; and,

**WHEREAS**, Alternative B3 was identified at the Illiana Corridor Planning Group and Technical Task Force Meeting #7 in Merrillville, Indiana held on February 8, 2012 as the corridor having the best balance of performance, minimal environmental impacts, greatest financial viability and most compatibility with community plans; and,

**WHEREAS**, the Highway and Building Committee, at its regularly scheduled and duly noticed meeting of February 16, 2012, having reviewed, discussed and considered the matter, recommends supporting the findings of the Illiana Corridor Planning Study in favor of Alternative B3, Exhibit A, a copy of which is attached herein and made a part hereof.

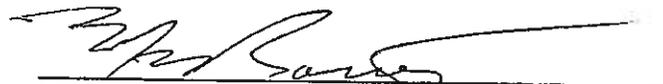
**WHEREAS**, the Land Use and Transportation Subcommittee of the Kankakee County Regional Planning Commission, at its regularly scheduled and duly noticed meeting of February 23, 2012, having reviewed, discussed and considered the matter, recommends supporting the findings of the Illiana Corridor Planning Study in favor of Alternative B3, Exhibit A, a copy of which is attached herein and made a part hereof.

**WHEREAS**, the Planning, Zoning, and Agriculture Committee (PZA), at its regularly scheduled and duly noticed meeting of February 29, 2012, having reviewed, discussed and considered the matter, recommends supporting the findings of the Illiana Corridor Planning Study in favor of Alternative B3, Exhibit A, a copy of which is attached herein and made a part hereof.

**NOW THEREFORE BE IT RESOLVED**, that the Kankakee County Board, at this regularly scheduled meeting of March 13, 2012, after review, consideration, and discussion, accepts the recommendations of the Planning, Zoning and Agriculture Committee and supports the findings of the Illiana Corridor Planning Study in favor of Alternative B3, Exhibit A, a copy of which is attached herein and made a part hereof.

**BE IT FURTHER RESOLVED**, that the County Clerk be and is hereby directed to forward this resolution to Mr. Peter Harmet, <sup>C/O</sup> Mr. Kesti Susinskas, Illinois Department of Transportation, Region One/District 1, 201 W. Center Court, Schaumburg, IL 60196.

**PASSED** and approved this 13<sup>th</sup> day of March 2012.

  
Michael Bossert, County Board Chairman

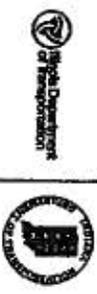
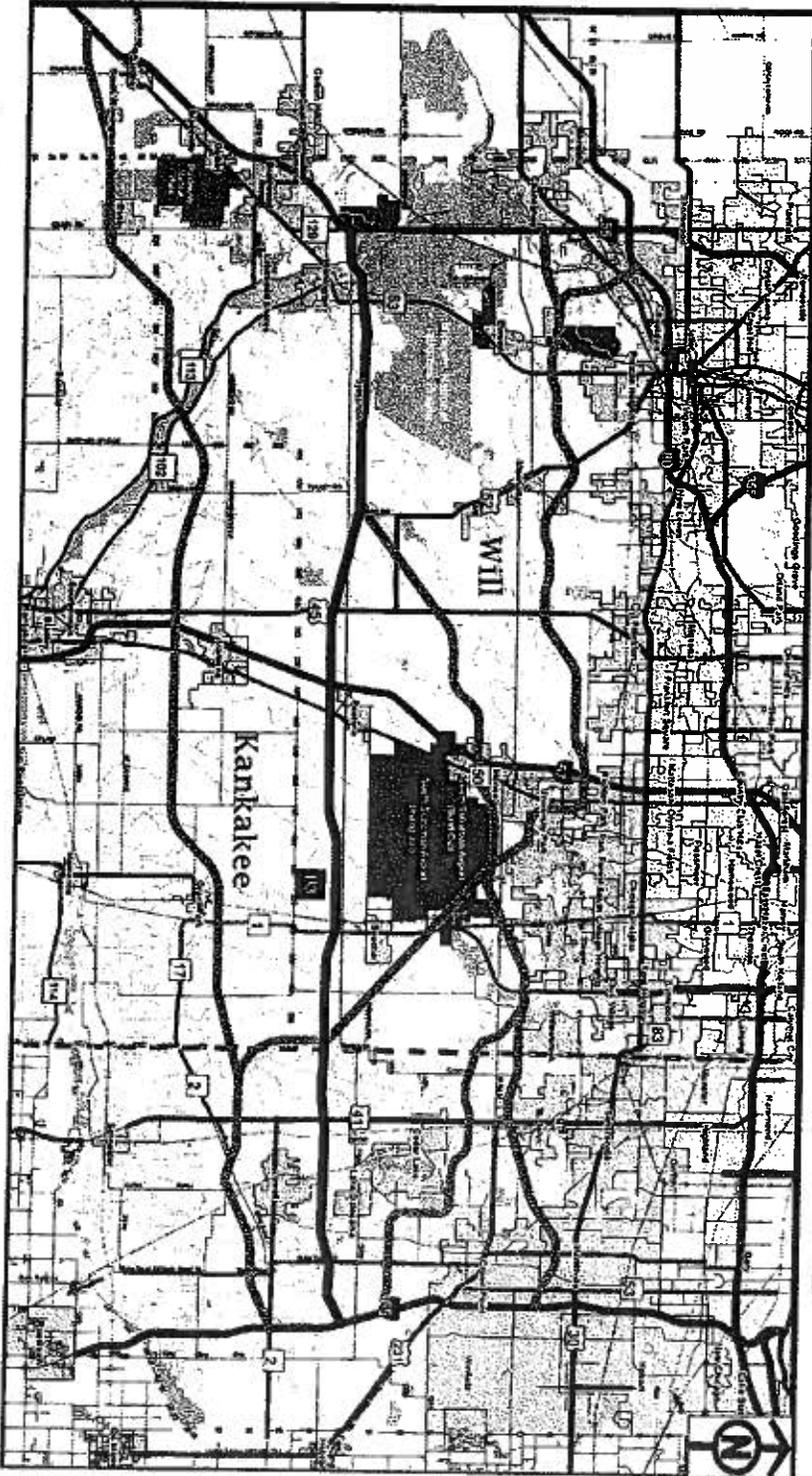
ATTEST:

  
Bruce Clark, County Clerk

# Corridor B3

## EXHIBIT A

ILLINOIS STATE HIGHWAY



**Resolution of the County Board  
of  
Kankakee County, Illinois**

Ordinance # \_\_\_\_\_

Resolution # 2010-02-09-14

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the County Board of Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

**BE IT FURTHER RESOLVED**, that the County Board of Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that County Board of Kankakee County supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

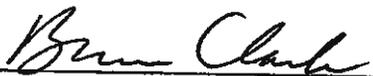
**BE IT FURTHER RESOLVED**, that County Board of Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Caren Gordon, Illinois State Representative.

BY:

  
\_\_\_\_\_  
Micheal Bossert, County Board Chairman

ATTEST:

  
\_\_\_\_\_  
Bruce Clark, County Clerk



**SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION**

Burnham  
Calumet City  
Calumet Park  
Chicago Heights  
Country Club Hills  
Crete  
Dixmoor  
Dolton  
East Hazel Crest  
Flossmoor  
Ford Heights  
Glenwood  
Harvey  
Hazel Crest  
Homer Glen  
Homewood  
Lansing  
Lynwood  
Markham  
Matteson  
Midlothian  
Mokena  
Monee  
New Lenox  
Oak Forest  
Olympia Fields  
Orland Hills  
Orland Park  
Palos Heights  
Park Forest  
Phoenix  
Posen  
Richton Park  
Riverdale  
Robbins  
Sauk Village  
South Chicago Heights  
South Holland  
Steger  
Thornton  
Tinley Park  
University Park

Mr. Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr.  
Suite 800  
Chicago, IL 60606

Re: Proposed GO TO 2040 amendment to add Illiana Corridor to list of fiscally  
constrained projects

Date: August 30, 2013

Dear Mr. Blankenhorn,

The South Suburban Mayors and Managers Association (SSMMA), on behalf of our 43 member communities in South Cook and Will counties, strongly supports the proposed amendment of the GO TO 2040 comprehensive regional plan that would add the Illiana Corridor project to the list of fiscally constrained projects. We believe the Illiana corridor has the potential to provide significant congestion relief on major freight corridors including a national truck bottleneck, support the economy of the south suburbs and improve quality of life in eastern Will County.

Excluding the Illiana Corridor from GO TO 2040 will effectively halt the process of securing a public private partnership and eliminate the opportunity to employ an innovative financing mechanism. Inclusion of this project at this point in time is a necessary step in order for IDOT to complete the Tier 2 Environmental Impact Statement and receive a Record of Decision from the relevant federal agencies. This step is critical for moving this project forward as a public private partnership. It was made clear at the June 2013 IDOT/INDOT Illiana industry forum that potential concessionaire teams will not risk spending millions of dollars to prepare bid documents if the Illiana Corridor is not included in the region's long range transportation plan.

For over a decade, SSMMA has advocated for the development of the Illiana Corridor as a means of improving bistate connectivity and providing congestion relief on significant freight corridors. We agree with GO TO 2040 that "We need to address and resolve our freight pinch points in the region... a problem that transcends geographical boundaries." (p. 313). The Borman Expressway is perhaps the greatest pinch point in the national

Mr. Randy Blankenhorn

Proposed GO TO 2040 amendment to add Illiana Corridor to list of fiscally constrained projects

August 30, 2013

Page 2 of 3

trucking network, representing the convergence of four interstates: I-80, I-90, I-94 and I-294. A single lane closure due to an accident or construction can back up traffic from Northwest Indiana to Joliet. Although I-80 recently was widened, by all estimates, truck congestion will continue to grow. In fact, according to CMAP research, truck traffic will increase by 60% over the next 30 years (<http://www.cmap.illinois.gov/freight-snapshot/trucking-system>).

It is well understood that an efficient freight network is critical to the economic well-being and livability of the Chicago region. This is particularly true in the south suburbs. Since the decline of manufacturing in our region, the freight and logistics industry has emerged as a significant component of our economy. In this context, transportation infrastructure is our single greatest asset. Yet congestion and delay on I-80 threaten the productivity, safety and quality of life in the region. Attracting new businesses and maintaining the existing cluster of manufacturing, intermodal, trucking and logistics firms in south Cook County will depend on freeing up capacity in this corridor. Likewise, maintaining the quality of life in eastern Will County will depend on the development of an alternate truck route south of I-80. Lacking a true bypass, trucks have created their own, travelling on inadequate local roads and rural highways between Indiana and the Will County intermodal facilities in order to avoid the congestion further north.

We offer no technical comment on the discrepancies between the IDOT and CMAP growth forecasts or the cost estimates that are outlined in the CMAP memorandum, but believe two points should be considered. First, south Cook and eastern Will counties are the most underdeveloped portions of the region – lying less than 40 miles from the Chicago Loop. In a region where the western and northern limits of the urbanized area extend 50 to 60 miles from its center, growth in the vicinity of the Illiana Corridor is not rightly called sprawl, but rather infill or at the very least smart growth. This distinction is important because, in spite of their proximity to the Loop, residents of the south suburbs have some of the longest commuting times in the Chicago area. The lack of local jobs is a contributing factor. Second, we believe that the process of attracting a private partner will establish the viability of the Illiana Corridor. Amending GO TO 2040 to include this project will allow private investors to judge the estimated benefits and costs and validate them with private capital. This is one advantage of employing a public private partnership, endorsed in GO TO 2040 as an “innovative financing mechanism.”

While the Illiana Corridor has been decades in the making, the EIS process is moving quickly. Despite its speed, we believe the current planning efforts have been comprehensive and inclusive. Elected officials and staff from SSMMA have participated fully in the Illiana Corridor Study through multiple meetings with IDOT and their consultants over the past two years. In anticipation of the Illiana Corridor, SSMMA is moving forward with an IL 394 and IL Route 1 Corridor Study, funded by a \$281,250 planning grant from IDOT.

Finally, it should be noted that CMAP has already approved programming over \$44 million for the Illiana Corridor through its Transportation Improvement Program.

Mr. Randy Blankenhorn

Proposed GO TO 2040 amendment to add Illiana Corridor to list of fiscally constrained projects

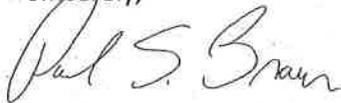
August 30, 2013

Page 3 of 3

GO TO 2040 states "...more detailed information or changes in financing status would justify reconsidering whether [a fiscally unconstrained] project should be placed on the fiscally constrained list... Project sponsors are encouraged to explore PPPs or other innovative financing methods for their projects, as these will become increasingly important ways to finance transportation improvements. As conditions change, such as an increase in available funding or an opportunity for a project to utilize a PPP, there could be a need to modify the list of constrained projects" (p. 282). In the case of the Illiana Corridor, we believe that this has occurred. We therefore urge CMAP to adopt the proposed GO TO 2040 amendment and move the Illiana Corridor from the list of fiscally unconstrained projects to the list of fiscally constrained projects.

Thank you for the opportunity to comment on this proposed amendment. SSMMA values its relationship with CMAP and looks forward to continued collaboration.

Sincerely,



Paul S. Braun, Mayor Village of Flossmoor  
President, South Suburban Mayors  
and Managers Association



Edward W. Paesel, Executive Director  
South Suburban Mayors and Managers  
Association

DISTRICT OFFICE:

195 W. JOE ORR ROAD  
SUITE 201  
CHICAGO HEIGHTS, ILLINOIS 60411  
(708) 754-7900  
FAX: (708) 754-7904  
E-mail: repdeluca@sbcglobal.net



CAPITOL OFFICE:

271 - S STRATTON BUILDING  
SPRINGFIELD, ILLINOIS 62706  
(217) 782-1719

**Anthony DeLuca**  
STATE REPRESENTATIVE - BOTH DISTRICT

CMAP

ATTN: Plan and TIP Amendments  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

To whom it may concern:

This letter is in regards to the proposed CMAP Plan Amendment, which would add the Illiana Expressway into the CMAP Plan and allow it to be built. I would like to pledge my support for the project because I feel it is very important if Chicago hopes to continue existing as an important freight hub and inland port for the country.

Moving freight is an important part of the Midwest's economy. Given its central location in the United States, Chicago has always been a major hub for the transport of goods. Our existing network of waterways, railroads, and expressways has historically allowed us to maintain our status as one of the busiest inland ports in the country. However, as the Chicago metropolitan area continues to develop, the increased congestion on the expressway system is a force that cannot be ignored. The existing expressway network is reaching its capacity, and if Chicago cannot do something to solve the congestion problems we face today, the freight companies will start moving away. This would be devastating to our economy, and we cannot allow this to happen.

The trucking industry relies on efficiency, and needs a reliable expressway network to get them where they need to go as quickly as possible. When congestion starts affecting their schedules, it is time for them to look at new options for getting around. In many cases, this means getting off the expressways and using the local arterials, which is still not ideal for them due to all of the stop-and-go traffic caused by lights and stop signs. The Illiana Expressway would provide a bypass for trucks that allows them to travel through the region without passing through the urban areas that currently surround the existing expressways and cause traffic delays. The Illiana Expressway is far enough outside of Chicago that it won't see the growth that other tollways closer to the city like I-88 and I-294 have seen. This is confirmed in your CMAP staff memo, which shows that the Illiana Expressway won't cause much urban sprawl. It will operate efficiently as a Chicago bypass and encourage businesses to stay here.

Moving freight and transporting goods is not just an issue for Wilmington and Peotone, it is an issue for the entire region. Chicago is currently one of the country's largest freight hubs, but what steps are we taking to ensure it stays that way? We need to invest in our future if we want to stay nationally competitive, and the Illiana Expressway is a good start.

Sincerely,  
  
Anthony DeLuca  
State Representative - 80<sup>th</sup> District

ROBIN L. KELLY  
2ND DISTRICT, ILLINOIS

2419 RAYBURN HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
(202) 225-0773

WEBSITE: [www.RobinKelly.house.gov](http://www.RobinKelly.house.gov)

DISTRICT OFFICES:  
600 HOLIDAY PLAZA DRIVE  
STE 505  
MATTESON, IL 60443  
(708) 679-0078

1000 E. 11TH STREET  
11TH FLOOR  
CHICAGO, IL 60628  
(773) 568-2623

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-1302

August 30, 2013

Mr. Randy Blankenhorn  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

As a strong supporter of the proposed Illiana Expressway, I write to respectfully request that CMAP amend its GoTo2040 transportation plan to include the Illiana. The Illiana has been discussed for years. It's now time to build.

I've been told that about one-third of the nation's freight traffic flows through the Chicago region, much of it flowing through the Southland. As a result, Interstates 80 and 55 are among the busiest highways in the nation. Explosive new growth at intermodals across South Cook and Will County has only increased existing road congestion. These troubling trends -- which are harmful to residents and hurtful to businesses that call Illinois home -- will only worsen without new infrastructure.

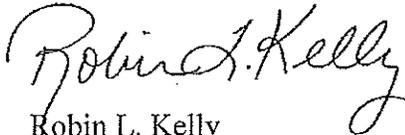
From a transportation standpoint, the Illiana will relieve road congestion, which in turn will reduce drive times, and reduce air and noise pollution. The Illiana will also greatly enhance the local roadway network, which today cannot adequately serve the nation's busiest inland port district. And finally, the Illiana will someday serve as a southern gateway to the new South Suburban Airport, a project that will connect Illinois' inland port to the global marketplace.

But while the Illiana is primarily a road project, it is also much more. It's about transportation equity, regional fairness and quality of life. Over the past several decades, the Southland lost much of its former industrial and manufacturing bases. As a result, the area has lagged behind other regions in terms of employment opportunities and transportation infrastructure. But the Southland is emerging as a booming logistics and freight center. Of course, the future success of logistics depends on adequate infrastructure support from regional planners, such as CMAP.

Mr. Blankenhorn  
Page Two

As you know, the Illinois Department of Transportation plans to build the Illiana through a public-private partnership. I strongly urge CMAP to support IDOT's efforts and ensure that the Illiana Expressway is a part of the GoTo2040 Plan and of Illinois' economic future.

Sincerely,

A handwritten signature in cursive script that reads "Robin L. Kelly". The signature is written in black ink and is positioned above the printed name.

Robin L. Kelly  
Member of Congress

RLK/rb

2200 S. Lowe Rd  
P.O. Box 117  
Aroma Park, IL 60910



815-937-1212  
Fax: 815-937-1813

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Chicago, IL 60606

Dear Mr. Blankenhorn:

We understand that the Chicago Metropolitan Agency for Planning is discussing the issue of the Illiana Expressway. Our community has taken a position supporting the B3 alignment for the Illiana, and wanted to make you aware of that position. If you have any questions about our position, please contact us. Thank you for your consideration.

