



**CPC Governance Board
Minutes**

September 13, 2006

6:30 – 9:00 pm

Round Lake Police/Public Works Building
SE Corner Townline & Bacon Road
Round Lake, IL

I. Pledge of Allegiance

II. Roll Call

County Board Members:

- County Board Chairman Suzi Schmidt
- Co. Bd. Mbr. Larry Leafblad, District #6
- Co. Bd. Mbr. Sandy Cole, District #11
- Co. Bd. Mbr. Bonnie Thomson Carter, District #5 (Joined us at 7:01 pm)
- Co. Bd. Mbr. Diana O'Kelly, District #10

Municipalities:

- Grayslake Mayor Tim Perry - Shawn Vogel, Trustee attended on behalf of Mayor Perry
- Volo Mayor Burnell Russell
- Round Lake Park Mayor Jean McCue
- Hainesville Mayor Ted Mueller
- Waukegan Mayor Richard Hyde
- Round Lake Mayor Bill Gentes
- Wauconda Mayor Salvatore Saccomanno
- Mundelein Trustee Ed Sullivan
- Gurnee Mayor Kristina Kovarik
- Libertyville Mayor Jeffrey Harger

LCP Staff:

- Dave Young, President
- Russell Medley, Marketing & Research Director

Steering Council:

- Marty Buehler, Technical Task Force Chair
- Mike Warner, Environmental/Stormwater Task Force Chair
- Dennis Sandquist, Land Use/Economic Development and Municipal Impacts Task Force Chair
- Peter Harmet, IDOT Section Chief, Project & Environmental Studies
- Sherry Hartnett, Public Information Task Force Chair

**ROUTE 120 BYPASS CORRIDOR PLANNING COUNCIL
MEETING MINUTES OF 9/13/06**

**III. APPROVAL OF MARCH 8, 2006 CPC GOVERNANCE BOARD MINUTES –
Request motion to approve minutes.**

MOTION: To approve March 8, 2006 CPC Governance Board Minutes

MOTION BY: Leafblad

SECOND BY: Saccomanno

DISCUSSION: none

ACTION: approved.

ROLL CALL:

County Board Members:

Y County Board Chairman Suzi Schmidt

Y Co. Bd. Mbr. Larry Leafblad, District #6

Y Co. Bd. Mbr. Sandy Cole, District #11

Y Co. Bd. Mbr. Diana O'Kelly, District #10

Municipalities:

Y Hainesville Mayor Ted Mueller

Y Round Lake Mayor Gentes

Y Wauconda Mayor Salvatore Saccomanno

Y Mundelein Trustee Ed Sullivan

Y Libertyville Mayor Jeffrey Harger

IV. ADD-TO AGENDA – Bill Gentes – nothing was added

V. PUBLIC COMMENTS (on items not on the agenda)

- Mike Sands commented on the progress that is being made and questioned if the process was being jeopardized with a possible Route 53 debate since the phrase “with or without 53” is in the language of the Steering Council’s Guiding Principles and Purpose. He urged the Board to keep the possible Route 53 debate in mind when voting at next week’s summit for the alternative of the 120 Bypass. He then presented a document depicting his concerns as follows:
- We all agree that for the past 15 years road improvements in Lake County have been paralyzed. While we have been able to come together to support the only new METRA line in the region, road planning has been an abject failure.
- Over the past 18 months we have started to make some progress in obtaining a modicum of consensus in Lake County with regard to priorities for the needed transportation improvements. Our presence here tonight at the Route 120 ByPass Corridor Planning Commission is evidence of that.
- Why have we been able to make this limited progress? Because the truly polarizing proposal of the county, Route 53, has been set aside. Although many of us have been skeptical of the statements that 53 is not on the table, we have worked with others (and spent a great deal of money on

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engineering and traffic modeling) to explore high capacity, environmentally acceptable options for the Route 120 ByPass. At grade arterials can support appropriate business needs has attracted the support of potential developers.

