



**THE VILLAGE OF HAWTHORN WOODS
SPECIAL VILLAGE BOARD MEETING
2 LAGOON DRIVE, HAWTHORN WOODS, ILLINOIS
MONDAY, MAY 16, 2016
7:00 P.M.**

MINUTES

I. CALL TO ORDER AND ROLL CALL

Mayor Mancino called the meeting to order at 7:01 p.m. Roll call indicated the following members were present: Mayor Mancino, Trustees Ponzio, Riess, Corrigan, and DiMaggio. Trustees Morgan and David were absent.

Also present were Chief Operating Officer Pamela Newton, Chief Administrative Officer/Village Clerk Donna Lobaito, Deputy Village Clerk Jan Filenko, Chief of Police Jennifer Paulus, Public Works Director and Village Engineer Erika Frable, Director of Parks and Recreation Brian Sullivan, Community Development Director Michael Cassata, and Village Attorney Patrick Brankin.

II. PLEDGE OF ALLEGIANCE

III. OPPORTUNITY FOR THE PUBLIC TO ADDRESS THE BOARD

Lake County Board Chairman Aaron Lawlor – Chairman Lawlor read a prepared statement regarding his reversal of support for Rt. 53 into the record. The statement is attached to the minutes as Exhibit “A”.

The Village Board thanked Chairman Lawlor for his support. Chairman Lawlor stated that he is committed to finding solutions to local transportation. He noted that the Rt. 53 strip can be a greenway with some commercial development, and that the County cannot be the task force.

Trustee Corrigan asked Chairman Lawlor about Paula Trigg’s comment at one point that an analysis of the east west road improvements proved to be too expensive. Chairman Lawlor responded that the County is now looking to reassess their 2040 Plan, because it contemplates Rt. 53. He stated that if Rt. 53 is not going to be built, the County will look at how to spend their transportation money and engage the municipalities. He spoke about the underfunding of transportation in Lake County because of no \$.04/gallon gas tax. Chairman Lawlor said that he will now lobby the Illinois Tollway to stop the EIS.

IV. MAYOR’S REPORT AND COMMITTEE REPORTS

A. Mayor’s Report ----- Joseph Mancino, Mayor

Mayor Mancino reported that the Lake County Municipal League will be presenting their innovation award for law enforcement this week.

- B. Environmental Committee ----- John Bickley, Chair
Steve Riess, Trustee Liaison
No report this month.
- C. Zoning Board of Appeals ----- John Kosik, Chair
Dominick DiMaggio, Trustee Liaison
No report this month.
- D. Planning, Building and Zoning Commission ----- Jim Kaiser, Chair
Dominick DiMaggio, Trustee Liaison
No report this month.
- E. Finance Committee ----- Peter Ponzio, Chair
Kelly Corrigan, Trustee Liaison

V. NEW BUSINESS

A. Consent Agenda

1. Approval of the April 25, 2016 Special Village Board Meeting Minutes
2. Approval of Paid Invoice List Dated May 2016
3. Approval of Bills List Dated May 2016
4. Approval of an Ordinance Authorizing the Mayor and Village Clerk to Enter Into a Professional Service/Consultant Agreement with AECOM Technical Services, Inc.—
Downtown/Uptown Market Analysis
5. Approval of an Ordinance Authorizing the Disposal of Personal Property Owned by
the Village of Hawthorn Woods
6. Approval of an Ordinance Authorizing the Execution of a Security Agreement –
Citibank, NA and PMA Financial Network
7. Approval of a Resolution Approving the List of Municipal Officials Authorized to
View Confidential Information Provided to the Village of Hawthorn Woods by the
Illinois Department of Revenue
8. Approval of Authorized Financial Institutions List

Motion by DiMaggio, second by Ponzio to approve the Consent Agenda.

Roll call vote.

Ayes: Ponzio, Riess, Corrigan, and DiMaggio

Nays: None

Abstain: None

Absent: Morgan and David

Motion carried.