Sincerely,

Mayor Linda Fowler  
Village of Aroma Park

**RESOLUTION NO. 02-09-2010**

**RESOLUTION SUPPORTING A  
NEW ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long range transportation plans for the Indiana – Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a be-state intergovernmental agreement recently commissioned a feasibility study to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, the Village of Aroma Park supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of location the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village Board of the Village of Aroma Park supports the construction of a new circumferential East-West Expressway,

more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people as well as providing access to the proposed South Suburban Airport, and

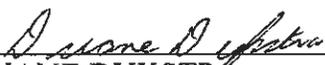
**BE IT FURTHER RESOLVED**, that the Village of Aroma Park supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that the Village Board of the Village of Aroma Park supports the construction of the Illiana Expressway south of the proposed South Suburban Airport with minimum origin-destination at I-65 and I-55, and

**BE IT FURTHER RESOLVED**, that the Village Board of the Village of Aroma Park supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single-continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

**BE IT FURTHER RESOLVED**, that the Village Clerk be and is hereby directed to forward this resolution to the Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and the Honorable Careen Gordon, Illinois State Representative.

**PASSED** by the Board of Trustees of the Village of Aroma Park and Approved by me as Village President this 9<sup>th</sup> day of February, 2010.

  
DUANE DYKSTRA  
Village President

TRUSTEES

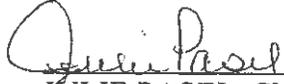
Terry Dutour:	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>
Linda Fowler	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>
Michael Grimsley	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>
Walter Schneider	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>
Brian Staniszeski	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>
Ray Sthay	Aye <input checked="" type="checkbox"/>	Nay <input type="checkbox"/>	Absent <input type="checkbox"/>

YEAS: 6

NAYS: 0

ABSTAIN: 0

ABSENT: 0

  
\_\_\_\_\_  
JULIE PASEL, CMC  
Village Clerk

---

**Village of Beecher**

724 Penfield Street  
PO Box 1154  
Beecher, Illinois 60401  
Phone: 708-946-2261  
Fax: 708-946-3764  
www.villageofbeecher.org

**President**

Greg Szymanski

**Clerk**

Janett Conner

**Administrator**

Robert O. Barber

**Trustees**

Scott Wehling

Gayle Ahrendt

Ron Kuhlman

Brian Cleary

Jonathon Kypuros

Marcy Meyer

8.19.2013 e-copy:  
EA

August 14, 2013

Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Suite 800  
Chicago, IL 60606

**RE: VILLAGE OF BEECHER'S SUPPORT FOR THE ILLIANA EXPRESSWAY**

Dear Mr. Blankenhorn:

The Village read with great interest a draft document prepared by your staff on the Illiana Expressway. In this report, we found it disturbing that your staff commented that the Illiana Expressway was not "on the radar" of the local affected jurisdictions until after a joint agreement was signed by IDOT and INDOT to complete a Tier I Study of the proposed roadway. It also appeared that your staff was preparing to recommend a negative finding of the contents of the Tier I Report.

One of the basis of this finding is that none of the local comprehensive land use plans indicated this proposed roadway in their plans. Although mentioned in the text of our plan, it is true that a roadway was not indicated on our land use plan. The reason it was not on our plan is that no one could tell us with any certainty where the roadway was being planned. Originally, the roadway was made part of the South Suburban Airport Plan and extended from I-57 north of the airport property to IL #394 in the vicinity of Burville Road. This first "publicly vetted" alignment was not even within our 1.5 mile planning jurisdiction in 2007, and therefore was not indicated on our plan.

This does not mean that the Village of Beecher did not actively participate and support a proposed Illiana Expressway. As early as 1997, this expressway was discussed at the Eastern Will County Regional Council of Mayors and a special coalition of mayors representing Indiana and Illinois communities between I-57 and I-65 began to meet in a grassroots effort to push for this roadway. In fact, it was this group that coined the phrase "Illiana Expressway." On May 8, 2000, the Village of Beecher adopted Resolution #2000-06 endorsing the construction of the

# VILLAGE OF BEECHER

*INCORPORATED 1883*

724 Penfield Street

P.O. Box 1154

Beecher, Illinois 60401

Illiana Expressway. On March 17, 2001, Beecher Village Officials hosted a meeting with Secretary of Transportation Kirk Brown and advocated the construction of this road. In August of 2002, the Village of Beecher was a founding member of the Illiana Expressway Corridor Planning Council which had created its own bylaws and charged dues to each local government in our area to fund its advocacy efforts. In August of 2002, we formally approached the Illinois Tollway Authority to assist us in developing this roadway. In 2005, we received a commitment from IDOT to fund \$500,000 for the Tier I study, and we met with Indiana state officials to get them to do the same. In 2006, we applied for federal funding through Congressman Weller's office in the amount of \$990,000 for the Tier I Study. In 2008, the Village Manhattan, Illinois joined our coalition due to the east-west truck traffic they were experiencing from the intermodal facilities in Elwood and Joliet. In 2009, we met with Indiana and Illinois legislators to discuss the findings of the "Cambridge Feasibility Study" funded by the State of Indiana for the Illiana Expressway. In 2010, we wrote letters of support for an "Eastern Will County Multi-jurisdictional Land Use Plan" which included the Illiana Expressway. In that same year, we attended a meeting of the Illinois Tollway Authority which discussed the Illiana Expressway as part of their long range plans. Also in 2010, the local governments serving the Beecher community adopted a strategic plan which supported the construction of the Illiana Expressway, and we adopted Resolution #2010-08 requesting that CMAP include the Illiana in its list of fiscally-constrained major capital projects. Documents providing evidence of this involvement are provided in the attached appendix.

The need for this new road has existed for the last 20 years. From the northern tip of Michigan to I-74 in Danville, there is only one east-west interstate connecting Chicago and points west to the eastern half of the nation. The four interstate merger (I-294/I-80/I-90/I-94), commonly known as the Borman Expressway, can only handle so many vehicles regardless of how many new lanes are added. Getting from Minneapolis to Miami or to the East Coast requires the use of the Borman. When the Borman back up, trucks find alternative routes not designed for interstate Class I use. One of these routes is IL- #394 to Illinois Route #1 (or Dixie Highway) over to Indiana Route #2, then to U.S. #41 to U.S. Route #10 and on to I-65. On two-lane Illinois Route #1 through our Village, we have experienced daily traffic counts of more than 15,000 vehicles per day, with as many as 7,000 of those being Class I trucks. This traffic volume affects our local businesses and the quality of life of our residents.

We understand that your agency looks at the Illiana from a regional perspective, that being the six county Chicago Metropolitan Area. However, the Illiana needs to be viewed from a Midwest or national perspective. How do we achieve efficiencies in the movement of truck freight east and west south of the City of Chicago? The development of inland ports in Will County did not happen by accident, but by virtue of location and market demand. We cannot ignore these simple facts. The Borman Expressway cannot be the final solution. This is why we support this

# VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street

P.O. Box 1154

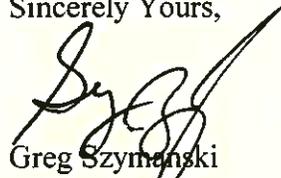
Beecher, Illinois 60401

roadway locally and this is why there is support for the Illiana from the States of Indiana and Illinois, as well as the Federal Highway Administration.

There are those that support the Illiana for the economic development it may bring. Your agency may view this as urban sprawl. We do not support the Illiana for these reasons. Our local road networks are being choked off by the failure to plan for an adequate alternative to the Borman. Truck traffic will only increase in a global economy based on the rapid deployment of inventory.

It is our hope that you will review our submittals and take into consideration the impact of an inefficient interstate road network on our Village. We also support the P3 concept, which will determine whether it is cost-effective to build this roadway. Private investment will be made if there is a rate of return. We have a unique opportunity here to solve a major traffic dilemma, and we need to seize it. We seriously hope your agency will reconsider its current position on this project.

Sincerely Yours,



Greg Szymanski  
Village President

cc: Alicia Hanlon, Will County Senior Transportation Planner  
Hugh O'Hara, Transportation Liaison, Will County Governmental League  
The Honorable Roger Claar, Will County Representative, CMAP

## APPENDIX OF EXHIBITS

1. Agenda for Village Board meeting on Monday, May 12, 1997 considering an appointment of a Trustee to the Illiana Transportation Issues Committee (Item B(6), page 2).
2. Resolution #2000-06, adopted May 8, 2000, endorsing the planning and construction of the Illiana Expressway, copy of which was provided to NIPC.
3. Agenda for the meeting with Secretary of Transportation Kirk Brown discussing the Illiana Expressway on March 17, 2001.
4. Letter to Michael Mach, dated May 15, 2001, explaining the Village's involvement in regional planning efforts, including the Illiana Expressway Coalition.
5. Agenda of a Summit Meeting of the Village Presidents in eastern Will and northern Kankakee Counties held on May 17, 2001, where the Illiana Expressway was discussed.
6. Letter to Mitch Barloga dated June 11, 2002, expressing our comments to the proposed bylaws of the Illiana Expressway Corridor Council.
7. Letter from the Illinois Tollway Authority, dated September 4, 2002, regarding our request to consider the Illiana Expressway.
8. Letter to Dave Austgen, dated October 12, 2005, requesting assistance on the Indiana side of the border for the Illiana Tier I Study.
9. Project Submission Form to Congressman Jerry Weller in 2006 for \$990,000 in federal funding for the Tier I Study.
10. Letters from the Village of Crete and Manhattan dated August 4, 2008 calling for a meeting on the Illiana.
11. Agenda of a bi-state local government meeting on the Illiana, September 22, 2009.
12. Letter of Support for a multi-jurisdictional land use plan which would include the Illiana, dated August 20, 2010.
13. Beecher Community Strategic Plan, 2010, supporting the Illiana Expressway (Goal #5).
14. Letter to Illinois Tollway, dated November 22, 2010, advocating the Illiana Expressway.
15. Resolution #2010-08, dated April 12, 2010, requesting inclusion of the Illiana Expressway on CMAP's list of fiscally-constrained major capital projects.

16. Letter to Congressman Kinzinger, advocating the Illiana Expressway, dated November 22, 2010.
17. Letter of Support to Randy Blankenhorn, dated February 28, 2011, for a multi-jurisdictional land use plan including the Illiana Expressway.
18. Resolution #2012-08, dated August 13, 2012, supporting the recommended alternative for the Illiana Expressway in the Tier I Report.
19. 2011 IDOT traffic counts for IL Route #1 north and south of Beecher.

## MEMORANDUM

(1)

TO: Village President and Board of Trustees

FROM: Robert O. Barber, Village Administrator

DATE: Friday, May 9, 1997

RE: VILLAGE ADMINISTRATOR MATERIALS FOR VILLAGE BOARD MEETING

*CONFIDENTIAL MATERIAL - PLEASE NOTE:* This memorandum is not for public dissemination. It contains preliminary notes, drafts, recommendations and other records of the Beecher Village Administrator, expressing opinions, and is designed and intended to assist in the formation of Village policy. It is therefore confidential and intended only for Board members and a limited number of administrative personnel.

## A G E N D A

### OLD BUSINESS AND COMMITTEE REPORTS

PLEASE NOTE: This is the one time every two years that the recognition of audience will occur under new business items and after the swearing in of new the Board since any item brought to the Board by the public is considered new business.

#### A. FINANCE COMMITTEE

1. CONSIDER AN APPROPRIATION ORDINANCE FOR FY 1997/98. The enclosed ordinance drafted by the Village Attorney is a direct reflection of the budget resolution adopted by the Board at its last meeting. Staff recommends approval.
2. RESULTS OF PEOTONE P.S.A.P. POLICY COMMITTEE MEETING. Gwen and I attended this meeting last Tuesday at which the future of 9-1-1 and the Peotone dispatch center was discussed. Gwen will provide a recap of the results of this meeting Monday night.
3. RESULTS OF EASTERN WILL COUNTY PUBLIC OFFICIALS MEETING held this Saturday morning in Monee will be reported by Gwen Dean, the Village's representative to this group, at Monday night's meeting.

4. UPDATE ON RETIRING VILLAGE PRESIDENT LANDIS WEHLING OPEN HOUSE to be provided at the meeting.

## B. STREETS AND ALLEYS COMMITTEE

1. VILLAGE RECEIVES PETITION FOR THE PAVING OF ELLIOTT/GOULD STREET ALLEY BETWEEN HODGES AND MILLER. The enclosed petition is signed by 20 residents and is enclosed for your review. The promoter of the petition, Gloria Bailey, was advised by staff that the MFT program for this year had already been established and unless there was a revision to this program, the paving of alleys would be considered in 1998. This petition should be referred to the new Board for review and consideration.

2. FIRST STREET SWEEPING PROGRAM COMPLETED. All curbed streets and the business district were swept by Homewood Disposal on Thursday May 1st and four loads of debris were collected. This debris contained 90% slag. Staff is happy with the work. The next sweeping will occur just prior to the Fourth of July holiday.

3. TREE TRIMMING FOR FY 1997/98. Staff has accepted a proposal for the coming year from AAA Tree Service of Peotone. \$3,000 has been budgeted for this work which occurs as needed. AAA Tree proved themselves worthy last year and public works and staff wishes to continue this relationship. Staff concurs.

4. RESULTS OF EASTERN WILL COUNTY REGIONAL COUNCIL MEETING HELD ON THURSDAY, MAY 8TH IN KANKAKEE. As of this printing, it is not known if Bob was able to attend this meeting. A report will be provided if the meeting was attended.

5. SOUTH SUBURBAN AIRPORT PLANNING COMMITTEE MEETING scheduled for Wednesday, May 7th has been postponed to Wednesday, June 4th at the Peotone Village Hall.

6. CONSIDER APPOINTMENT OF REPRESENTATIVE TO ATTEND ILLIANA TRANSPORTATION ISSUES COMMITTEE MEETING TO BE HELD AT THE CRETE TOWNSHIP HALL ON THURSDAY, MAY 15TH AT 7:30 P.M. I have a schedule conflict on this date and cannot attend. Due to the importance of this issue to Beecher, it is asked that a Trustee volunteer to attend to represent Beecher's desire for a major east-west link which would include a truck route north of Beecher to take the pressure off of Route #1.

7. LETTER TO STELTER SEWER IN REFERENCE TO OPEN CUT TRENCH PATCH FAILURE ON INDIANA AVENUE IN FRONT OF THE NEW HALLMARK BUILDING is enclosed for your review as requested by the Board at the last meeting.

8. CONSIDER NEW CONTRACT PROPOSAL FROM WILL COUNTY FOR OPERATION OF THE WILL COUNTY LANDFILL. At the request of the WCGL, Chuck Adelman has agreed to allow 70 out of 100 basis points be weighted for the lowest cost fee to be charged for municipal waste at the proposed landfill. This will further reduce the possibility that the County



**VILLAGE OF BEECHER**

724 Penfield Street  
P.O. Box 1154  
Beecher, IL 60401  
(708) 946-2261  
FAX (708) 946-3764  
WWW.Lincoln Net.net/beecher

**PRESIDENT**  
PAUL LOHMANN  
**CLERK**  
JANETT CONNER  
**TRUSTEES**  
ROGER HELDT  
GARY LAGESSE  
SCOTT WEHLING  
RONALD KUHLMAN  
CHRIS PETERSON  
PATRICK LANE  
**ADMINISTRATOR**  
ROBERT O. BARBER

**RESOLUTION NO. 2000-6**

**A RESOLUTION ENDORSING THE  
PLANNING AND CONSTRUCTION  
OF THE ILLIANA EXPRESSWAY**

(2)

WHEREAS, an interstate quality roadway connecting I-57 in Illinois and I-65 in Indiana has been planned for over thirty years; and

WHEREAS, I-80 and <sup>I-294</sup>~~I-90~~ which now connect Illinois and Indiana are currently seriously congested and hazardous roadways; and

WHEREAS, the local road network connecting the States of Illinois and Indiana can no longer be considered capacity effective for travel during peak hours; and

WHEREAS, this lack of capacity forces a large number of vehicles to operate below efficient engine operation speeds, causing a marked decrease in the local air quality and adds to air pollution in the Chicago metropolitan region; and

WHEREAS, Illinois Routes 1 and 17 and Indiana Routes 41 and 2, along with U.S. Route 30, now carry large numbers of trucks seeking to avoid the congestion on I-80; and

WHEREAS, the Chicago Metropolitan area continues to grow rapidly with 700,000.00 persons in South Cook County, 500,000.00 persons in Will County and 480,000.00 persons in Lake County, Indiana, and this growth is consistently adding more vehicles to the interstate system and local roads each year; and

WHEREAS, time is of the essence, as it takes several years of studies to analyze and determine the routing of a new interstate; and

WHEREAS, the proposed new interstate will require cooperation and coordination among the State transportation planning agencies of Illinois and Indiana.

NOW, THEREFORE, BE IT RESOLVED that the President and Board of Trustees of the Village of Beecher, Will County, Illinois, request that Congress provide funding for the study and land acquisition for the Illiana Expressway; and

BE IT FURTHER RESOLVED that the Village of Beecher hereby requests that the Governors of Illinois and Indiana accelerate studies to identify the precise right-of-way, to acquire such right-of-way and construct the Illiana Expressway as expeditiously as possible;

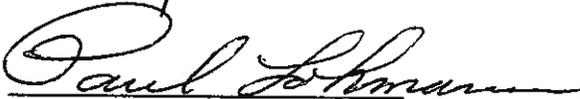
BE IT FURTHER RESOLVED that copies of this resolution be distributed to the Governors of Illinois and Indiana, all area federal and state legislators, the transportation planning agencies of the States of Illinois and Indiana, and all community leaders.

APPROVED this 8<sup>th</sup> day of May, 2000.

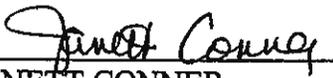
MOTION: Kuhlman SECOND: Welling

AYES: 5 NAYS: 0 ABSENT: 1

APPROVED BY ME THIS 8<sup>th</sup> DAY  
OF May, 2000.

  
PAUL LOHMANN  
VILLAGE PRESIDENT

ATTEST:

  
JANETT CONNER  
VILLAGE CLERK

May 8, 2000  
DATE

(SEAL)

(3)

**MEETING WITH KIRK BROWN - 3/17/2001 - 1:30 P.M.**

**ROUTE #1 ISSUES**

1. Re-location of watermains as part of Route #1 improvement project (\$300,000).
  - can this be included in project as long as we stay within the budget?
  - mains were installed in 1910 prior to the road becoming a State Route
2. Traffic light on Dixie Highway at Church Road (\$125,000)
  - can this be included in project as long as we stay within budget?
  - traffic counts are steadily increasing due to 345 unit approved subdivision and 907 unit pending subdivision
  - the residents want it
3. How can Route #1 be a designated Class II Truck Route from Crete to Grant Park when the ROW is only 66 feet and the road width is only 22 feet with 2' gravel shoulders? What is the design criteria for a Class II Truck Route? Can ROW be obtained? Road needs definite repairs in unincorporated areas and is not on five year plan. It will not last more than 2 years.
4. The State has installed new street lights at the termination of I-394 at Route #1. Who paid for the installation of those lights? Who pays the O+M on these lights? We were told that street lights are not eligible for state funding.

**AIRPORT ISSUES**

1. Traffic patterns east to west and north to south as a result of inaugural airport. What road improvements will be made? How does one get from Indiana to this airport? What improvements will be made at Eagle Lake Road and Route #1, the east entrance to the airport?
2. Village is willing to consider water and sewer service to the inaugural airport. We would also consider annexing the airport for the purposes of industrial revenue or special assessment bonding authority for whoever builds the airport if it is a private entity.
3. Who is going to run this airport? What will be the governing structure?