- Our confidence in the statements by this committee and the Lake County Transportation Alliance that 53 is indeed off the table is being sorely tested. Recent decisions to put an advisory vote on the Transportation's Summit ballot next week indicates to many that others have changed the rules of the game and misled the community. Route 53 is in fact still be pushed and in fact may well drive the design of the current project under discussion.
- Route 53 is a pipe dream. Limited access high speed thruways is bad regional planning. We need local arterial improvements. Furthermore, there is no funding and there will be no consensus. Even if I'm wrong and IDOT does find the money, we're looking at a new EIS, Phase 1 engineering, final engineering, contract awards, actual construction. That's 15 years - if there are no lawsuits. Meanwhile there will no other road work in the county.
- It makes absolutely no sense to strangle our county for another 15 years for a pipe dream. Members of this body should vote against the Route 53 Advisory on next weeks ballot if they have any interest, hope in getting this Route 120 ByPass actually built.
- Your constituents are crying for solutions. Business leaders are giving up and moving on. They are tired of polemics and posturing, they want you to get something done. Don't blow this opportunity.
- Bill Holleman, of the Lake County Conservation Alliance and member of the Environmental Stormwater Task Force, congratulated Mike Warner on his new position at Lake County Storm Water, and questioned if Mr. Warner is to remain chairman of the Environmental Stormwater Task Force.
- Mr. Warner indicated that he intends to remain the chairman.
- Mr. Holleman asked if public comment is to be accepted on agenda items.
- The Chairman indicated that there would be opportunity for public comment on agenda items.

VI. CHAIRMAN'S REMARKS – Bill Gentes

6.1 Status of State Grant

- Marty Buehler said that his task force has not heard officially when we would receive the grant.

6.2 Congresswoman Bean's \$2.0 million earmark

- Chair Gentes said that although most everyone has heard of this earmark, these funds would finance the Phase 1 Study. This federal appropriation is in the House passed transportation bill for the proposed

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Federal FY2007 Budget; it does not have to be encumbered this Fiscal Year and it can be added to in future years.

VII. STEERING COUNCIL/TASK FORCE REPORTS

7.1.1 Steering Council – Marty Buehler

- **Results of 5/4 Joint Task Force Meeting – Marty Buehler**
 1. Each presented a report and GIS Map of existing conditions;
 2. This joint task force meeting was well attended by the members of the Governance Board, task forces and the public.
 3. GIS tools were very useful in presenting/integrating TF results
 4. The base information that has been gathered will minimize the work that the consultant will have to do collecting info, which will allow them to devote more time to analyzing information, options.
- **Results of 5/31/06 POH**

Over 150 people attended the public open house at the Village of Hainesville's Village Hall; the public comments received at the POH and during the 2 weeks public comment period after the event, will be posted on the website soon; along with the IL Route 120 Comments received during the Lake County Public Input Forums/Public Comments Period that ran from 5/23 to 6/23.
- **Results of 6/20/06 p / p / p presentation**
 1. Representatives of AASHTO (American Association of State Highway Transportation Officials) made one of the best presentations on the private and public partnerships
 2. Presentation will be available on the website along with additional staff research on the 4 case histories they reference in the presentation.
- **Standard definition of barrier / constraint / opportunity**
 1. In the interest of developing a definition that can be used uniformly by all task forces and in response to the concern that people are interpreting "barrier" literally as a physical limitation, the Steering Council by consensus agreed that the term "barrier" should be replaced by "potential barrier" in all reports on existing conditions.

7.1.2 Task Forces

- **Technical Task Force Report – Chair Marty Buehler**
 1. Opportunities, Constraints, Resources
 - existing condition's report / GIS Maps are on the website.
 2. Comments - None
 3. Feasibility Study RFQ - P/Schedule – In anticipation of the grant being awarded, LCDOT is developing an RFQ they will share with the Task Forces and IDOT for input; this iterative

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process will proceed parallel with the IDOT/LC contract approval process

- **Land Use, Economic Development, Municipal Impact Task Force – Chair Dennis Sandquist**
 1. Opportunities, Constraints, Potential Barriers - Existing conditions report / GIS maps on web site
 2. Inventory of historical resources, landlocked parcels and future land use
 - Used the Lake County's 2000 Land Use Inventory
 - Updates based on feedback from municipalities
 - Inventory/Map of historical, archeological, landlocked parcels and future land use completed and distributed to communities for input.
 3. Comments
 - Member Cole asked if we are taking into consideration the expansion of Campbell Airport.
 - Mr. Sandquist responded that the airport is building additional hanger buildings, but he is not aware of expansions.
 - Member Leafblad, who used to fly there a lot, indicated that there are a lot of environmental issues and other factors that have prohibited expansion in the past.
 - Member Cole indicated that when there is an existing use, that it should take priority.
 - Mr. Sandquist indicated that they will rely on the municipalities' feedback.