B. Items for Separate Action

1. None this month.

VI. OLD BUSINESS

- A. None this month.

VII. ADMINISTRATION REPORTS

- A. Report from the Chief Operating Officer – Pamela O. Newton, MSOL
1. Monthly Update—Village Operations

Ms. Newton reported that staff has been in conversation with Aqua Illinois regarding the restricted status.

- B. Report from the Village Attorney

Mr. Brankin will provide his report in Executive Session.

- C. Reports from Department Heads

1. Chief Administrative Officer – Donna Lobaito
a. Chief Administrative Officer’s Report

Ms. Lobaito reported that Abt Electronics will be installing a new audio visual system in the Barn and that it would be available for the next Village Board meeting.

- b. Village Clerk’s Report

2. CFO/Human Resources Director – Kristin N. Kazenas, CPA, MBA, CPFO
a. Finance Department Report
b. Human Resources Department Report
c. Risk Management Department Report
d. Business Continuity Work Group Report

Ms. Kazenas’ report is in the packet.

3. Chief of Police – Jennifer R. Paulus
a. Police Department Report

Chief Paulus’ report is in the packet.

4. Director of Public Works/Village Engineer – Erika M. Frable, PE
a. Public Works Department Report

Ms. Frable reported that the Onondaga and Bruce Circle culvert pipe project has been completed.

b. County and State Road Construction Project Update

Ms. Frable reported various county and state road improvements.

5. Director of Parks and Recreation – Brian J. Sullivan, MPA, CPSI, CPRP
a. Parks and Recreation Report

Mr. Sullivan reported that the pool was in the process of being filled and lifeguard training would be conducted on Saturday. Lastly, Mr. Sullivan reported on the John Harchut bench dedication at Woodland Park.

6. Director of Community Development – Michael Cassata, AICP
a. Community Development Department Report

Mr. Cassata's report is in the packet. He noted that 10 new housing permits were issued in April, and that to date, 67 permits have been issued to Pulte.

VIII. EXECUTIVE SESSION

Personnel (5 ILCS 120/2(c) 1), Purchase of Property (5 ILCS 120/2(c) 5), Probable or Pending Litigation (5 ILCS 120/2(c) 11), and Discussion of Executive Session Minutes (5 ILCS 120/2(c) 21)

Motion by Riess, second by Corrigan to enter into Executive Session.

Roll call vote.

Ayes: Ponzio, Riess, Corrigan, and DiMaggio

Nays: None

Abstain: None

Absent: Morgan and David

Motion carried.

The Village Board entered into Executive Session at 7:39 p.m.

The regular session reconvened at 8:51 p.m.

IX. ADJOURNMENT

Motion by Corrigan, second by DiMaggio to adjourn the regular meeting. Upon a voice vote, the motion carried and the meeting adjourned at 8:52 p.m.

Respectfully submitted,



Donna Lobaito
Village Clerk

Aaron Lawlor Statement on the Future of the Route 53/120 Project

I have dedicated significant time and energy to the Route 53/120 project. The vision for the project was predicated on the idea that we would address infrastructure needs and environmental stewardship in a new, innovative way. I have no doubt that Route 53/120 could be a national model for a new, environmentally sensitive way to address infrastructure needs. However, in order to make that happen the enhanced environmental standards detailed in the Tollway's 2012 Blue Ribbon Advisory Council (BRAC) Report would need to be closely adhered to.

Governor Rauner's administration and the Tollway leadership have been diligent in working with us to address the multitude of challenges and opportunities related to the Route 53/120 project. Even with their partnership in evaluating this project, it has become clear that the financial and political realities have become insurmountable. I no longer believe that the Route 53/120 project can be built in conformance with the 2012 BRAC Report when one considers the extended project timeline, gridlock in Springfield and rising cost escalation. As a result, I believe the best thing for Lake County would be to stop the Environmental Impact Statement and refocus our attention on a sustainable vision for the current Route 53/120 corridor and plan for necessary improvements to our County's current transportation network.