**ILLIANA EXPRESSWAY**

1. This is the answer to many of our concerns. What can we do to help? What is the status of this project? Have we talked to INDOT officials?

(4)

May 15, 2001

Mr. Michael Mach  
649 E. Delite Inn Road  
Beecher, IL 60401

**RE: PLANNING EFFORTS IN EASTERN WILL COUNTY**

Dear Mike:

I have discussed with Mark Thomas the concerns you shared regarding the need for cooperative planning in eastern Will County. He has agreed to meet with the seven Village Presidents of eastern Will County and Joe Mikan, Will County Executive, to discuss regional concerns later this Summer during one of their quarterly meetings.

There are several parties involved with transportation planning in eastern Will County. The following are from those agencies which represent eastern Will County:

John Paige, Northeast Illinois Planning Commission. 1-312-454-0400, [www.nipc.cog.il.us](http://www.nipc.cog.il.us).  
Alicia Hanlon, Eastern Will County Regional Council, [www.lincolnet.net/ewcrc/](http://www.lincolnet.net/ewcrc/)  
Jamie Lyne, Will County Transportation Liason, 1-815-722-7280.  
Mark Bagaphor, Will County Highway Department Special Projects, 1-815-727-8476  
David DuBois, Planner, Will County Land Use Department, 1-815-727-8767  
Brad Robak, Transportation Planner, South Suburban Mayors and Managers Association, 708-206-1155, [www.ssmma.org](http://www.ssmma.org).

Outside of the Village limits, these individuals are responsible for regional planning, and have assisted in developing many of the regional plans which include our area. Also enclosed for your review are copies of the plans for eastern Will County, Washington Township and the Village of Beecher. The above-mentioned websites are also helpful when conducting research on regional planning.

The Village is a part of the regional planning process through its participation in the South Suburban Airport Planning Commission, the Eastern Will County Regional Council, the Illiana Expressway Coalition, the Northeast Illinois Plan Commission, the Will County Governmental League, the eastern Will County Village Presidents, and the Calumet Corridor Planning Council.

I hope this information is of some help to you. If you would like to discuss regional planning any further or have a meeting , I would suggest you also involve the Washington Township Plan Commission as well, chaired by Mike Stanula (946-0949). The Village would be more than happy to participate as long as our efforts do not interfere with regional planning processes already in place.

Sincerely Yours,

Robert O. Barber  
Village Administrator

RB;jr

Enclosures

**A SUMMIT OF THE VILLAGE PRESIDENTS/MAYORS OF EASTERN WILL  
AND NORTHERN KANKAKEE COUNTY**

7:00 p.m. on Thursday, May 17, 2001 at Cardinal Creek Golf Course  
Beecher, Illinois

(5)

**I. INTRODUCTIONS**

- host Paul Lohmann, Beecher Village President

**II. ROUNDTABLE OF VILLAGE PRESIDENT COMMUNITY PLATFORMS AND POSITIONS** - with so many new Village Presidents and changes on Village Boards, it is likely that the political leadership's views on economic development, planning, transportation networks and cooperation with other jurisdictions has changed or has been reinforced. Each Village President and the County Executive will be asked to provide a brief summary of why they ran for office in their own jurisdiction, what the issues are or going to be in their town, and what their positions are on such items as the Illiana Expressway, the third regional airport, the Eastern Will County Regional Council, and the desired relationships with surrounding communities. Each Village President is asked to limit their presentation to five minutes each. This is not intended to be a campaign speech but a mere statement of fact.

**III. DISCUSSION ON THE NEED FOR LOCAL CONTROL OF THE THIRD REGIONAL AIRPORT.** Despite one's views on whether or not to locate an airport in eastern Will County, all can agree that this is not a dead issue and that the State is proceeding to purchase land in between our communities. If this airport becomes a reality, how can we be assured as the chief elected officers of our jurisdictions that we will be fairly and equitably represented? How will our concerns and issues be addressed? Who will operate this airport and how will land use controls be applied both inside and outside the airport fence? Can we ensure that land use compatibility can be achieved and that regional impacts be equitable around this airport?

**IV. SOUTH SUBURBAN AIRPORT PLANNING COMMITTEE LAND USE PLAN.** Is this plan, adopted in concept in 1996, still valid for our area? Does it need to be updated as a result of economic development patterns in our area? Are you even aware of the contents of this plan?

**V. BOUNDARY AGREEMENTS.** In 1996, the various municipalities either agreed or agreed to disagree on areas of planning influence and jurisdictional limits. This hodge podge set of agreements ranged from formal ordinances to resolutions to letters of understanding to verbal commitments, and were between two specific parties. Are these agreements still valid today? If so, what are the boundaries? Would it be more effective for us to enter into a more formal intergovernmental agreement on an issue such as this, that may some day be expanded to include other planning and land use issues.

**VI. ILLIANA EXPRESSWAY UPDATE.** Mayor Michael Einhorn of Crete has spearheaded this effort which was supported by all of eastern Will County. Are we all 100% behind this transportation proposal? Can you distinguish between this proposal and the issue of the third regional airport?

**VII. ANY OTHER ITEMS FOR DISCUSSION AND CONSIDERATION**

**VIII. ADJOURNMENT**

June 11, 2002

(6)

Mr. Mitch Barloga  
Special Projects Coordinator  
City of Crown Point  
102 E. Clark St.  
Crown Point, IN 46307

**RE: COMMENTS PERTAINING TO BY-LAWS FOR ILLIANA EXPRESSWAY  
CORRIDOR PLANNING COUNCIL**

Dear Mitch:

The following are the comments of the Village of Beecher pertaining to the proposed bylaws for the Illiniana Expressway Corridor Planning Council.

1. Add Washington Township as a member of the council. The contact person is Nelson Collins, Washington Township Supervisor at 708-946-2602. Mail a draft support resolution to his attention at 300 E. Indiana Avenue, Beecher, IL 60401.
2. Membership as a voting member of the council (Section 3.1) needs to be better defined. We suggest stating each member government by name including all those stated on the membership roster handed out at the 5/22/02 meeting, and including all those municipalities and townships which may be in the "yellow box" or the proposed corridor and have passed motions of support. The head of each local government shall appoint either him or herself or another member to the council and this appointment shall be valid until written notification is provided by the government member to the contrary.
3. We would change the name of the Governing Board in Section 4.1 to an Executive Committee having nine members which should consist of the Treasurer, Secretary, and two Co-Chairpersons, one from each state. Five additional at-large members can be appointed to the Executive Committee and, including the executive officers, include at least one member from the private sector from each state(2), and at least one delegate from Will, Cook and Lake counties (3). The two Co-Chairpersons shall always be a senior elected official from either a County, Township or municipality within the geographic area of the Illiana Expressway corridor. There is a need to limit the size of this Executive Board for the flow of business. This group could

meet monthly while the general membership could meet quarterly. The Executive Board would approve all expenses of the group, set the agendas for the quarterly meetings and make non-policy decisions which need to be made between quarterly meetings. Special membership meetings could be called as needed. Issues of Budget and Policy shall rest with the General Membership.

These are our thoughts on the proposed by-laws. We feel that smaller executive board is more efficient for the conduct of business while major policy and budgetary issues can be discussed by the general membership without getting bogged down in too much detail. The remaining by-laws are more than acceptable as presented.

Sincerely Yours,

Paul Lohmann  
Village President

PL:rb



*The Illinois State Toll Highway Authority  
One Authority Drive  
Downers Grove, Illinois 60515-1703  
630/241-6800  
Fax: 630/241-6100  
TTY 630/241-6898*

September 4, 2002

(7)

Mr. Paul Lohmann  
Village President  
Village of Beecher  
724 Penfield Street  
Beecher, Illinois 60401

Dear Mr. Lohmann:

Thank you for your recent letter on behalf of the Illiana Expressway Corridor Planning Council. I can certainly appreciate your interest in developing a roadway link between Interstates 57 and 65.

The Illinois Tollway is aware of the substantial traffic congestion experienced in this region. In fact, we are currently proceeding with plans to widen the southern section of I-294 which links into I-80 near the Illinois-Indiana border.

In Illinois, the Illinois Department of Transportation is the primary state agency for roadway planning. The Illinois Tollway can involve itself in new tollways only with the authorization of the Illinois General Assembly. To date, we have not received any direction from our elected officials on this new possible roadway.

Therefore, while we applaud your efforts to meet the future needs of this region, we cannot formally involve this agency in your endeavor.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Cuculich', written over a horizontal line.

Thomas Cuculich  
Executive Director

cc: Kirk Brown, Illinois Department of Transportation

October 12, 2005

(8)

Dave Austgen  
Austgen, Decker and Phillips, P.C.  
130 North Main Street  
Crown Point, IN 46307

**RE: INFO ON THE ILLIANA EXPRESSWAY**

Dave:

Enclosed are some of the documents from my files on the creation of the Illiana Corridor Council in 2002. The Council approved its own by-laws, members were paying dues, and Crown Point staff provided assistance. With the defeat of Mayor Metros in Crown Point the following year, the Council fell apart but the problems remain. The first document is a three page fact sheet on the Illiana Expressway which even includes an alignment zone which was approved in 2003. This is a great bullet point sheet for you to use.

We also talked about a multi-phase project, with corridor preservation being the first phase, a two-lane cross section with bridges designed for four lanes in Phase II in 10 years, and adding the final two lanes as part of Phase III in 20 years or as demand warranted.

Since that time, the Illinois Department of Transportation remains committed to this project and is willing to put up \$500,000 for its half of the Phase I feasibility study of the project, which would establish a corridor for preservation. Illinois would prefer to have Indiana be the lead agency to remove any concerns about an airport link with this project.

The question is, can Indiana deliver? We hope you can help in this process. We will await to hear from you on a date and location for a meeting and we will take care of inviting the interested parties on the Illinois side.

Sincerely Yours,

Robert O. Barber  
Village Administrator

**FY 2006 Rep. Weller Project Submission Form**

1. Name of Member of Congress:

Rep. Jerry Weller

(9)

2. Congressional Staff Contact:

Torrey Babson

5-3635

torrey.babson@mail.house.gov

3. Name and Address of Project Grant Recipient and Telephone Number (and e-mail if available) of Contact Person at Recipient Organization:

Eastern Will County Council of Mayors

% The Village of Beecher

724 Penfield Street

P.O. Box 1154

Beecher, IL 60401

4. Appropriation Bill and Fund (if available) Project is Requested Out of:

5. Brief Description of Activity or Project for Which Funding is Requested:

Phase I Environmental Assessment of Alternatives for the purposes of establishing a corridor for the Illiana Expressway running from I-55 or I-355 on the west to I-65 on the east. The purpose of this Study is to establish a corridor for the purposes of preserving the right of way from future development.

6. Funding Details:

A. Total Project Cost: \$990,000

B. Amount Requested for FY 2006: \$990,000

C. Budget Breakdown: \$990,000 for the hiring of an engineering consultant to conduct the Phase I Report for consideration by the Illinois Department of Transportation.

D. Other Funding Sources:

E. Prior Federal Funding: -0-

7. Organization's Main Activity / Public or Private:

The Eastern Will County Council of Mayors was created in June, 2001 for the original purpose of regional planning in the event a South Suburban Airport was built at the Peotone site. Since its inception, the council has engaged in other regional activities such as joint the purchase of group health insurance plans, regional negotiation of long term refuse disposal contracts, the creation of a regional dispatching facility, and representing eastern Will County's interests in overall transportation planning.

8. National Significance and Federal Responsibility:

The Borman Expressway merges three major transcontinental interstates onto one roadway for a stretch of about 10 miles (I-80, I-90, I-94). This notorious road is the only east-west expressway from the Canadian border south to I-74 in Central Illinois, and ranks as one of the most heavily traveled in the U.S.

To provide an alternative to improve east-west traffic flow across the south suburbs of Chicago and even east-west national traffic patterns, an Illiana Expressway has been proposed to link I-55, I-355, I-80, I-57, Route #1, Route #394 in Illinois, and Route #41 and I-65 in Indiana. This new roadway is estimated to handle 30,000 vehicles per day on opening day and provide a major link to the Joliet Arsenal industrial properties from I-55 and I-57.



### VILLAGE OF CRETE

534 WEST KICHIANNE STREET • P.O. BOX 327 • CRETE, ILLINOIS 60417  
708/672-5451 FAX 708/672-3920  
www.villageofcrete.org



### Village of Manhattan

249 South State Street, P.O. Box 31, Manhattan, Illinois 60442  
Phone: (615) 478-5483 • Fax: (615) 478-5103

August 4, 2008

VIA FACSIMILE 708-946-3764

Mayor Paul Lohmann  
Village of Beecher  
724 Penfield  
Beecher, IL 60401

*Paul  
& Bob  
YES*

(10)

Dear Mayor Lohmann:

As mayors from the Villages of Crete and Manhattan, we would like to invite you to a discussion on a major regional transportation issue that is very important to northeastern Illinois. Together, we will be hosting a meeting on August 13, 2008 at 6:30PM at the Manhattan Bank, 132243 Street, Manhattan, IL.

*(MARQUETTE FIRST BANK, BY GARDNER STORE)*

Please make every effort to attend this important discussion. We would like you along with your Village Manager/Administrator to attend to provide your insights and thoughts. We believe that your community, along with ours and others, will understand the need to be at the forefront of this discussion and to see what impacts this important piece of infrastructure will have on our communities.

Please RSVP to Ms. Barbara Ray, Administrative Assistant for the Village of Crete, at 708-672-5479 by August 8, 2008. Light refreshments will be provided as we anticipate this meeting to take approximately one hour.

We look forward to meeting with you on the 13<sup>th</sup>.

Sincerely,  
*Michael S. Bingham*  
Michael S. Bingham  
Village President - Crete

*William Borgo*  
William Borgo  
Village President - Manhattan

**ILLIANA EXPRESSWAY BI-STATE LOCAL GOVERNMENT MEETING**  
*Washington Township Center, 30200 Town Center Road*  
*Beecher, Illinois*  
*Tuesday, September 22, 2009 at 7:00 p.m.*

( 11 )

**I. WELCOME AND INTRODUCTIONS**

- Dave Austgen, Austgen and Kuiper
- Mike Einhorn, Village President, Crete
- Paul Lohmann, Village President, Beecher

**II. THE CURRENT STATUS OF THE ILLIANA EXPRESSWAY STUDY PROCESS**

- Cambridge Final Study Update Released 9/1/09 by INDOT
- Indiana Legislature Illiana Exploratory Committee Reviewing Document
- Has Illinois Paid its Share of the Study?
- Three Routes Selected For Feasibility Study
- It Appears that funding Requirements Exceed Tolls by 60% in Best Case Scenario
- Illinois Local Governments Pushing for Extension of Corridor to I-55

**III. IDENTIFY ILLINOIS LOCAL GOVERNMENT PERSPECTIVES**

- Mike Einhorn, Village President, Crete
- Paul Lohmann, Village President, Beecher

**IV. IDENTIFY ILLINOIS STATE LEGISLATOR PERSPECTIVES**

- The Honorable Toi Hutchinson, State Senator

**V. IDENTIFY INDIANA LOCAL GOVERNMENT PERSPECTIVES**

- Dave Austgen, Austgen and Kuiper

**VI. IDENTIFY INDIANA STATE LEGISLATOR PERSPECTIVES**

- The Honorable Susan Lansky, State Senator (confirmed)

**VII. OTHER ISSUES TO DISCUSS**

**VIII. NEXT STEPS**

**IX. ADJOURNMENT**

**Table 9.1 Summary of Results by Alignment**

	SCENARIO ONE	SCENARIO TWO	SCENARIO THREE
	AC1 South Eight Lanes - Tolls 2x	AC2 Central Eight Lanes - Tolls 2x	AC3 North Eight Lanes - Tolls 2x
<b>Length of Facility (miles)</b>			
Segment 1	11	11	8
Segment 2	8	11	8
Segment 3	<u>9</u>	<u>9</u>	<u>9</u>
	29	30	25
<b>Toll Rates (\$ per mile)</b>			
Autos	\$0.08	\$0.08	\$0.08
Trucks	\$0.12	\$0.12	\$0.12
Heavy Trucks	\$0.28	\$0.28	\$0.28
<b>Average Annual Daily Traffic in 2030</b>			
Autos as % of 2030 AADT	15%	26%	35%
Trucks as % of 2030 AADT	33%	38%	38%
Heavy Trucks as % of 2030 AADT	52%	36%	27%
<b>Gross Toll Revenue</b>			
Gross Toll Revenue 2020	\$31,475,499	\$33,108,224	\$32,948,539
Gross Toll Revenue 2030	\$35,463,186	\$37,302,764	\$37,122,848
Gross Toll Revenue 2050	\$65,911,128	\$69,330,129	\$68,995,740
<b>Estimated Project Cost</b>			
Estimated Project Cost	\$984,803,140	\$959,292,797	\$868,422,839
Right of Way Acquisition	37,546,851	71,109,066	100,857,806
Debt Reserves and Financing Costs	75,781,329	82,085,137	81,804,292
<b>Total Funding Requirement</b>	<b>\$1,098,131,320</b>	<b>\$1,112,487,000</b>	<b>\$1,051,084,937</b>
<b>Toll Revenue Bond Proceeds</b>			
Toll Revenue Bond Proceeds	\$275,761,272	\$297,832,399	\$296,879,149
Subordinated TIFIA Loan	113,061,454	121,889,809	121,514,441
<b>Total Proceeds</b>	<b>\$388,822,725</b>	<b>\$419,722,208</b>	<b>\$418,393,590</b>
<b>% of Total Funding Requirement</b>	<b>35.4%</b>	<b>37.7%</b>	<b>39.8%</b>
<b>ADDITIONAL CAPITAL INVESTMENT REQUIRED</b>			
<b>ADDITIONAL CAPITAL INVESTMENT REQUIRED</b>	<b>\$709,308,595</b>	<b>\$692,764,792</b>	<b>\$632,691,347</b>
<b>% of Total Funding Requirement</b>	<b>64.6%</b>	<b>62.3%</b>	<b>60.2%</b>
<b>Estimated Net Revenue after Debt Service (2020-2092)</b>			
Estimated Net Revenue after Debt Service (2020-2092)	\$3,834,421,351	\$4,127,017,852	\$4,114,074,812
Estimated Major Maintenance and Rehab (2020-2092)	\$3,488,285,236	\$3,422,562,326	\$3,290,573,341