- **Environmental/Stormwater Impacts Task Force – Chair Mike Warner**
 1. Opportunities, Constraints, Potential Barriers – Existing Conditions draft report was not available online yet.
 2. GIS Map – existing conditions on the web
 - Each condition is inventoried and mapped with an importance rank.
 - The lowest rank represents a minor constraint that can be designed around.
 - The highest rank represents a potential barrier that may not be likely to be designed around.
 - There are various layers and a layer itself can be a potential barrier.
 - The land itself can be a potential barrier.
 - Some environmental features have to be field verified.
 - Map is to be updated with different colors for clarity.
 3. Comments - None

- **Public Information Task Force – Sherry Hartnett**

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1. CPC Web Site
 - The website will be the CPC's primary internal/external communication tool; therefore, it will be updated regularly.
2. CPC Power Point
 - Available on web site, it will be continuously updated to provide an overview of the 120 CPC structure, purpose, plans, studies, events, findings – basis for presentations
 - 5/31 POH – Public Comments, FAQ's being developed and once completed, will be on the website.
 - Press Release on Congresswoman Bean's Earmark and other press events on the web
 - Draft Route 120 CPC Progress Report – Report to 9/20/06 Transportation Summit, Media, Study Area Residents via Corridor Communities' web sites being developed and will be posted on web

7.2.0 Steering Council's Report to the Governance Board on their request to revisit the Steering Council's Guiding Principles/Purpose, the Environmental/Stormwater Task Force's Purpose and the Land Use Task Force's Purpose, based on public comments at the 3/8/06 Governance Board Meeting

7.2.1 STEERING COUNCIL GUIDING PRINCIPLES / PURPOSE – MARTY BUEHLER

- **Language Adopted By Steering Council on 2/2/06**

Steering Council's Guiding Purpose and Principles

Guiding Purpose: Complete a feasibility study that paves the way for a federally eligible Phase 1 Study; build consensus for the recommended alternative and road characteristics; secure an agreement on land use in the corridor.

Guiding Principles:

1. Undertake and complete an 18-month Feasibility Study within budget.
2. Defined Study Area:
 - **Termini:** East - Greenbay Road (Waukegan); West - McHenry County Line (Lakemoor);
 - **Limits of Analysis:** ½ mile north/south of existing Route 120 centerline - west of Wilson Road to the McHenry County line and east of

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Almond Road to Greenbay Road in Waukegan; ½ mile north of existing Route 120 centerline and ¾ mile south of proposed LCTIP Route 120 centerline - Almond Road to Wilson Road.

2. Traffic Improvement should handle projected 2030 demands, **with or without Route 53** - based on traffic modeling of projected 2030 population and employment.
3. Define Land Use & Environmental/Stormwater Study area = above defined study area.
4. Evaluate the alternatives - improvements to the existing roadway and variations of a new alignment.
5. Determine the character of a road that meets capacity requirements (Level of Service "D" for arterials, LOS C for expressways):
 - Will it be a Controlled-Access Expressway or a Limited-Access Boulevard?
 - Will it be at grade with traditional intersections, roundabouts or continuous flow intersections or grade separated interchanges?
 - Will it have railroad grade separations?
 - Will it handle traffic flows at 45 mph, 55 mph or 70 mph?
 - Will there be access points between major intersections?
6. Develop an estimated cost to build and evaluate financing options.
7. Frame policy issues of the Feasibility Study to be presented to the Governance Board.
8. Recommend to the Governance Board a strategy they could pursue to get the recommended improvement funded.
9. Recommend to the Governance Board a strategy they could pursue to protect the land use in the study for the recommended transportation alternative.
10. Bottom line: Determine what is technically feasible and publicly supported.
11. Look at big picture items, broad concepts; save the drill downs for the Phase 1.

- **Issue**
 1. **CPC Charge**

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The 120 CPC has been formed to study the feasibility of undertaking a federally eligible engineering study for IL Route 120 (either in its current alignment or a realignment) and pursuing federal funds for its construction.