I don't make this decision lightly and have based my thought process on the financial and political dynamics that have changed over the past several months.

Recently, the Illinois Tollway Board approved moving forward with an EIS. They announced a four-year schedule for the EIS, which would conclude in 2020. If the project were to proceed, additional time would be needed to purchase the remaining right of way. It is also likely that litigation and ongoing legislative gridlock in Springfield would extend the project timeline.

I believe this schedule makes it difficult at best for the Illinois Tollway and Illinois Department of Transportation (IDOT) to meet their own financial projections, which have been expressed in 2020 dollars throughout the planning process. Those projections estimate a project cost of \$2.3 to \$2.65 billion. If the construction of Route 53/120 is delayed past the year 2020, the project will begin incurring an annual compounded cost escalation factor. At a 3% cost escalation factor, the cost of the project could grow by \$70 million a year. By 2025, the project could cost \$2.67 to \$3.48 billion. Most important, there is currently a \$1.9 billion budget gap in the project's financial projections. This deficit could surpass the current project budget and climb to \$2.27 to \$2.73 billion when factoring in cost escalation.

Absent new revenue being allocated to the project, opportunities for cost reduction would need to be identified. I am concerned that critical environmental and community protections will be cut in an effort to minimize costs.

The situation will only get worse the longer gridlock persists in Springfield. Legislators cannot agree in the short-term on a budget to fund essential services let alone have the long-term vision to enact the legislation necessary to form the environmental stewardship fund, which is a key component of the Route 53/120 project.

If Route 53/120 isn't advanced, Lake County and Illinois will need to make a substantial investment in our existing transportation system and identify how to pay for it. These projects include improving east-west and north-south arterial roadway capacity, adding road and rail grade separations, adding turn lanes, and expanding Lake County PASSAGE to reduce traffic congestion. In addition to road improvements, I have worked to improve our transit system in Lake County and across the region. This work needs to continue with a broad coalition of state and local leaders in order to address funding and planning needs for our ailing mass transit system.

As we evaluate all the work that needs to be done on transportation and all of the effort that has been put into the Route 53/120 project, it is difficult to take a step back and reassess the changing dynamics that we are faced with including project timeline, increasing gridlock in Springfield and cost escalation. No matter how difficult it is to reassess the situation, it is critical that we do it before \$40-50 million dollars is spent on an Environmental Impact Statement.

Coming to terms with the Route 53/120's physical and financial viability also presents us with the opportunity to shape a new, balanced and sustainable vision for central Lake County. Approximately two-thirds of the land that was needed for the Route 53/120 project has been procured by the State of Illinois. State, county and local elected officials have a true, once-in-a-lifetime opportunity to join with environmental, non-profit and business leaders to identify new uses for the current Route 53/120 corridor.

Through community partnership, the current corridor can be transformed into a 21st century greenway which:

- 1) First and foremost, protects and preserves sensitive wetlands and other high quality areas in perpetuity.
- 2) Envisions a new, trail corridor through the center of Lake County.
- 3) Provides opportunity for balanced economic development with sustainable planning features along the corridor.

As I mentioned, a lot of work has been done on the Route 53/120 project. While today marks an opportunity to chart a new course, supporters and opponents of the Route 53/120 project have consistently agreed that much of the data and analysis that was developed by the Chicago Metropolitan Agency for Planning and others can be used by central Lake County communities to help shape their village's future.

This new vision would be advanced with an inclusive group of leaders and a robust public process. It doesn't come without its challenges and would rely on state and local contributions. However, it is scalable based on available resources. Most importantly, if we are able to achieve the first step of preserving sensitive areas of the corridor, we will have made a tremendous stride in advancing a new vision for this part of central Lake County.