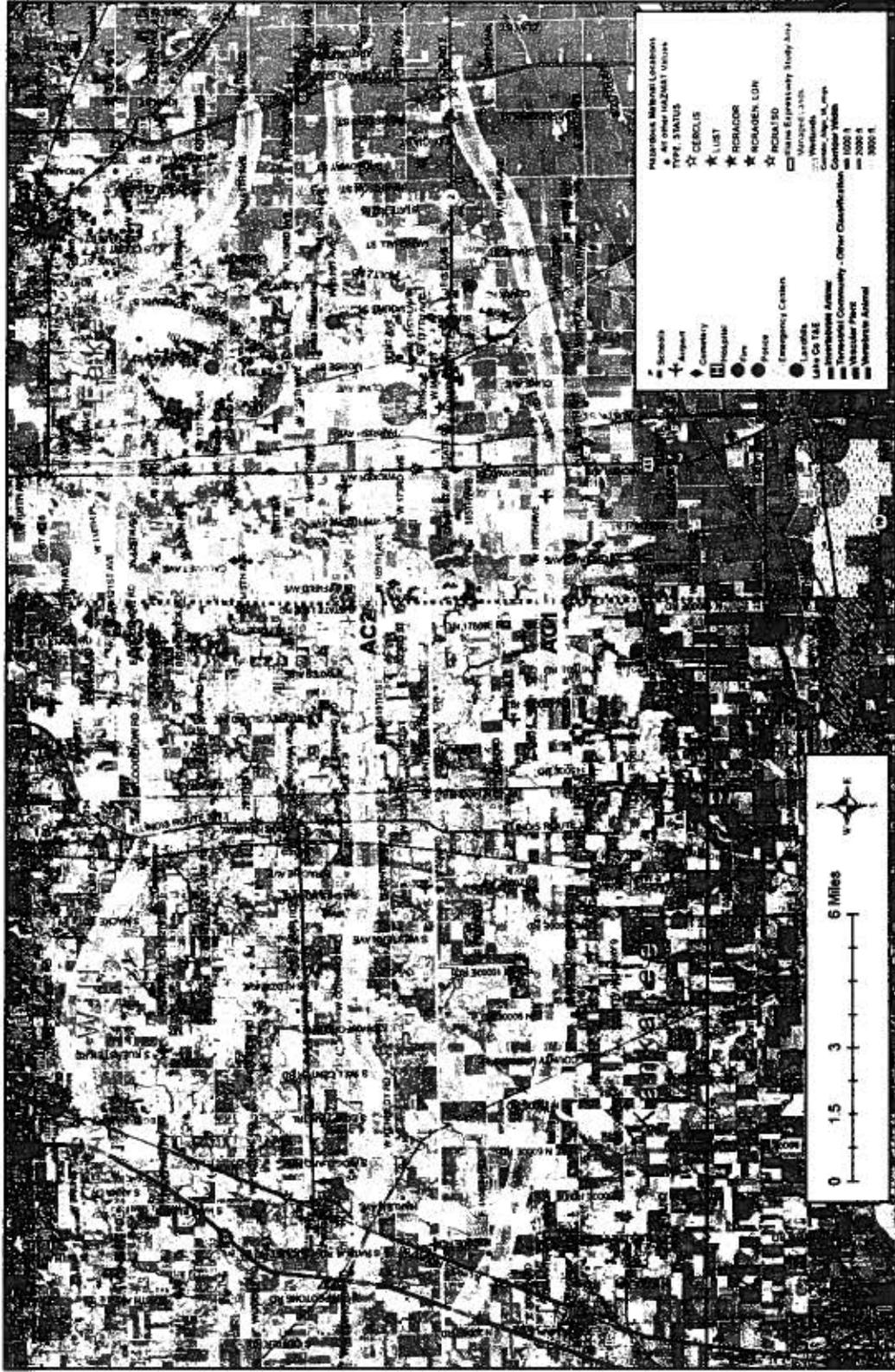
## 10.2 COMPARATIVE MATRIX

**Table 10.1 Illiana Expressway Alignment Corridor Impact Comparison**

Features	Corridors		
	AC1	AC2	AC3
Location	South	Central	North
<b>Performance</b>			
Estimated Illiana ADT Range (2030)	19,867-21,497	23,592-29,887	31,475-35,682
Construction Cost (million)	\$533.2-\$984.8	\$519.6-\$959.3	\$471.8-\$868.4
ROW Cost (million)	\$30.8-\$37.5	\$59.4-\$71.1	\$87.1-\$100.9
Annual Maintenance Cost (million) <sup>a</sup>	\$2.2-\$2.8	\$2.2-\$2.8	\$2.1-\$2.7
Travel Time Savings (2030, area reduction in VHT) <sup>b</sup>	2.1%	2.3%	2.7%
Estimated Crash Reduction (2030, annual)	350	365	385
Accessibility Improvement	Positive	Positive	Positive
<b>Economic Impacts (w/ Supply Chain Benefits)</b>			
Jobs Created (total at end of period)	265	605	1131
Income Generated (in millions of dollars)	141	336	648
GRP Increase (in millions of dollars)	213	533	1055
<b>Socio-Economic Impacts</b>			
Population Density (persons/square mile, Corridor)	48.6	115.4	301.2
Employment Density (workers/square mile, Corridor)	21.8	22	73.1
Environmental Justice Issues	Minimal	Minimal	Minimal
<b>Land Use Impacts<sup>c</sup></b>			
Structures	167	231	1,024
Municipal Buildings (Gov't, Police, Fire, Schools)	None	None	None
Cemeteries	Plum Grove Cemetery	None	None
Adjacent Parks/Managed Lands	None	None	Plum Grove County Forest Preserve, Lemon Lake County Park
Areas of Concern for Historic Structures	None	None	Zion United Church of Christ in Hanover
Areas of Archaeological Concern	Mounds and Burial Site SE of Lowell	None	Northern edge of Mounds near Cedar Lake
Hazardous Material Locations	2	1	5
<b>Environmental Impacts</b>			
Adjacency to Sensitive Habitats	None	American Badger	None
NWI Wetlands (% of AC)	0.70%	2.80%	2.90%
Floodplain Area (% of AC)	9.80%	9.20%	3.70%
Water Well Potential Impact Area (% of AC)	12.70%	4.70%	17.10%

- a. Period maintenance and reconstruction costs, as well as annual toll collection expenses, not included.
- b. Percentage based on 24-hour demand. Peak hour percentages are expected to be larger.
- c. Impacts shown are those that are quantifiable. These impacts reflect a 3,000-foot wide "study corridor" for each alignment; however, actual needed ROW will be smaller with lower actual impacts.

**Figure 8.13 Corridor Constraints**





## VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street  
P.O. Box 1154  
Beecher, Illinois 60401

Phone (708) 946-2261  
Fax (708) 946-3764  
www.villageofbeecher.org

PRESIDENT  
PAUL LOHMANN  
CLERK  
JANETT CONNER  
TRUSTEES  
SCOTT WEHLING  
RONALD KUHLMAN  
GAYLE AHRENDT  
BRIAN CLEARY  
JOE GARDNER  
GREGORY SZYMANSKI  
ADMINISTRATOR  
ROBERT O. BARBER

August 20, 2010

(12)

Secretary Shaun Donovan  
Department of Housing and Urban Development  
Office of Sustainable Housing and Communities  
451 Seventh Street, SW  
Washington, DC 20410

Re: Letter of Support-*Eastern Will County Multijurisdictional Land Use Plan*

Dear Secretary Donovan:

As President of the Village of Beecher and a member of the Eastern Will County Council of Mayors, I would like to offer my support of Will County, Illinois' application for the U.S. Department of Housing and Urban Development's *Community Challenge Planning Grant* funding for the creation of the comprehensive *Eastern Will County Multijurisdictional Land Use Plan*.

If successful, Will County will work with the Illinois Department of Transportation and local municipalities to create a multi-jurisdictional land use plan and necessary ordinance revisions covering a significant portion of the 6-township eastern Will County area. The product of this work will be a joint land use plan developed between rural and suburban communities and the airport sponsor (currently the Illinois Department of Transportation).

This plan will:

- Identify the most appropriate locations for various types of development (residential, commercial, industrial) across the 6 township area according to demand projections
- Preserve the Ultimate Airport footprint from land uses that are incompatible with future airport expansion,
- Preserve "prime" development locations for "higher-value" uses that won't arrive until the airport has been located for several years,
- Identify agriculture preservation areas and open space,
- Set design standard guidelines and will
- Include currently planned and needed transit and roadway projects.

This planning is crucial to incorporating sustainable development because it will prevent residential developments from being located near disruptive noise contours, identify

# VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street  
P.O. Box 1154  
Beecher, Illinois 60401

developments that will be compatible both on and off the airport site, help prepare the surrounding communities to deal with the growth pressures, opportunities and negative impacts that will come from the development of a major airport facility nearby (the South Suburban Airport), and will help the Ultimate Airport footprint from being prematurely land locked and subject to costly future expansion. Additionally, this plan will outline needed roadway and transit improvements according to planned land uses.

Comprehensive planning for this area is further necessitated and complemented by the potential development that will come from the Illiana Expressway; a new major east-west expressway that will run near the northern boundary of the eastern Will County/airport planning area and will connect the existing interstates of I-57, I-55 and I-65 in Illinois and Indiana.

Thank you for your attention to this very important project. Planning like this could truly help set a new precedent for multijurisdictional cooperation and foresight.

Sincerely,



Paul Lohmann  
Village President

CC: Ms. Jamy Lyne, Planning and Policy Director, Will County Executive Office

## **BEECHER COMMUNITY STRATEGIC PLAN FOR THE YEAR 2030**

### **GOALS:**

1. Re-affirm the Village of Beecher Land Use Plan as amended in 2007 and the Washington Township Land Use Plan approved in 2000.
2. Agree to plan for a population in the Village of 7,500 (11,000 in the taxing districts) by the year 2020 and a population of 12,000 in the Village (15,000 in the taxing districts) by the year 2030.
3. Provide for the development of an appropriate mixed-use commercial, industrial and residential tax base either incorporated or adjacent to the Village while at the same time preserving and maintaining a sense of “community” that makes all of us call Beecher “home”.
4. Encourage economic development that is beneficial to the community as a whole and mitigates any adverse impacts which may occur to specific taxing bodies.
5. Develop and identify a plan of action to remedy current and future deficiencies in the community’s recreational, educational, and utility infrastructure.
6. Parks and other forms of open space should continue to be acquired and preserved under existing efforts but the creation of a park district is essential in the long term.

7. Intergovernmental cooperation and communication must continue and shared resources should be explored to provide cost-effective services to the taxpayers which we all share and are held accountable.

8. Develop an action plan for providing information and for the empowerment of existing and new residents in Beecher local government and volunteer activities.

## **IMPLEMENTATION ACTIONS:**

1. Consider residential development with a range of single family home values in 2009 (adjusted in future years for inflation) over \$250,000 as well as adult community and senior-assisted housing units. (Goals #2 and #4)

2. Provide an incentive program or a direction (plan) for the re-development of the downtown (Gould Street) area. (Goal #3)

3. Industrial development should be encouraged in areas specified in the land use plan and should be incorporated into the Village. Some incentives may be used to install vital infrastructure to support this development as long as all taxing bodies receive some short term and long term financial benefit. (Goals #1, #3 and #4)

4. Begin the process of creating a park district with the same boundaries as the school, library and fire districts by 2020 which will either enhance and support or replace the efforts of Beecher Recreation, the Village, and the Township's open space program.

(Goals #5 and #6)

5. Support the construction of the Illiana Expressway following the most cost-effective route based on Phase I engineering and planning studies. (Goal #5)

6. Support the community's involvement in planning and governance of the proposed South Suburban Airport to mitigate adverse impacts despite our opposition to the Peotone site. (Goals #1 and #5)

7. The intergovernmental committee should meet on an average of a quarterly basis to share information and integrate community planning efforts. (Goal #7)

8. Develop a web page or brochure for new and existing residents advising them of meetings, services, procedures and involvement techniques not only for local governments but for all civic and volunteer groups in Beecher in order to encourage volunteerism and a sense of community. (Goal #8)

9. Approval of new developments and the use of incentives (including but not limited to tax increment financing districts) should be on a case-by-case basis, with all local governments being informed. (Goals #1, #2, #3, #4, #5, and #7)

10. Explore the use of non-traditional taxes and user fees in lieu of increasing reliance on real estate taxes to fund future government operations. Support state legislation which would support this flexibility. (Goals #4, #5, and #7)



## VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street

P.O. Box 1154

Beecher, Illinois 60401

Phone (708) 946-2261

Fax (708) 946-3764

www.villageofbeecher.org

*Bob*

PRESIDENT  
PAUL LOHMANN  
CLERK  
JANETT CONNER  
TRUSTEES  
SCOTT WEHLING  
RONALD KUHLMAN  
GAYLE AHRENDT  
BRIAN CLEARY  
JOE GARDNER  
GREGORY SZYMANSKI  
ADMINISTRATOR  
ROBERT O. BARBER

November 22, 2010

(14)

Ms. Paula Wolff, Chair  
Illinois Tollway  
2700 Ogden Avenue  
Downers Grove, IL 60515

### RE: BEECHER IN SUPPORT OF ILLIANA EXPRESSWAY

Dear Chair Wolff:

I am sending this letter to re-affirm the Village of Beecher's support for the Illiana Expressway and the completion of the Phase I study through joint agreement by the states of Illinois and Indiana. The listing provided with the presentation at your November 18<sup>th</sup> meeting failed to include Beecher as a supporting community. I wanted to make sure that you clearly understand our determination of the critical need for this project.

We have been on record as supporting the Illiana since 1999. In 2002, we provided the Tollway with letters of support for the project as a possible tollway which prompted the enclosed letter from Thomas Cuculich, your Executive Director at that time. In April of 2009, a joint resolution of "support for the construction of the Illiana Expressway following the most cost-effective route based on Phase I engineering and planning studies" was approved by the all taxing bodies in the Beecher community including the Village. In April of 2010, the Village Board passed two resolutions; one (enclosed) which supported the inclusion of the Illiana on the CMAP GoTo 2040 Plan's list of fiscally constrained projects. The second resolution was a five year strategic plan of the Village Board which stated "that Village supports an EIS Phase I Study of the proposed Illiana Expressway and will work with the consultants on gathering information for this study. The Village does not support any specific route for the Illiana at this time, but if the route is south of Beecher then a bypass of Illinois Route #1 is necessary."

I just wanted to make sure that Beecher is included in the list of supporters for this project.

Sincerely Yours,

Paul Lohmann  
Village President

**A RESOLUTION REQUESTING INCLUSION OF THE ILLIANA EXPRESSWAY  
IN THE LIST OF FISCALLY CONSTRAINED MAJOR CAPITAL PROJECTS**

Whereas, the Illiana Expressway is a much needed interstate highway connecting I-55 in Will County to I-65 in Indiana and;

Whereas, the Illiana Expressway has been identified as a priority in both Illinois and Indiana and;

Whereas, the Illiana Expressway has local support throughout Will County and;

Whereas, the Illiana Expressway supports the goals of the GoTo2040 Plan's Preferred Regional Scenario by targeting transportation investments to achieve outcomes such as economic growth, environmental protection, congestion reduction and;

Whereas, the Illiana Expressway will bring much needed construction jobs to the region and;

Whereas, the Illiana Expressway will increase accessibility to both jobs and housing by reducing congestion on one of the main arteries of the nation's interstate system, I-80 and;

Whereas, the Chicago Metropolitan Agency for Planning (CMAP) GoTo2040 Plan fiscally constrained major capital projects set out our regions' priorities and;

Whereas, CMAP has not included the Illiana Expressway in its fiscally constrained major capital projects,

Now, Therefore be it resolved, by the President and Board of Trustees of the Village of Beecher, Will County, Illinois, that the Village hereby requests that CMAP include the Illiana Expressway in Fiscally Constrained Major Capital Projects.

Passed this 12<sup>th</sup> day of April, 2010.

MOTION: Szymanski SECOND: Ahrendt

AYES: 6 NAYS: 0 ABSENT/ABSTAIN: 0

APPROVED BY ME THIS 12<sup>th</sup> DAY OF April, 2010.

Paul Lohmann  
Paul Lohmann  
Village President

ATTEST:

Janett Conner  
Janett Conner  
Village Clerk

April 12, 2010  
Date

(SEAL)



## VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street

P.O. Box 1154

Beecher, Illinois 60401

Phone (708) 946-2261

Fax (708) 946-3764

[www.villageofbeecher.org](http://www.villageofbeecher.org)

PRESIDENT  
PAUL LOHMANN

CLERK  
JANETT CONNER

TRUSTEES  
SCOTT WEHLING  
RONALD KUHLMAN  
GAYLE AHRENDT  
BRIAN CLEARY  
JOE GARDNER  
GREGORY SZYMANSKI

ADMINISTRATOR  
ROBERT O. BARBER

November 22, 2010

(16)

Adam Kinzinger  
Congressman-Elect  
11<sup>th</sup> District  
P.O. Box 487  
New Lenox, IL 60451

Dear Adam:

Let me first congratulate you on your election to be our representative in Congress. It was an honor to meet you many months ago when your fledgling campaign brought you to my office to discuss issues of mutual concern. Needless to say, I have not forgotten this meeting and your willingness to be up front and candid on the issues that face our country.

One of the topics we discussed is the opportunity to have all of the Mayors in your District meet with you in small groups to discuss issues which relate to our communities' relationship with the federal government. For example, in eastern Will County and Kankakee County we have the South Suburban Airport and the Illiana Expressway, both of which have some level of involvement at the federal level. We also have concerns regarding entitlements and categorical grants which sometimes cost more to obtain than they are worth.

I encourage you to call a meeting of the Mayors in certain regions of your district to discuss issues of mutual concern. I would be more than happy to host one for the eastern Will and Kankakee County Mayors. Let me know if I can be of any assistance to you in holding such a meeting. You can reach me at 708-946-2654 or at [plohmann@villageofbeecher.org](mailto:plohmann@villageofbeecher.org). I look forward to hearing from you.

Sincerely Yours,

Paul Lohmann  
Village President



## VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street  
P.O. Box 1154  
Beecher, Illinois 60401

Phone (708) 946-2261  
Fax (708) 946-3764  
[www.villageofbeecher.org](http://www.villageofbeecher.org)

PRESIDENT  
PAUL LOHMANN  
CLERK  
JANETT CONNER  
TRUSTEES  
SCOTT WEHLING  
RONALD KUHLMAN  
GAYLE AHRENDT  
BRIAN CLEARY  
JOE GARDNER  
GREGORY SZYMANSKI  
ADMINISTRATOR  
ROBERT O. BARBER

February 28, 2011

(17)

Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Re: Letter of Support-*Eastern Will County Multijurisdictional Comprehensive Plan*

Dear Randy:

Please accept this letter of strong support for Will County's application for Unified Work Program (UWP) funds for the *Eastern Will County Multijurisdictional Comprehensive Plan*. As you know, the communities of eastern Will County have been working together for approximately a decade now to prepare our communities for the impacts of the South Suburban Airport in the event that it becomes reality. Our community leaders know what the leaders of the communities around O'Hare and other airports across the nation were not able to know in their times of high growth; that it is better to work with your neighbors and plan ahead, than it is to wait and react.

The Communities of eastern Will County have an unprecedented opportunity to work together to address the projected transportation needs and land use issues of an expected high-growth area before a final decision regarding the airport is made and our communities become vulnerable to growth pressures without having the proper plans in place. If a positive record of decision is released for development of the SSA without the type of joint planning we intend to do, our ability to work together towards the best transportation and land use plans could be significantly diminished.

If successful in the receipt of UWP funding, we will partner with Will County and work with the Illinois Department of Transportation, other local municipalities, the RTA, Metra and Pace to create a multi-jurisdictional transportation plan based on a jointly developed land use plan. This process will cover the 6-township eastern Will County area and will:

- Identify the most appropriate locations for various types of development (residential, commercial, industrial) across the 6 township area according to demand projections

# VILLAGE OF BEECHER

INCORPORATED 1883

724 Penfield Street

P.O. Box 1154

Beecher, Illinois 60401

- Preserve the Ultimate Airport footprint from land uses that are incompatible with future airport expansion,
- Preserve “prime” development locations for “higher-value” uses that won’t arrive until the airport has been located for several years,
- Identify agriculture preservation areas and open space,
- Set design standard guidelines
- Assess, identify and prioritize needed transportation improvements by mode based on the land use plan

This planning is crucial to incorporating sustainable development because it will prevent residential developments from being located near disruptive noise contours, identify developments that will be compatible both on and off the airport site, help prepare the surrounding communities to deal with the growth pressures, opportunities and negative impacts that will come from the development of a major airport facility nearby, and will help the Ultimate Airport footprint from being prematurely land locked and subject to costly future expansion.

Comprehensive planning for this area is further necessitated and complemented by the potential development that will come from the Illiana Expressway; a new major east-west expressway that will run somewhere in proximity to this area and will connect the existing interstates of I-57, I-55 and I-65 in Illinois and Indiana.

Thank you for your attention to this very important project. Planning like this could truly help set a new precedent for multijurisdictional cooperation and foresight.

Sincerely,

Paul Lohmann  
Village President

CC: Matt Maloney, Deputy Chief of Staff, CMAP  
Bob Dean, Deputy Chief of Planning, CMAP  
Board of Trustees

RESOLUTION # 2012-08

**A RESOLUTION OF SUPPORT FOR THE RECOMMENDED ALTERNATIVE  
FOR THE ILLIANA EXPRESSWAY**

WHEREAS, on May 8, 2000, the Beecher Village Board approved Resolution 2000-06, which asked that Congress provide capital funding and that the Governors of Illinois and Indiana should accelerate the process to identify and acquire right-of-way and construct the Illiana Expressway; and

WHEREAS, on July 8, 2002, the Beecher Village Board approved Resolution 2002-10, adopting the Illiana Corridor Planning Council intergovernmental agreement, which created the first Illiana Expressway planning group; and

WHEREAS, on April 12, 2010, the Beecher Village Board approved Resolution #2010-04 adopting a strategic plan for the Village which called for the completion of the Tier I EIS on the Illiana Expressway and pledged a working relationship with the consultants toward completing this task; and

WHEREAS, also on April 12, 2010, the Beecher Village Board approved Resolution #2010-08, which requested inclusion of the Illiana Expressway on the list of financially constrained major capital projects; and

WHEREAS, 63.4% (210 of 333 responses) of Beecher Village residents surveyed in the Fall of 2011 favored the construction of the Illiana Expressway with 38.6% (or 128) favoring the B3 route and 28% (or 93) favoring a route north of Beecher; and

WHEREAS, the Village of Beecher has always supported a scientific approach toward determining need for and location of the expressway; and

WHEREAS, the consultants originally recommended the B3 route as the most efficient, least expensive corridor having the smallest amount of environmental impact; and

WHEREAS, external forces have now come into play trying to influence the decision-making process so that an alternative is selected not on the basis of merit or practicality but on the grounds of who would benefit economically from the proposed road's location; and

WHEREAS, the proximity of the A3S2 alternative to Interstate 80 may reduce its regional significance and usage as a toll road and not alleviate the maximum amount of traffic on Interstate 80; and

WHEREAS, the A3S2 alternative interchange with I-57 is too close to Monee-Manhattan Road, the proposed interchange at Stunkel Road, and the proposed interchange for the South

Suburban Airport; and

WHEREAS, the A3S2 alternative cuts through Washington Township on a diagonal causing serious alignment conflicts with north-south and east-west road crossings and cuts our school district, fire district and township roads all in half; and

WHEREAS, the Villages of Manhattan and Peotone have passed resolutions supporting the construction of the Illiana Expressway along the B3 alignment as recommended by the consultants and the staff at the Illinois Department of Transportation (IDOT);

NOW THEREFORE BE IT RESOLVED by the President and Board of Trustees of the Village Beecher, Will County, Illinois, that it supports the initial recommendation of the consultants and staff at the IDOT for the B3 alignment, having first learned of the reasons why this alignment should be selected over the other proposed alternatives, with the realization that any impacts from changes to truck traffic patterns on IL Route #1 (Dixie Highway) as a result of the B3 alignment would have to be studied and mitigated prior to the construction of the expressway; and

BE IT FURTHER RESOLVED that even if the construction of the Illiana Expressway is not currently warranted, that a corridor be identified and preserved for future inevitable construction; and

BE IT FURTHER RESOLVED that the Village of Beecher, through its elected and appointed officials, shall convey the contents of this resolution as official Village Board policy to all interested parties including but not limited to the consultants, state, county and local officials, and the media.

Approved by motion this 13<sup>th</sup> day of Aug, 2012.

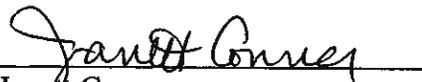
MOTION: Cleary SECOND: Kypuros

AYES: 6 NAYS: 0 ABSENT: 0

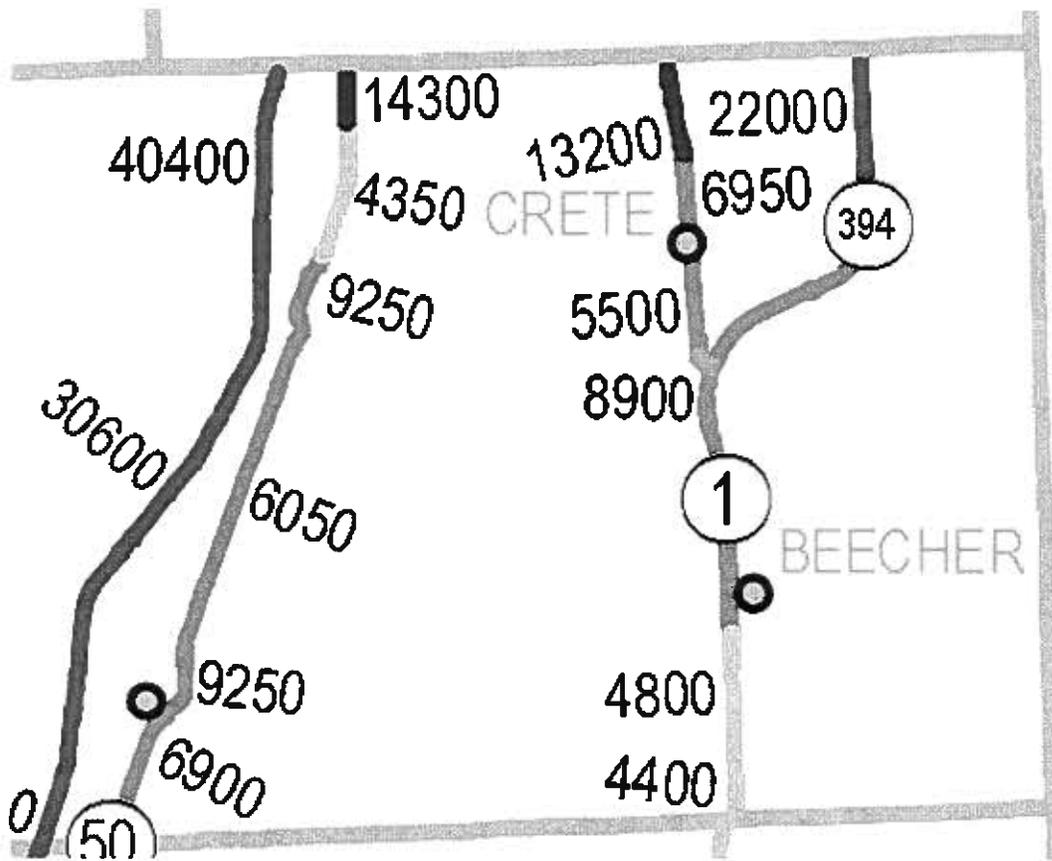
APPROVED BY ME THIS 13<sup>th</sup> DAY OF Aug, 2012.

  
Paul Lohmann  
Village President

ATTEST:

  
Janett Conner  
Village Clerk  
(SEAL)

8-13-12  
Date



(20)

VILLAGE OF BOURBONNAIS, ILLINOIS

---

RESOLUTION 10-1061

A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

---

ADOPTED BY THE  
BOARD OF TRUSTEES OF THE  
VILLAGE OF BOURBONNAIS  
THIS 16<sup>th</sup> DAY OF February 2010.

---

Published in pamphlet form by authority of the Board of Trustees of the Village of Bourbonnais,  
Kankakee County, Illinois this 17<sup>th</sup> day of February, 2010.

## **RESOLUTION 10-1061**

### **A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Village of Bourbonnais has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Village of Bourbonnais & Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Village of Bourbonnais and Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Village of Bourbonnais supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in the Village of Bourbonnais, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village of Bourbonnais in Kankakee County supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

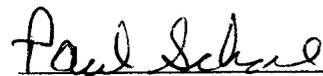
**BE IT FURTHER RESOLVED**, that the Village of Bourbonnais in Kankakee County supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that Village of Bourbonnais in Kankakee County supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single – continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

**BE IT FURTHER RESOLVED**, that Village of Bourbonnais in Kankakee County strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Careen Gordon, Illinois State Representative.

BY:

  
\_\_\_\_\_  
Paul Schore, Village President

ATTEST:

  
\_\_\_\_\_  
Brian Simeur, Village Clerk



# Village of Bourbonnais

600 Main Street NW • Bourbonnais, Illinois 60914

(815) 937-3570

Fax (815) 937-3467

[www.villageofbourbonnais.com](http://www.villageofbourbonnais.com)

August 29, 2013

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Chicago, IL 60606

Dear Mr. Blankenhorn:

We understand that the Chicago Metropolitan Agency for Planning is discussing the issue of the Illiana Expressway. Our community has taken a position supporting the B3 alignment for the Illiana, and wanted to make you aware of that position. If you have questions about our position, please contact us. Thank you for your consideration.

Sincerely,

Mayor Paul Schore

*Village of Friendship*

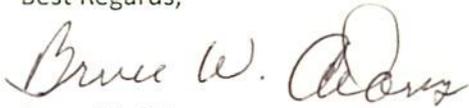
August 29, 2013

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Dr.  
Chicago, IL 60606

Dear Mr. Blankenhorn:

We understand that the Chicago Metropolitan Agency for Planning is discussing the issue of Illiana Expressway. Our community has taken a position supporting the B3 alignment for the Illiana, and wanted to make you aware of that position. Enclosed you will find the Resolution passed in February 2010 supporting the Illiana Expressway. If you have questions about our position, please contact us. Thank you for your consideration.

Best Regards,



Bruce W. Adams  
Village President  
Village of Bradley

BWA/tmr

Cc: Enclosure  
File

**MAYOR**  
BRUCE ADAMS

**CLERK**  
MICHAEL J. LaGESSE

**BOARD OF TRUSTEES**  
JERRY BALTHAZOR  
ROBERT REDMOND  
LORI GADBOIS  
GEORGE GOLWTIZER  
ERIC CYR  
MELISSA A. CARRICO

VILLAGE OF BRADLEY

RESOLUTION NO. R-2-10-3

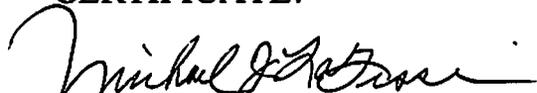
A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

ADOPTED BY THE  
BOARD OF TRUSTEES  
VILLAGE OF BRADLEY

This 8 day of FEBRUARY, 2010

Published in pamphlet form by authority of the Board of Trustees of the Village of Bradley, Kankakee County, Illinois, this 8 day of FEBRUARY, 2010.

CERTIFICATE:

  
\_\_\_\_\_  
Michael J. LaGesse, Village Clerk

## **RESOLUTION NO. R-2-10-2**

### **A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana; and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century; and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks; and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem; and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55; and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County; and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway; and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west; and

**WHEREAS**, the Village of Bradley ("Village") supports the planned development of the South-Suburban Airport; and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County; and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy; and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE, BE IT RESOLVED** by the President and the Trustees of the Village of Bradley, Kankakee County, Illinois:

**Section 1. Recitals Incorporated.** The recitals set forth above are incorporated herein as though fully set forth.

**Section 2. Support for Illiana Expressway.** The Village President and Board of Trustees of the Village of Bradley support the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people.

**Section 3. Acquisition of Rights-of-Way.** The President and Board of Trustees support acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications.

**Section 4. Feasibility Study.** The President and Board of Trustees support extending the Illiana Expressway Feasibility Study to, at minimum, include a single – continuous corridor from I-65 to I-55 prior to establishing a centerline alignment.

**Section 5. Task Force Representation.** The President and Board of Trustees strongly support fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project.

**Section 6. Service of Resolution.** The Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Careen Gordon, Illinois State Representative.

**Section 7. Effective Date.** This Resolution shall be in full force and effect from and after its passage and approval as provided by law.

PASSED this 8 day of FEBRUARY, 2010

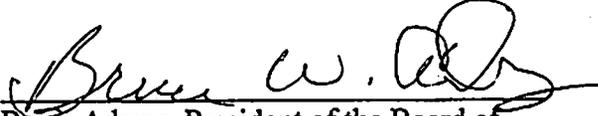
TRUSTEES:

Jerry Balthazor:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>
Robert Redmond:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>
Lori Gadbois:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>
George Golwitzer:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>
Michael A. Stump:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>
Eric Cyr:	Aye - <input checked="" type="checkbox"/>	Nay - <input type="checkbox"/>	Absent - <input type="checkbox"/>

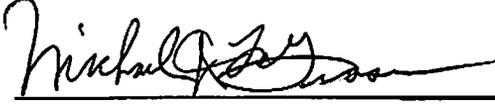
Bruce Adams: Aye -  Nay -  Absent -

TOTALS: AYE - 6 NAY - 0 ABSENT - 0

APPROVED this 8 day of FEBRUARY, 2010

  
Bruce Adams, President of the Board of  
Trustees of the Village of Bradley

ATTEST:

  
Michael J. LaGesse, Village Clerk



## VILLAGE OF CHANNAHON

24555 S. NAVAJO DRIVE • CHANNAHON, ILLINOIS 60410  
(815) 467-6644 • FAX (815) 467-9774 • [www.channahon.org](http://www.channahon.org)

August 22, 2013

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

The Village of Channahon strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GO TO 2040 plan. The Village of Channahon supports the inclusion of the Illiana now and not during the next long range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the regions long-range plan. Will County communities have long seen the need for alternative route to I-80. Currently heavy truck commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, with more planned, these facilities need more efficient ways to move goods in and out of our region. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses.

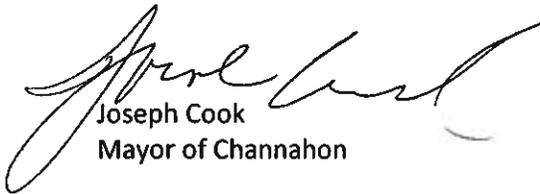
Delaying this project would lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GO TO 2040 plan called for a new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GO TO 2040 plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate many needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana Corridor had the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The Village of Channahon strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the fiscally constrained Major Capital Projects List in the GOTO 2040 plan and keep this project moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Joseph Cook", written in a cursive style. The signature is positioned above the printed name and title.

Joseph Cook  
Mayor of Channahon

**RESOLUTION OF THE VILLAGE OF CHEBANSE  
OF  
IROQUOIS/KANKAKEE COUNTIES, ILLINOIS**

**RESOLUTION #10-R-01**

**A RESOLUTION SUPPORTING A NEW ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana – Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Village of Chebanse supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village of Chebanse of Iroquois/Kankakee Counties, Illinois supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people as well providing access to the proposed South Suburban Airport, and

**BE IT FURTHER RESOLVED**, that the Village of Chebanse of Iroquois/Kankakee Counties supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

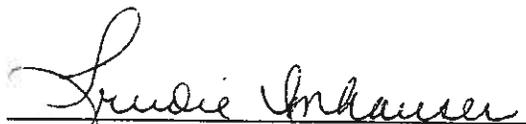
**BE IT FURTHER RESOLVED**, that the Village of Chebanse of Iroquois/Kankakee Counties supports the construction of the Illiana Expressway south of the proposed South Suburban Airport with minimum origin-destination at I-65 and I-55, and

**BE IT FURTHER RESOLVED**, that the Village of Chebanse of Iroquois/Kankakee Counties supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single – continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

**BE IT FURTHER RESOLVED**, that the Village Clerk be and is hereby directed to forward this resolution to Mike VanMill of Economic Alliance of Kankakee County

  
Village President, Elden Dubuque

ATTEST:

  
Trudie Imhauser, Village Clerk

VILLAGE OF DIAMOND

RESOLUTION 2013-09

**A RESOLUTION SUPPORTING CMAP AMENDING THE REGIONS FISCALLY  
CONSTRAINED LONG-RANGE TRANSPORTATION PLAN, THE GO TO 2040  
PLAN, TO INCLUDE THE ILLIANA CORRIDOR**

**WHEREAS**, the proposed Illiana Expressway is a transportation Project of National and Regional Significance in the Will County Transportation Blueprint; and; and

**WHEREAS**, the project as proposed will have far reaching impacts on the region by reducing the strain of truck traffic on local roads, improving safety, and reducing congestion; and

**WHEREAS**, the project will improve access to the largest inland container port in North America; and

**WHEREAS**, the project will reduce vehicle miles travelled on local roads by up to 26 million miles annually; and

**WHEREAS**, the project will create over 9,000 local construction jobs and over 25,000 long-term permanent jobs; and

**WHEREAS**, the project will have between \$500 million and \$2 billion dollars of long-term far reaching economic output; and

**WHEREAS**, the proposed public private partnership model to build this project will save tax payers millions of dollars and is the best financing model to move this project forward; and

**WHEREAS**, Phase 1 Engineering is currently included in the region's Transportation Improvement Program and over \$20 million has been spent in FFY 13 on this project; and

**WHEREAS**, the Illiana Expressway represents a sound investment in the future of the regional economy;

**NOW THEREFORE, BE IT RESOLVED** by the Diamond Village Board that the Village of Diamond, Grundy County and Will County, Illinois requests that

CMAP amend the regions fiscally constrained long-range transportation plan, the GO TO 2040 Plan, to include the Illiana Corridor and recommends that the construction costs for the Illiana Corridor Project be removed from the fiscally unconstrained project at the MPO Policy meeting in October 2013.

PASSED, and ADOPTED this 13<sup>th</sup> day of August, 2013

  
-----  
Teresa Kernc, Mayor

ATTEST:   
-----  
Dana Grunwald, Clerk



VILLAGE OF  
**FRANKFORT**  
INC • 1879

m

August 23, 2013

CMAP Transportation Committee  
C/O Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Ste 800  
Chicago, IL 60606

RE: Village of Frankfort Support for Addition of the Illiana Corridor in GO TO 2040

Dear Members of the CMAP Transportation Committee:

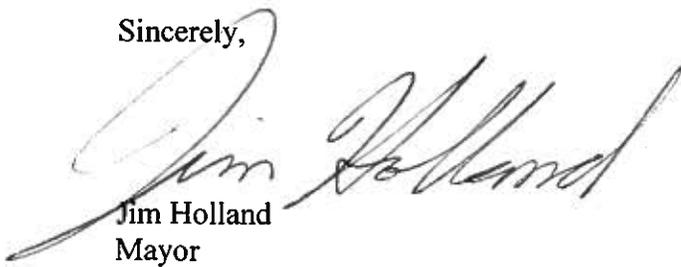
I have attached a resolution from the Frankfort Village Board that supports the inclusion of the proposed Illiana Expressway as a fiscally constrained major capital project in the GO TO 2040 Comprehensive Regional Plan. The inclusion should be made now and not during the next long-range plan update because this project improves regional mobility, efficient freight movement, use of innovative financing and because this project has momentum gained by the current significant support of key elected federal, state and local officials in both Illinois and Indiana.

I emphasize the regional benefits that the Illiana Expressway would bring. Will County has emerged as the largest inland port in the country. This means products from all over the world are transferred from rail cars to trucks in Will County. These trucks bring the products to the people of the entire CMAP region and beyond to at least Wisconsin, Iowa, Indiana and Michigan. Currently, these trucks operate less efficiently on rural roads or expressways such as the Borman where significant overcrowding exists. The Illiana can help move products more efficiently and it can help relieve congestion on current infrastructure.

On the local level, I note that on pages 18 and 19 of the July 30, 2013 CMAP staff memo to the Transportation Committee, the memo suggests that local communities have not planned for the proposed Illiana. I point out that in Frankfort's *Future Land Use Plan*, written in 2010, the impact of the Illiana is discussed on pages 19 and 20.

The Illiana will benefit the entire CMAP region. Page 109 of the GO TO 2040 Plan states that the region should pursue truck transportation improvements "To reduce congestion, improve safety, reduce emissions and make deliveries to local suppliers more efficient." The Illiana will accomplish these regional goals. I encourage you to recommend inclusion, at this time, of the Illiana on the fiscally constrained major capital project list in the GO TO 2040 Plan.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim Holland".

Jim Holland  
Mayor

cc: Village of Frankfort Trustees  
Larry Walsh, Will County Executive  
Steve Quigley, Will County Governmental League  
John Greuling, Will County Center for Economic Development

RESOLUTION NO. **13-25**

**A RESOLUTION IN SUPPORT OF THE ILLIANA EXPRESSWAY BY THE  
CORPORATE AUTHORITIES OF THE VILLAGE OF FRANKFORT,  
WILL AND COOK COUNTIES, ILLINOIS**

---

**WHEREAS**, the Illiana Expressway is a proposed interstate highway linking Interstate 55 in Illinois and Interstate 65 in Indiana; and

**WHEREAS**, the Village of Frankfort supports the inclusion of the proposed Illiana Expressway in the Chicago Metropolitan Agency for Planning (CMAP) GoTo2040 Comprehensive Regional Plan as one of its major capital projects for federal funding; and

**WHEREAS**, the project would alleviate traffic congestion on Interstates 80 and 94, major roadways for the transportation of freight and people; and

**WHEREAS**, the Village of Frankfort, a municipality located in Will County, also supports the planned development of the South Suburban Airport, recently approved by the Illinois State Legislature; and

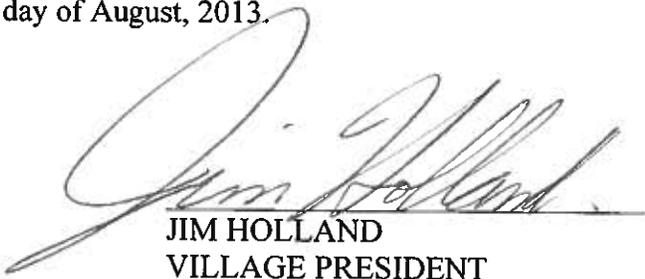
**WHEREAS**, the proposed establishment of the Illiana Expressway, when coupled with the establishment of the South Suburban Airport, would provide economic growth opportunities, accessibility to new jobs, and efficient air and ground transportation for local, regional and national commerce;

**NOW, THEREFORE, BE IT RESOLVED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF FRANKFORT, WILL AND COOK COUNTIES, ILLINOIS**, that the Village of Frankfort supports and recommends the inclusion of the Illiana Expressway in the CMAP GoTo2040 Comprehensive Regional Plan and advancement of this important project for federal funding.

**PASSED AND APPROVED** this 19<sup>th</sup> day of August, 2013.



ATTEST:

  
JIM HOLLAND  
VILLAGE PRESIDENT

  
KEITH OGLE  
VILLAGE CLERK

VILLAGE OF GRANT PARK, ILLINOIS

RESOLUTION NO. 10-02-16-01

RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY

WHEREAS, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

WHEREAS, radial and circumferential highways have been a component of long-range transportation plans for the Indiana-Illinois bi-state region since the early twentieth century, and

WHEREAS, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

WHEREAS, the I-80-94 Expressway is experiencing a growing congestion problem, and

WHEREAS, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

WHEREAS, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee county creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

WHEREAS, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a

feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

WHEREAS, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

WHEREAS, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

WHEREAS, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW, THEREFORE, BE IT RESOLVED, that the Village of Grant Park supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the Village of Grant Park supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

BE IT FURTHER RESOLVED, that the Village of Grant Park supports extending the Illiana Expressway Feasibility Study to, at a minimum, include a single-continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that the Village of Grant Park strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the Village Clerk be and is hereby directed to forward this resolution to the Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator; The Honorable Lisa Dugan, Illinois State Representative; and The Honorable Caren Gordon, Illinois State Representative.

**PASSED** by the President and the Village Board of the  
 Village of Grant Park, Illinois this 16<sup>th</sup> day of February,  
 2010.

Trustee Bird	Aye- <u>      </u>	Nay- <u>      </u>	Absent- <u>  ✓  </u>
Trustee Boicken	Aye- <u>  ✓  </u>	Nay- <u>      </u>	Absent- <u>      </u>
Trustee Malkowski	Aye- <u>  ✓  </u>	Nay- <u>      </u>	Absent- <u>      </u>
Trustee Morse	Aye- <u>  ✓  </u>	Nay- <u>      </u>	Absent- <u>      </u>
Trustee Reichel	Aye- <u>      </u>	Nay- <u>      </u>	Absent- <u>  ✓  </u>
Trustee Whipple	Aye- <u>  ✓  </u>	Nay- <u>      </u>	Absent- <u>      </u>
<b>TOTALS:</b>	Aye- <u>  4  </u>	Nay- <u>  -  </u>	Absent- <u>  2  </u>

  
 \_\_\_\_\_  
 FRED MEYER, JR.  
 Village President

ATTEST:

  
 \_\_\_\_\_  
 AUDREY C. LEHNERT  
 Village Clerk



**Village Hall**

2020 Chestnut Road  
Homewood, IL 60430  
Phone 708-798-3000  
Fax 708-798-4680

*Village Manager's Office*

Phone 708-206-3377  
Fax 708-206-3496

*Community Development  
Department*

Phone 708-206-3385  
Fax 708-206-3947

*Finance Department*

Phone 708-798-3000  
Fax 708-798-4680

**Fire Department**

17950 Dixie Highway  
Homewood, IL 60430  
Phone 708-206-3400  
Fax 708-206-3498

**Police Department**

17950 Dixie Highway  
Homewood, IL 60430  
Phone 708-206-3420  
Fax 708-206-3497

**Public Works Department**

17755 Ashland Avenue  
Homewood, IL 60430  
Phone 708-206-3470  
Fax 708-206-3499

August 28, 2013

Mr. Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Drive, Suite 800  
Chicago, IL 60606

Re: Proposed GO TO 2040 amendment

Dear Mr. Blankenhorn,

On behalf of the Village of Homewood, I am writing to express my support of the proposed amendment of the GO TO 2040 comprehensive regional plan that would add the Illiana Corridor project to the list of fiscally constrained projects. We believe the Illiana corridor will help alleviate congestion on major freight corridors in our area and in turn improve economic development.

As you are aware, efficient freight network is critical to the economic well-being and livability of the Chicago region, and this is particularly true in the south suburbs. Since the decline of manufacturing in our region, the freight and logistics industry has emerged as a significant component of our economy. In this context, transportation infrastructure is our single greatest asset; yet congestion and delay on I-80 threaten the productivity, safety and quality of life in the region. Attracting new businesses and maintaining the existing cluster of manufacturing, intermodal, trucking and logistics firms in south Cook County will depend on freeing up capacity in this corridor.

Inclusion of this project at this point in time is a necessary step in order for IDOT to complete the Tier 2 Environmental Impact Statement and receive a Record of Decision from the relevant federal agencies. This step is critical for moving this project forward as a public private partnership. Potential concessionaire teams will not risk spending millions of dollars to prepare bid documents if the Illiana Corridor is not included in the region's long range transportation plan.

Therefore, we urge CMAP to adopt the proposed GO TO 2040 amendment and move the Illiana Corridor from the list of fiscally unconstrained projects to the list of fiscally constrained projects. Thank you for your consideration. We look forward to continued collaboration with CMAP.

Sincerely,

Richard A. Hofeld  
Village President



# Village of Hopkins Park

Samuel Payton  
Mayor

13080 East Main Street  
PO Box AK  
Hopkins Park, Illinois 60944  
815-944-8313 Phone  
815-944-6809 Fax  
[www.hopkinspark.org](http://www.hopkinspark.org)

March 10, 2010

To Whom It May Concern:

I am writing this letter in support of the **ILLIANA EXPRESSWAY** that will further create significant traffic growth in the northern Kankakee County.

Also, the Village of Hopkins Park supports fair and equitable representation of any task force, committee, or group that may be organized to further the advancement of this project.

As mayor I support the opportunity the Illiana Expressway can offer the residents of Kankakee County

Respectively,

*Samuel Payton*  
Samuel Payton  
Mayor



# Village of Manhattan

---

245 South State Street, P.O. Box 31, Manhattan, Illinois 60442

Phone: (815) 418-2100 • Fax: (815) 478-5103

August 26, 2013

Chicago Metropolitan Agency for Planning  
Attn: Randy Blankenhorn, Executive Director  
223 South Wacker Drive, Suite 800  
Chicago, IL 60606

Re: Proposed Amendment to GO TO 2040 - Illiana Corridor

Dear Mr. Blankenhorn:

I am writing you to express the Village of Manhattan's support for the Illiana Expressway project and that it be included into CMAP's GO TO 2040 regional plan as a fiscally constrained major capital project. The Village of Manhattan is approximately 5 miles from two major intermodal facilities. These facilities have created a demand for additional warehousing and distribution centers in surrounding Joliet, New Lenox, Elwood, Monee, and Wilmington.

As you and the drivers transporting freight know, time is money. Therefore, trucks are taking the path of least resistance which brings them through the heart of our downtown and on residential areas. The Illiana will provide a much needed east-west corridor for this traffic. The current roadway system is not able to accommodate the existing and future traffic generated by these intermodal and warehousing facilities. While there are plans to increase capacity on Interstates 80 and 55, this would only accommodate a small portion of the truck traffic.

I have enclosed a resolution in support of the Illiana Expressway that was adopted by the Village Board on August 20, 2013. This resolution shows the Village's renewed support for the project and the Village's formal request that CMAP include this project in the GO TO 2040 plan as a fiscally constrained major capital project.

Sincerely,

James M. Doyle  
Village President

RESOLUTION NO. 593-13

A RESOLUTION SUPPORTING THE CONSTRUCTION OF THE ILLIANA EXPRESSWAY

---

**WHEREAS**, the Illiana Corridor is located within the Village's current planning jurisdiction; and

**WHEREAS**, the Village of Manhattan is located approximately five miles from two major intermodal facilities; and

**WHEREAS**, there has been a significant increase in the amount of truck traffic between Interstate 55 and Interstate 65 creating congestion on local roads within the Village; thereby threatening the quality of life and safety for Manhattan residents; and

**WHEREAS**, Southern Will County does not have the required roadway network to accommodate future growth in truck traffic and regional and national east-west traffic; and

**WHEREAS**, additional truck traffic congestion on local roads, along with additional travel time and distance required to travel to existing Interstate highways will create a negative impact on the overall air quality and natural resources of the region; and

**WHEREAS**, the Illiana Corridor has been envisioned as a vital link of an outer belt highway for the Chicago region since the early 1900s, and has since been studied in a number of forms over the last 40 years; and

**WHEREAS**, with extensive local and regional support, the Illinois Department of Transportation and the Indiana Department of Transportation have completed the Tier 1 study and has recommended the "B3" Route for the Illiana Expressway; and

**WHEREAS**, the proposed Illiana Expressway will improve regional mobility, alleviate local system congestion, improve local system mobility and provide for efficient movement of freight; and

**WHEREAS**, the proposed Illiana Expressway will decrease the amount of truck traffic on Village roads and improve the overall quality of life and safety for residents in the Village of Manhattan.

**NOW, THEREFORE**, be it resolved by the President and Board of Trustees as follows:

**SECTION 1:** That the statements made above in the recitals are true and correct and that such recitals are incorporated into the Resolution as if fully set forth in this Paragraph.

**SECTION 2:** That the President and Board of Trustees of the Village of Manhattan, Will County, Illinois do hereby support the construction of the Illiana Expressway along the "B3" Route from Interstate 55 to Interstate 65, as identified on the map attached hereto and incorporated as exhibit "A".

**SECTION 3:** That the President and Board of Trustees of the Village of Manhattan, Will County, Illinois do hereby request that the Illiana Expressway be included in the Chicago Metropolitan Agency for Planning Go To 2040 Plan's list of fiscally constrained projects.

**SECTION 4:** This Resolution shall be in full force and effect from and after its passage and approval in the manner provided by law.

PRESENTED and passed by the Board of Trustees on a roll call vote on the 20 day of AUGUST, 2013 with 6 Trustees voting AYE, 0 Trustees voting NAY, 0 Trustees ABSTAINING and with 0 Trustees ABSENT, President Doyle voting \_\_\_\_\_: said vote being: BISCAN AYE, ADRIEANSEN AYE, BEEMSTERBOER AYE, DOYLE AYE, NAUGHTON AYE, and TYK AYE.

  
Mattie Becker, Village Clerk

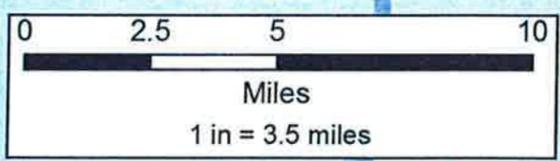
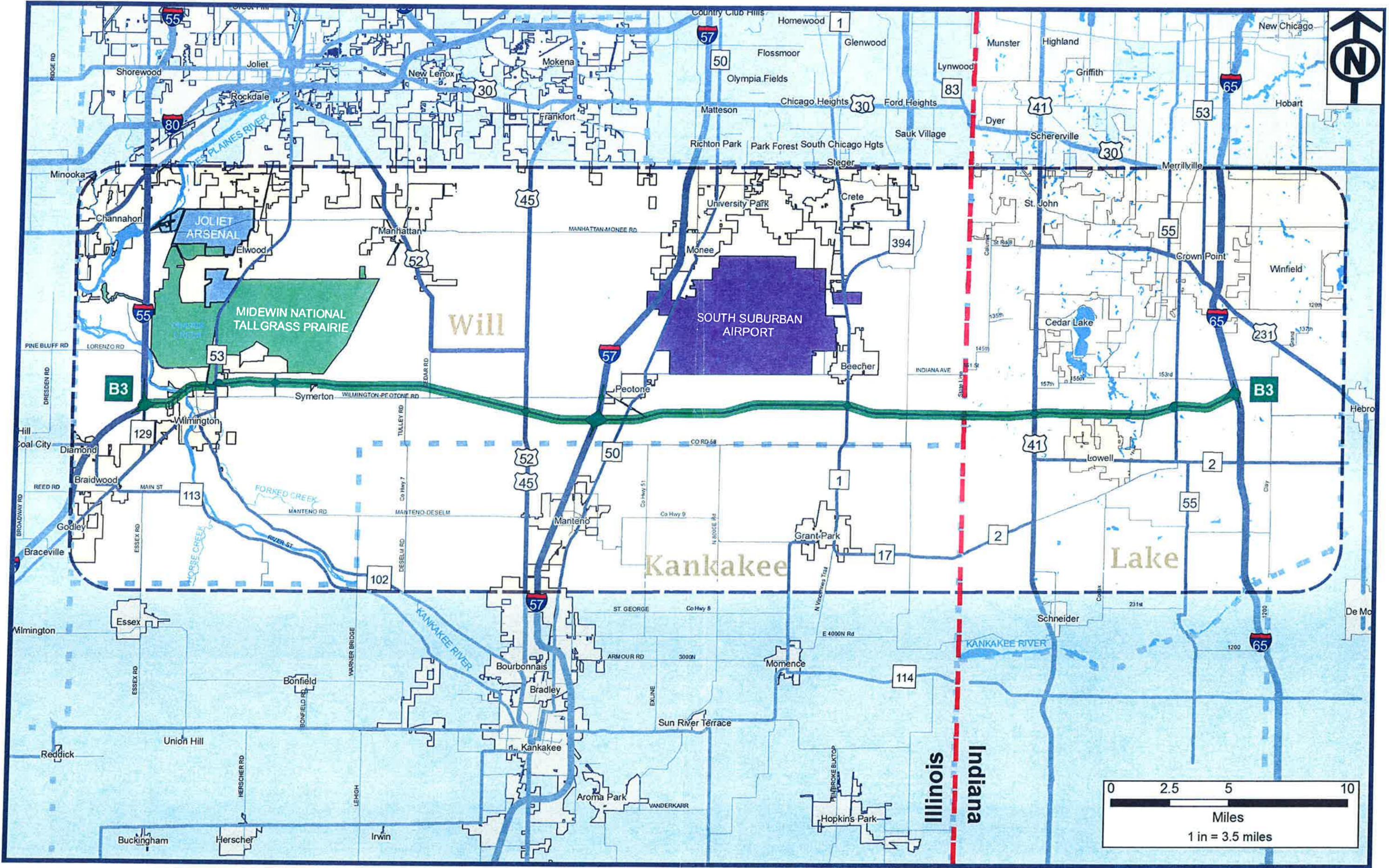
APPROVED this 20 day of AUGUST, 2013.

  
James Doyle, Village President

ATTEST:

  
Mattie Becker, Village Clerk

Exhibit "A"



Will

Kankakee

Lake

Illinois  
Indiana

JOLIET ARSENAL

SOUTH SUBURBAN AIRPORT

MIDWIN NATIONAL TALLGRASS PRAIRIE

B3

B3

FORKED CREEK  
MOOSE CREEK

KANKAKEE RIVER

KANKAKEE RIVER

Union Hill

Sun River Terrace

Hopkins Park

Buckingham

Herscher

Irwin

Aroma Park

VANDERKAMP

Momence

Schneider

De Mo

129

113

102

52

45

50

1

17

2

55

2

41

55

231

55

30

41

53

65

83

30

50

57

30

55

80

55

53

52

45

30

30

57

57

1

1

New Chicago

Hobart

Winfield

Hebro

De Mo

RIDGE RD

MINOOKA

PINE BLUFF RD

DRESDEN RD

HILL

COAL CITY

REED RD

BROADWAY RD

BRACEVILLE

WILMINGTON

ESSEX

WILMINGTON

REDDICK

BUCKINGHAM

HERSCHER

IRWIN

AROMA PARK

HOPKINS PARK

DE MO

DE MO

DE MO

DE MO

DE MO

SHOREWOOD

JOLIET

ROCKDALE

MINOOKA

CHANNAHAN

ELWOOD

MINOOKA

CHANNAHAN

NEW LENOX

Village of  
**Manteno**

---

TIMOTHY O. NUGENT, Village President

ALISA BLANCHETTE, Village Clerk  
BERNIE THOMPSON, Village Administrator

Trustees  
TIMOTHY BOYCE  
TODD CROCKETT  
DIANE DOLE  
JOEL GESKY  
SAMUEL J. MARTIN  
WENDELL O. PHILLIPS

August 29, 2013

Mr. Randy Blankenhorn  
Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive  
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

It is my understanding that the Chicago Metropolitan Agency for Planning is discussing the issue of the Illiana Expressway at its upcoming meeting.

I wanted to make you aware that the Village of Manteno has taken a strong position in support of this project and the B3 alignment for the Illiana.

I have enclosed a copy of the Resolution 09-22 that the Village of Manteno passed in support of the Illiana and hope that you will consider this in your deliberations on the project.

If you have any questions in regards to the Village of Manteno position please don't hesitate to contact me.

Respectfully,



Timothy O. Nugent  
Village President

Enclosure

Resolution 09-22

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of the Village of Manteno, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, the Village of Manteno supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth within the Village of Manteno, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

**WHEREAS**, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

**NOW THEREFORE BE IT RESOLVED**, that the Village of Manteno supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

**BE IT FURTHER RESOLVED**, that the Village of Manteno supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

**BE IT FURTHER RESOLVED**, that the Village of Manteno supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single – continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

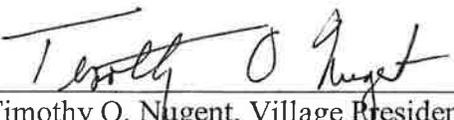
**BE IT FURTHER RESOLVED**, that the Village of Manteno strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

**BE IT FURTHER RESOLVED**, that the Village Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; and The Honorable Lisa Dugan, Illinois State Representative.

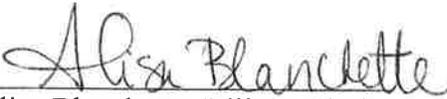
This resolution was adopted by the Mayor and Board of Trustees of the Village of Manteno and deposited in the office of the Village Clerk this 16<sup>th</sup> day of February, 2010.

RECORD OF THE VOTE	Yes	No	Abstain	Absent
President Timothy Nugent				
Trustee Timothy Boyce	✓			
Trustee Annette LaMore	✓			
Trustee Diane Dole	✓			
Trustee Noel Burke	✓			
Trustee Robin Batka				✓
Trustee Dan Rudin	✓			
TOTAL VOTES <i>or</i>				
BY OMNIBUS VOTE	5			

BY:

  
 Timothy O. Nugent, Village President

ATTEST:

  
 Alisa Blanchette, Village Clerk

CERTIFICATE

I, the undersigned, do hereby certify that I am the duly qualified and acting Village Clerk of the Village of Manteno, Kankakee County, Illinois, and as such official I am the keeper of the records and files of the Village.

I further certify that the foregoing or attached is a complete, true and correct copy of Resolution No. 09- 22 entitled:

**A Resolution Supporting the Illiana Expressway**

and was duly passed by the Board of Trustees at a regular meeting on February 16, 2010, approved by the President on said date, and now in full force and effect.

IN WITNESS WHEREOF, I have hereunto affixed my official seal, signature and the corporate seal this 16<sup>th</sup> day of February 2010.

  
\_\_\_\_\_  
Village Clerk

( CORPORATE )  
( SEAL )

MAYOR  
Daniel J. McLaughlin  
VILLAGE CLERK  
John C. Mehalek  
14700 S. Ravinia Ave.  
Orland Park, IL 60462  
(708) 403-6100  
[www.orland-park.il.us](http://www.orland-park.il.us)



VILLAGE HALL

TRUSTEES  
Kathleen M. Fenton  
Brad S. O'Halloran  
James V. Dodge  
Edward G. Schussler III  
Patricia A. Gira  
Carole Griffin Ruzich

August 23, 2013

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mr. Blankenhorn:

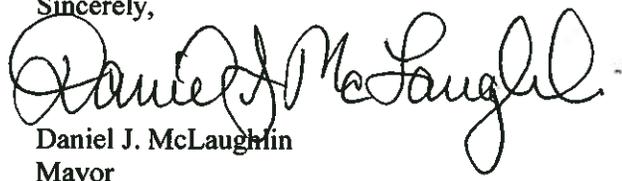
The Village of Orland Park strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. We support the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. South suburban communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose. GoTo2040 plan acknowledges that between a quarter and a third of all freight in the United States is in some way connected to the Chicago region and that freight growth in this area has outpaced New York and Los Angeles. The Illiana is an important piece of infrastructure that is needed to maintain an efficient freight network and keep our area competitive for the logistics industry.

The region's GoTo 2040 Plan also calls for new and innovative financing, stating that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois. Delaying this project could jeopardize the State's ability to find a private partner to finance this project, resulting in increased project costs. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers. Overall, the project is a sound investment in the future of the regional economy.

In August of 2013, the Orland Park Village Board adopted a new Comprehensive Plan. The plan places an emphasis on mobility issues and also supports the Illiana Expressway project. The time for the Illiana to move forward is now. The Village of Orland Park urges the CMAP Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan.

Sincerely,



Daniel J. McLaughlin  
Mayor



VILLAGE HALL

**Richard P. Duran**  
Village President

Phone (708) 258-3279  
mayor@villageofpeotone.com

August 28, 2013

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

The **Village of Peotone** strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the *GoTo2040 Plan*. The **Village of Peotone** supports the inclusion of the Illiana now rather than the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a *Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD)* in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose. We are also very concerned about the impact of heavy truck traffic on the safety of residents traveling these mainly two-lane local roads.

Will County is home to several major intermodal facilities. With more planned, these facilities need more efficient ways to move goods in and out of our region. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our region's businesses.

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delays limits the regions ability to implement the goals of the *GoTo2040 Plan*, goals which the Illiana project furthers.

The region's *GoTo2040 Plan* called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 *GoTo2040 Plan*).” The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The **Village of Peotone** strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the *Fiscally Constrained Major Capital Projects List in the GoTo2040 Plan* and keep this project moving forward.

Respectfully,



Richard P. Duran  
**Village President**

P A M P H L E T

FRONT OF PAMPHLET

RESOLUTION NO. 12-R11

**“A RESOLUTION IN SUPPORT OF ALTERNATIVES B-3 /B-4  
FOR THE ILLIANA EXPRESSWAY AND AMENDING  
RESOLUTION #12-R10”**

Published in pamphlet form this 27<sup>th</sup> day of August, 2012, by Order  
of the Corporate Authorities of the Village of Peotone, Will County, Illinois.

**RESOLUTION # 12-R11**

**A RESOLUTION IN SUPPORT OF ALTERNATIVES B-3 / B-4  
FOR THE ILLIANA EXPRESSWAY AND AMENDING RESOLUTION #12-R10**

WHEREAS, the State of Illinois and the State of Indiana have partnered to build a new East-West expressway commonly known as the Illiana Expressway; and

WHEREAS, the Illinois Department of Transportation has completed a Draft Tier 1 Environmental Impact Statement (EIS) and is soliciting comments on this document; and

WHEREAS, the Draft Tier 1 EIS studies multiple routes with the intent of identifying a preferred corridor for the Expressway; and

WHEREAS, the Village of Peotone feels the B-3 or B-4 Alternatives provide for the least impact on existing residential and business uses, natural resources, and existing infrastructure; and

WHEREAS, portions of Alternatives B-3 and B-4 lay within the statutory planning area of the Village of Peotone and also within the Village of Peotone development area as defined by existing boundary agreements; and

WHEREAS, the Village of Peotone wishes the B3/B4 Corridor to minimize the potential impacts to public buildings, agricultural property, emergency services and school transportation, and

WHEREAS, the Village of Peotone wishes to preserve existing east-west local roads, and maintain local north-south travel routes, and

WHEREAS, the Village of Peotone wishes to affirm Resolution #12-R10 , the opposition to the use of "Quick Take", and clarify the preferred routing and design of the B3/B4 Corridor,

**NOW THEREFORE BE IT RESOLVED** by the President and Board of Trustees of the Village of Peotone, Will County, Illinois, that it hereby supports and encourages the selection of Alternative B-3 or B-4 as the Preferred Route for the Illiana Expressway, and supports the position that, in Peotone and Will Townships, Will County, Illinois, the B3/B4 planning corridor should be moved as close to County Line Road as design requirements permit, but that in any event the entire planning corridor should be located in Will County, Illinois;

**AND BE IT ALSO RESOLVED** that the President and Board of Trustees of the Village of Peotone, Will County, Illinois support and strongly encourage the design and construction of an interchange at the intersection with Illinois Route 50;

**AND BE IT ALSO RESOLVED** that the President and Board of Trustees of the Village of Peotone, Will County, Illinois support and strongly encourage an expressway design that maximizes the use of overpasses for local roads.

Approved by motion this 27th day of August, 2012.

MOTION: Wicker SECOND: Reichert

AYES: Wicker, Reichert, Forsythe, Callahan

ABSTAIN: Liberatore

NAYS: 0

ABSENT: Hupke



Village President

ATTEST:



Village Clerk

August 27, 2012

Date

(SEAL)

STATE OF ILLINOIS )  
 ) SS  
COUNTY OF WILL )

**CLERK'S CERTIFICATE**

I, **DONNA WERNER**, the duly elected, qualified, and acting Village Clerk of the Village of Peotone, Will County, Illinois, do hereby certify that attached hereto is a true and correct copy of that Resolution now on file in my office, entitled:

**RESOLUTION NO. 12-R11**

**“A RESOLUTION IN SUPPORT OF ALTERNATIVES B-3 /B-4  
FOR THE ILLIANA EXPRESSWAY AND AMENDING  
RESOLUTION #12-R10”**

which Resolution was passed by the Village Board of Trustees of the Village of Peotone at a meeting held on the 27th day of August, 2012, at which meeting a quorum was present, and was approved by the President of the Village of Peotone on the 27th day of August, 2012.

I further certify that the vote on the question of the passage of the said Resolution by the Village Board of Trustees of the Village of Peotone was taken by the Ayes and Nays and recorded in the Journal of the Proceedings of the Board of Trustees of the Village of Peotone, and that the result of said vote was as follows, to-wit:

**AYES:** Wicker, Reichert, Forsythe, Callahan  
**NAYS:** 0  
**ABSTAIN:** Liberatore  
**ABSENT:** Hupke

I do further certify that the original Resolution of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

**IN WITNESS WHEREOF**, I have hereunto set my hand and affixed the seal of the Village of Peotone, this 27<sup>th</sup> day of August, 2012.

  
\_\_\_\_\_  
Donna Werner  
Village Clerk

**P A M P H L E T**

**BACK OF PAMPHLET**

**RESOLUTION NO. 12-R11**

**“A RESOLUTION IN SUPPORT OF ALTERNATIVES B-3 /B-4  
FOR THE ILLIANA EXPRESSWAY AND AMENDING  
RESOLUTION #12-R10”**

Published in pamphlet form this 27th Day of August, 2012 by order  
of the Corporate Authorities of the Village of Peotone, Will County, Illinois.



Michael P. Collins  
PRESIDENT

Michelle Gibas  
VILLAGE CLERK

TRUSTEES

Margie Bonuchi  
Paul Fay  
Bill Lamb  
Garrett M. Peck  
James Racich  
Dan Rippy

August 26, 2013

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

The Village of Plainfield strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The Village of Plainfield supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

The Illiana Expressway is not a new project to the region's long-range plan. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

Will County is home to several major intermodal facilities, with more planned, these facilities need more efficient ways to move goods in and out of our region. The construction of the Illiana Expressway will create a corridor that will make that movement of goods easier for our regions businesses.

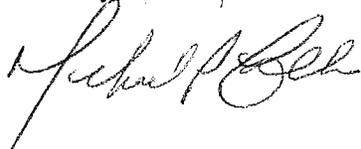
Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Given the regions limited capital resources, adding unnecessary expense to the project through delay's limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The Village of Plainfield strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael P. Collins". The signature is fluid and cursive, with the first name being the most prominent.

Michael P. Collins  
Village President



From the Office of  
Michael P. Collins  
Village President

**RESOLUTION NO. 1677**

**A RESOLUTION SUPPORTING CMAP AMENDING THE REGIONS FISCALLY CONSTRAINED LONG-RANGE TRANSPORTATION PLAN, THE GO TO 2040 PLAN, TO INCLUDE THE ILLIANA CORRIDOR**

**WHEREAS**, the proposed Illiana Expressway is a transportation Project of National and Regional Significance in the Will County Transportation Blueprint; and; and

**WHEREAS**, the project as proposed will have far reaching impacts on the region by reducing the strain of truck traffic on local roads, improving safety, and reducing congestion; and

**WHEREAS**, the project will improve access to the largest inland container port in North America; and

**WHEREAS**, the project will reduce vehicle miles travelled on local roads by up to 26 million miles annually; and

**WHEREAS**, the project will create over 9,000 local construction jobs and over 25,000 long-term permanent jobs; and

**WHEREAS**, the project will have between \$500 million and \$2 billion dollars of long-term far reaching economic output; and

**WHEREAS**, the proposed public private partnership model to build this project will save tax payers millions of dollars and is the best financing model to move this project forward; and

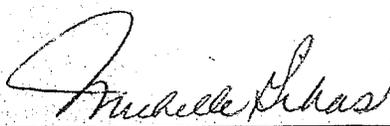
**WHEREAS**, Phase 1 Engineering is currently included in the region's Transportation Improvement Program and over \$20 million has been spent in FFY 13 on this project; and

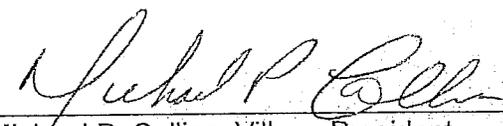
**WHEREAS**, the Illiana Expressway represents a sound investment in the future of the regional economy;

**NOW THEREFORE, BE IT RESOLVED** by the Plainfield Village Board that the Village of Plainfield, Will and Kendall Counties, Illinois requests that CMAP amend the regions fiscally constrained long-range transportation plan, the GO TO 2040 Plan, to include the Illiana Corridor and recommends that the construction costs for the Illiana Corridor Project be removed from the fiscally unconstrained project at the MPO Policy meeting in October 2013.

PASSED, and ADOPTED this 26<sup>th</sup> day of August, 2013

ATTEST:

  
Michelle Gibas, Village Clerk

  
Michael P. Collins, Village President



# Village of Richton Park

Mr. Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr.  
Suite 800  
Chicago, IL 60606

August 3, 2013

Re: Proposed GO TO 2040 amendment to add Illiana Corridor to list of fiscally constrained projects

Dear Mr. Blankenhorn,

I strongly support the proposed amendment of the GO TO-2040 comprehensive regional plan that would add the Illiana Corridor project to the list of fiscally constrained projects. I believe the Illiana corridor has the potential to provide significant congestion relief on major freight corridors including a national truck bottleneck, support the economy of the south suburbs and improve quality of life in eastern Will County.

Excluding the Illiana Corridor from GO TO 2040 will effectively halt the process of securing a public private partnership and eliminate the opportunity to employ an innovative financing mechanism. Inclusion of this project at this point in time is a necessary step in order for IDOT to complete the Tier 2 Environmental Impact Statement and receive a Record of Decision from the relevant federal agencies. This step is critical for moving this project forward as a public private partnership. It was made clear at the June 2013 IDOT/INDOT Illiana industry forum that potential concessionaire teams will not risk spending millions of dollars to prepare bid documents if the Illiana Corridor is not included in the region's long range transportation plan.

It is well understood that an efficient freight network is critical to the economic well-being and livability of the Chicago region. This is particularly true in the south suburbs. Since the decline of manufacturing in our region, the freight and logistics industry has emerged as a significant component of our economy. In this context, transportation infrastructure is our single greatest asset. Yet congestion and delay on I-80 threaten the productivity, safety and quality of life in the region. Attracting new businesses and maintaining the existing cluster of manufacturing, intermodal, trucking and logistics firms in south Cook County will depend on freeing up capacity in this corridor. Likewise, maintaining the quality of life in eastern Will County will depend on the development of an alternate truck route south of I-80. Lacking a true bypass, trucks have created their own, traveling on inadequate local roads and rural highways between Indiana and the Will County intermodal facilities in order to avoid the congestion further north.

We offer no technical comment on the discrepancies between the IDOT and CMAP growth forecasts or the cost estimates that are outlined in the CMAP memorandum, but believe two points should be considered. First, south Cook and eastern Will counties are the most underdeveloped portions of the region – lying less than 40 miles from the Chicago Loop. In a region where the western and northern limits of the urbanized area extend 50 to 60 miles from its center, growth in the vicinity of the Illiana Corridor is not rightly called sprawl, but rather infill or at the very least smart growth. This distinction is important because, in spite of their proximity to the Loop, residents of the south suburbs have some of the longest commuting times in the Chicago area. The lack of local jobs is a contributing factor. Second, we believe that the process of attracting a private partner will establish the viability of

the Illiana Corridor. Amending GO TO 2040 to include this project will allow private investors to judge the estimated benefits and costs and validate them with private capital. This is one advantage of employing a public private partnership, endorsed in GO TO 2040 as an "innovative financing mechanism".

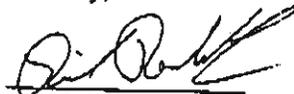
While the Illiana Corridor has been decades in the making, the EIS process is moving quickly. Despite its speed, we believe the current planning efforts have been comprehensive and inclusive. Regional Leaders have participated fully in the Illiana Corridor Study through multiple meetings with IDOT and their consultants over the past two years. In anticipation of the Illiana Corridor, SSMMA is moving forward with an IL 394 and IL Route 1 Corridor Study, funded by a \$281,250 planning grant from IDOT.

Finally, it should be noted that CMAP has already approved programming over \$44 million for the Illiana Corridor through its Transportation Improvement Program.

GO TO 2040 states "...more detailed information or changes in financing status would justify reconsidering whether [a fiscally unconstrained] project should be placed on the fiscally constrained list...Project sponsors are encouraged to explore PPPs or other innovate financing methods for their project, as these will become increasingly important ways to finance transportation improvements. As conditions change, such as an increase in available funding or an opportunity for a project to utilize a PPP, there could be a need to modify the list of constrained projects" (p. 282). In the case of the Illiana Corridor, we believe that this has occurred. We therefore urge CMAP to adopt the proposed GO TO 2040 amendment and move the Illiana Corridor from the list of fiscally unconstrained projects to the list of fiscally constrained projects.

Thank you for the opportunity to comment on this proposed amendment.

Sincerely,



Rick Reinbold,  
Village President  
Richton Park



VILLAGE OF  
**SOUTH CHICAGO HEIGHTS**

August 28, 2013

Village President  
David L. Owen

Trustees  
Patrick J. DeFiore  
Eugene G. Fazzini  
Araceli H. Marrufo  
Terry L. Matthews  
John M. Ross  
Michael Tilton

Village Clerk  
Catherine Linan

Village Hall  
755-1880

Police Dept.  
754-7131

Fire Dept.  
755-9589

Senior Center  
755-7903

Public Works  
755-7888

Mr. Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 S. Wacker Dr.  
Suite 800  
Chicago, IL 60606

Re: Proposed GO TO 2040 amendment to add Illiana Corridor to list of fiscally constrained projects

Dear Mr. Blankenhorn,

The Village of South Chicago Heights strongly supports the proposed amendment of the GO TO 2040 comprehensive regional plan that would add the Illiana Corridor project to the list of fiscally constrained projects. We believe the Illiana corridor has the potential to provide significant congestion relief on major freight corridors including a national truck bottleneck, support the economy of the south suburbs and improve quality of life in eastern Will County.

Excluding the Illiana Corridor from GO TO 2040 will effectively halt the process of securing a public private partnership and eliminate the opportunity to employ an innovative financing mechanism. Inclusion of this project at this point in time is a necessary step in order for IDOT to complete the Tier 2 Environmental Impact Statement and receive a Record of Decision from the relevant federal agencies. This step is critical for moving this project forward as a public private partnership. It was made clear at the June 2013 IDOT/INDOT Illiana industry forum that potential concessionaire teams will not risk spending millions of dollars to prepare bid documents if the Illiana Corridor is not included in the region's long range transportation plan.

For over a decade, South Chicago Heights has advocated for the development of the Illiana Corridor as a means of improving bistate connectivity and providing congestion relief on significant freight corridors. We agree with GO TO 2040 that "We need to address and resolve our freight pinch points in the region... a problem that transcends geographical boundaries." (p. 313). The Borman Expressway is perhaps the greatest pinch point in the national trucking network, representing the convergence of four interstates: I-80, I-90, I-94 and I-294. A single lane closure due to an accident or construction can back up traffic from Northwest Indiana to Joliet. Although I-80 recently was widened, by all

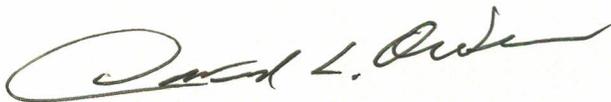
estimates, truck congestion will continue to grow. In fact, according to CMAP research, truck traffic will increase by 60% over the next 30 years (<http://www.cmap.illinois.gov/freight-snapshot/trucking-system>).

It is well understood that an efficient freight network is critical to the economic well-being and livability of the Chicago region. This is particularly true in the south suburbs. Since the decline of manufacturing in our region, the freight and logistics industry has emerged as a significant component of our economy. In this context, transportation infrastructure is our single greatest asset. Yet congestion and delay on I-80 threaten the productivity, safety and quality of life in the region. Attracting new businesses and maintaining the existing cluster of manufacturing, intermodal, trucking and logistics firms in south Cook County will depend on freeing up capacity in this corridor. Likewise, maintaining the quality of life in eastern Will County will depend on the development of an alternate truck route south of I-80. Lacking a true bypass, trucks have created their own, travelling on inadequate local roads and rural highways between Indiana and the Will County intermodal facilities in order to avoid the congestion further north.

It should be noted that CMAP has already approved programming over \$44 million for the Illiana Corridor through its Transportation Improvement Program.

Thank you for the opportunity to comment on this proposed amendment. The Village of South Chicago Heights values its relationship with CMAP and looks forward to continued collaboration.

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Owen". The signature is fluid and cursive, with a large initial "D" and "O".

David L. Owen  
Village President

**Resolution of the Village of St. Anne  
of  
Kankakee County, Illinois**

Ordinance # N/A

Resolution # 2010-5

**A RESOLUTION SUPPORTING THE ILLIANA EXPRESSWAY**

**WHEREAS**, Chicago metropolitan area residential and industrial growth has shifted and is focused on outward development in Illinois and Indiana, and

**WHEREAS**, radial and circumferential highways have been a component of long-range transportation plans for the Indiana - Illinois bi-state region since the early twentieth century, and

**WHEREAS**, an existing circumferential highway, Interstate 80 & 94, is a major truck thoroughfare with over 119,000 vehicles per day including over 34,000 trucks, and

**WHEREAS**, the I-80-94 Expressway is experiencing a growing congestion problem, and

**WHEREAS**, Kankakee County has a concentration of transportation-dependent industries and nearby intermodal centers adjacent to Interstate 55, and

**WHEREAS**, there is an alarming increase in heavy truck traffic between Interstate 55 and Interstate 65 in Kankakee County creating congestion on state and local highways; thereby threatening the quality of life and safety of the citizens of Kankakee County, and

**WHEREAS**, the States of Indiana and Illinois, through a bi-state intergovernmental agreement recently commissioned a feasibility study to determine the overall viability of a new circumferential interstate quality highway to be known as the Illiana Expressway, and

**WHEREAS**, the Illiana Expressway study area was essentially confined and limited to I-65 to the east and I-57 to the west, and

**WHEREAS**, Kankakee County supports the planned development of the South-Suburban Airport, and

**WHEREAS**, the establishment of the South-Suburban Airport will further create significant traffic growth in northern Kankakee County, and

**WHEREAS**, safe and efficient air and ground transportation is critical to the national, regional and local economy, and

WHEREAS, dense urban development in northern Will County in Illinois and northern Lake County in Indiana presents a clear and present obstacle in the way of locating the Illiana Expressway.

NOW THEREFORE BE IT RESOLVED, that the Village of St. Anne supports the construction of a new circumferential East-West Expressway, more commonly known as the Illiana Expressway, to accommodate safe and efficient movement of freight and people, and

BE IT FURTHER RESOLVED, that the Village of St. Anne supports acquiring sufficient right-of-way for the Illiana Expressway to support other uses such as rail freight, power distribution and communications, and

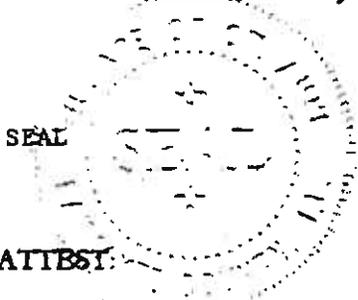
BE IT FURTHER RESOLVED, that Village of St. Anne supports extending the Illiana Expressway Feasibility Study to, at minimum, include a single - continuous corridor from I-65 to I-55 prior to establishing a centerline alignment, and

BE IT FURTHER RESOLVED, that Village of St. Anne strongly supports fair and equitable representation on any task force, committee, or other group that may be organized to further the advancement of this project, and

BE IT FURTHER RESOLVED, that the County Clerk be and is hereby directed to forward this resolution to The Honorable Richard J. Durbin, United States Senator, Illinois; The Honorable Roland Burris, United States Senator, Illinois; The Honorable Debbie Halvorson, United States Representative, 11<sup>th</sup> Congressional District, Illinois; The Honorable Pat Quinn, Governor, State of Illinois; The Honorable Toi Hutchinson, Illinois State Senator; The Honorable Gary Dahl, Illinois State Senator, The Honorable Lisa Dugan, Illinois State Representative and The Honorable Caren Gordon, Illinois State Representative.

Adopted March 8, 2010

BY:



*[Handwritten Signature]*  
Village President

*[Handwritten Signature]*  
Village Clerk



August 23, 2013

**Village President**  
Edward J. Zabrocki

**Village Clerk**  
Patrick E. Rea

**Village Trustees**  
David G. Seaman  
Gregory J. Hannon  
Brian S. Maher  
Thomas J. Staunton, Jr.  
Patricia A. Leoni  
T. J. Grady

**Village Hall**  
16250 S. Oak Park Ave.  
Tinley Park, IL 60477

**Administration**  
(708) 444-5000  
Fax: (708) 444-5099

**Building & Planning**  
(708) 444-5100  
Fax: (708) 444-5199

**Public Works**  
(708) 444-5500

**Police Department**  
7850 W. 183rd St.  
Tinley Park, IL 60477  
(708) 444-5300/Non-emergency  
Fax: (708) 444-5399

**John T. Dunn  
Public Safety Building**  
17355 S. 68th Court  
Tinley Park, IL 60477

**Fire Department &  
Prevention**  
(708) 444-5200/Non-emergency  
Fax: (708) 444-5299

**EMA**  
(708) 444-5600  
Fax: (708) 444-5699

**Senior  
Community Center**  
(708) 444-5150

[www.tinleypark.org](http://www.tinleypark.org)



Chicago Metropolitan Agency for Planning  
Attention: Plan Amendments Review  
233 S. Wacker Drive  
Suite 800  
Chicago, IL 60606

Dear Plan Amendments Review Team:

This letter is being provided as support for the planned Illiana Expressway in metro Chicago.

Tinley Park is one of the largest communities in the south and south-west suburbs, and is proud to coordinate development planning with our region.

Modern and efficient Transportation and logistics are critically important to the economic development future of Metro Chicago, and in particular our area. This expressway plan has been reviewed in depth, and has been demonstrated to offer significant advantages, including:

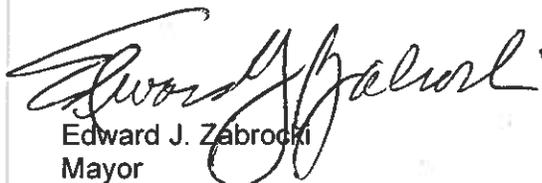
1. Cost-effective public-private partnership funding
2. Serve environmental concerns by reducing congestion on other highways
3. Expand access between regional markets and the nation's largest inland port
4. Improve important industrial development opportunities to create jobs

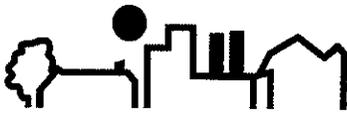
The Village of Tinley Park is a national model for fiscal management and economic development success. This success is a direct result of our transportation advantages.

To maintain competitiveness, and insure that Commercial Traffic is served with safe and secure highway corridors, the Illiana Expressway is certain to be a vital link to our region's economic future.

We wholeheartedly support the sound planning and sustainable development of the modern and efficient Illiana Expressway in the far southern suburbs of Metro Chicago. Thank you for your hard work, analysis, and support of this important project.

Sincerely,

  
Edward J. Zabrocki  
Mayor



# Will County Governmental League

3180 Theodore Street, Suite 101 • Joliet, Illinois 60435

P: 815 - 729-3535 • F: 815 - 729-3536

**President:**

Mayor Jim Holland  
Village of Frankfort

Randy Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

**Vice-President:**

Mayor Terry Kernc  
Village of Diamond

August 22, 2013

**Secretary/Treasurer:**

Mayor Rich Durand  
Village of Peotone

Dear Mr. Blankenhorn,

**Board of Directors:**

Mayor Roger Claar  
Village of Bolingbrook

Mayor John Noak  
Village of Romeoville

Mayor Brian Reaves  
Village of Lemont

The Will County Governmental League on behalf of our 32 member communities, representing over 1.1 million residents, strongly supports the proposed amendment for the inclusion of the Illiana Expressway on the fiscally constrained major capital project list in the GoTo2040 Plan. The WCGL supports the inclusion of the Illiana now and not during the next long-range plan update in order to keep this projects momentum moving forward and make it eligible to receive a Tier 2 Environmental Impact Statement (EIS) Record of Decision (ROD) in early 2014.

Will County Executive  
Larry Walsh

Robert O. Barber  
Village of Beecher

Kurt Carroll  
Village of New Lenox

The Illiana Expressway is not a new project to the region's long-range plan. Phase 1 Engineering is currently included in the Transportation Improvement Program (TIP) with over \$44 million programmed just for phase 1 engineering, and over \$20 million spent in just FFY13. Locally, the need for an east-west highway has been included in municipal plans for decades. Will County communities have long seen the need for an alternative route to I-80. Currently heavy truck and commuter traffic try to avoid I-80 congestion by using local roads to cross between Illinois and Indiana, roads that were never designed or intended to be used for this purpose.

According to the GoTo 2040 Plan (p. 109), "To reduce congestion, improve safety, reduce emissions, and make deliveries to local suppliers more efficient, the region should pursue truck transportation improvements." The Illiana accomplishes all of these stated regional goals. Will County is home to several major intermodal facilities, with more planned, these facilities need more efficient ways to move goods in and out of our region. The CMAP Freight-Nexus report says "it is essential for our region to continue to make the types of investments that improve connectivity and allow manufactures to capitalize on the region's strength in freight (p. 24)." Additionally, the same report states "Chicago's economic livelihood to a large degree depends on moving goods into, out of, and around the region (p. 23)." The construction of the Illiana Expressway will create a corridor that will make that movement of goods

Aurora • Beecher • Bolingbrook • Braidwood • Channahon • Coal City • Crest Hill • Crete • Diamond • Elwood Frankfort • Homer Glen • Joliet • Lemont • Lockport • Manhattan • Minooka • Mokena • Monee • Naperville • New Lenox • Orland Park • Peotone • Plainfield • Rockdale • Romeoville Shorewood • Steger • Tinley Park University Park • Wilmington • Woodridge • County of Will



easier for our regions businesses.

Delaying this project will only lead to an increase in the project's cost and could jeopardize the State's ability to find a private partner to finance this project. Will County watched for 10 years as I-355 south extension was delayed; this decade long delay added hundreds of millions of dollars in cost to the project. The WCGL does not want to see that happen with the Illiana Expressway. Given the regions limited capital resources, adding unnecessary expense to the project through delay's limits the regions ability to implement the goals of the GO TO 2040 plan, goals which the Illiana project furthers.

The region's GoTo 2040 Plan called for new and innovative financing even saying that Public Private Partnerships would "reduce costs and shorten the duration of the project development and construction (p. 97 GoTo 2040 Plan)." The State's plans for using a public-private partnership (P3) for this project have the potential to be a game-changer for infrastructure improvements in Illinois.

Finally, this project will generate 9,000 desperately needed construction jobs in the next few years if this project is amended into the fiscally constrained portion of the plan. The Illiana corridor has the potential to generate 25,000 new jobs and have a long-term economic output of \$2 billion.

The time for the Illiana to move forward is now. The Will County Governmental League strongly urges the Metropolitan Planning Organization Board to amend the Illiana into the Fiscally Constrained Major Capital Projects List in the GoTo 2040 Plan and keep this project moving forward.

Sincerely,

James Holland, Mayor Village of Frankfort  
President

Aurora • Beecher • Bolingbrook • Braidwood • Channahon • Coal City • Crest Hill • Crete • Diamond •  
Elwood Frankfort • Homer Glen • Joliet • Lemont • Lockport • Manhattan • Minooka • Mokena • Monee  
•Naperville • New Lenox • Orland Park • Peotone • Plainfield • Rockdale • Romeoville Shorewood •  
Steger • Tinley Park University Park • Wilmington • Woodridge • County of Will

## COUNTY OF WILL



WILL COUNTY OFFICE BUILDING ● 302 N. CHICAGO STREET ● JOLIET, ILLINOIS 60432

August 20, 2013

Mr. Randall Blankenhorn, Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, IL 60606

Dear Mr. Blankenhorn,

We are writing to express our strong support for amending the GoTo 2040 Plan to include the Illiana roadway on the fiscally-constrained major capital project list. In order to receive a Record of Decision (ROD) for the Tier 2 Environmental Impact Statement (EIS) on schedule for Spring of 2014, action is required now. A timely ROD is critical for moving this project forward as a public private partnership and most importantly, for realizing the benefits of the Illiana to Will County, the region and the state.

Elected officials and staff from Will County have participated fully in the Illiana Corridor Study through multiple meetings with IDOT and the study team over the past two years. We applaud IDOT for working cooperatively with a host of local and regional stakeholders to get input on ways to minimize the impacts of the highway on residents, businesses and the environment. We continue to advocate for the rights of landowners in the B3 Corridor and have committed to leading on local planning for the Illiana in a way that is consistent with regional goals and local priorities.

By providing new capacity and connectivity with the interstate system at I-55, I-57 and I-65, the Illiana will improve regional mobility and the efficient movement of freight. As the only east west bypass route around Chicago and Lake Michigan, I- 80/94 from northwest Indiana through Will County is overburdened by trucks. Congestion and delay on I-80, as well as on I-55, threaten productivity, safety and quality of life in the region. As an alternative east west route for trucks, the Illiana will maximize constrained capacity on I-80 into the future.

In addition to explosive population growth from 1990 to 2010, Will County has steadily developed into a major activity center for freight transportation in that time. A concentration of warehouses and distribution centers have located along the I-55 corridor and also near two intermodal terminals opened in 2002 and 2010 at the site of the former Joliet Arsenal. A large volume of containers from West Coast ports move by rail through Will County for distribution by truck to Chicago and other Midwest markets.

Along with the economic benefits of increased freight activity, Will County has experienced significant growth in heavy truck traffic. Trucks are using state and local highways beyond their existing capacity and local roads which are not designed for heavy use. Truck traffic on local roads has begun to negatively impact mobility for local residents and livability in some of our communities. The Illiana is needed now to address the dramatic growth in truck traffic forecasted for the region by 2040.

In recognition of the need to plan for long-term growth and development, Will County is cooperating with the WCGL, the Will County CED and the municipalities and townships to develop a coordinated, multijurisdictional land use and transportation plan for the Illiana B3 corridor. We recognize that strategic infrastructure investment, intergovernmental cooperation, sustainable development goals and coordinated land use planning are essential for addressing development pressures that may occur. The County participated in a series of workshops as part of the Tier II EIS process that generated a set of visions, goals and strategies that will become the focus of local efforts. With good planning, the Illiana can contribute to the development of livable communities throughout Will County.

IDOT has prioritized the Illiana and made considerable progress toward completing the EIS since GoTo 2040 was adopted in 2010. The Tier I ROD, issued in December, 2012, established the B3 corridor as the preferred build corridor after a comprehensive analysis of alternatives relative to environmental impacts, cost and construction as a tolled facility. Many local jurisdictions in Will and Kankakee Counties, including the Will County Board, passed resolutions in support of the B3 Build Alternative.

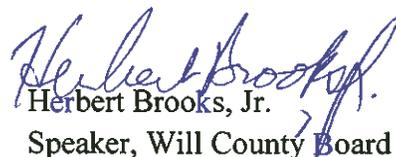
Even on an accelerated schedule, IDOT has achieved an unprecedented level of coordination and cooperation with regional stakeholders throughout Tier II. We recognize that CMAP has been actively engaged throughout the EIS process and have full knowledge of the forecasting methodology and cost estimating procedures that were used. To our knowledge, IDOT has fully complied with CMAP's newly-instituted guidelines for evaluating amendment proposals, including providing a detailed assessment of how the Illiana is consistent with GoTo 2040.

We reiterate our support for amending GoTo 2040 to include the Illiana in the fiscally-constrained capital plan at the CMAP Board/MPO Policy Committee meeting this October.

Sincerely,



Lawrence M. Walsh  
Will County Executive



Herbert Brooks, Jr.  
Speaker, Will County Board

Cc: Ann Schneider, Secretary, Illinois Department of Transportation  
Roger Claar, Will County Representative, CMAP Board