2. Recopied Paragraph from CPC's Guiding Purpose:

<p>Traffic Improvement should handle projected 2030 demands, with or without Route 53 - based on traffic modeling of projected 2030 population and employment.</p>

- **Recommended Language Change**

*The, **with or without Route 53** language is, in fact, **neutral language** and it sets the Feasibility Study up for the intended purpose of leading to a federally eligible Phase I study of IL Rte 120. However the wording can be revised to recognize the neutrality on the Rte 53 issue.*

Recommended wording is:

As the CPC Corridor Planning Council is neutral on implementation of the proposed IL Rte 53 Extension, the traffic improvement for IL Rte 120 should be analyzed for projected 2030 demands, with or without Route 53 - based on traffic modeling of projected 2030 population and employment.

- **Reasoning**

1. **Regional Framework**

The Chicago Metropolitan Agency for Planning's (CMAP) 2030 Regional Transportation Plan has Route 53 in it and the State must address "consistency with the regional plan" as part of any future U. S. National Environmental Policy Act (NEPA) analysis.

A question that needs to be answered as part of the Feasibility Study is how the alternatives handle traffic with and without the full regional 2030 network in place. This information will be one of the many factors in the State's decision-making process. In addition, this information will be an important part of any future Phase 1 Study (Environmental Impact Statement - EIS).

2. **County Framework**

- The County Board's adopted plan has both of the Lake County Transportation Improvement Project (LCTIP) based Finalists

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Alternatives in it (53 Freeway/Tollway and the IL 83/US 45 with US 12):

- The County Board position recognized that the “53 Decision” was a pending state decision and so the Board **was neutral on the question.**
- The “with or without Route 53” language is consistent with the County Board position because the County Board recognized that improvements to county highways and other highways would be required in either case but the priorities would/might be different. How does the Route 120 extension in the County Plan stack up to all these priorities?

3. CPC Framework

The broad scope of highway types and the integration of land use to be considered in the Feasibility Study, leading to the final consensus recommendation, are envisioned to provide information on what is both technically and politically feasible. The intent is to have a financing plan to accompany the recommendation. That federal funds will be a part of the financing plan is a logical assumption at this point in time.

The Steering Council’s charge is to recommend alternatives that work with/without Route 53 and we have to disclose where any of our recommended alternatives are at variance with the Regional Plan. Thus, the decision of the CPC’s Governance Board regarding East/West alternatives could impact CMAP’s consideration of what to do with the Route 53 Corridor.

- **Request a motion to adopt the recommended wording:**

As the CPC Corridor Planning Council is neutral on implementation of the proposed IL Rte 53 Extension, the traffic improvement for IL Rte 120 should be analyzed for projected 2030 demands, with or without Route 53 - based on traffic modeling of projected 2030 population and employment

MOTION: To adopt recommended wording.

MOTION BY: Mueller

SECOND BY: Saccomanno

DISCUSSION/PUBLIC COMMENTS:

- ✦ Mr. Buehler summarized the narrative as noted above.
- ✦ Member Cole asked if two separate analyses will be provided – 1 with Route 53, 1 without Route 53.

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- ✦ Mr. Buehler indicated that that is the intention.
- ✦ Mr. Harmet indicated that there are a series of rotary/boulevards options being discussed and the 2 different analysis will consist of 2 different numbers and the analysis will indicate what works and what doesn't.
- ✦ Mr. Buehler said that the consultant will provide solutions.
- ✦ Member Sullivan said that the 2 different analysis should be a hybrid of the two concepts which should be considered with the high speed aspect. An open mind must be kept since not only is an east-west solution needed, but also needed is the north-south solution.
- ✦ Member Leafblad indicated that he was impressed with the rationale presented.
- ✦ Bill Holleman asked for clarification on who the Corridor Planning Council is and asked what the CPC's position is on the wording "with or without 53."
- ✦ Several members of the CPC responded that the Governance Board and is the CPC and that their position is based by how they vote and the wording they approve.
- ✦ Mr. Holleman also indicated that if 2 separate studies are done, the cost will be doubled to prepare the studies, and that a lot of opposition will arise if the "with Route 53" is not removed. He concluded saying that the focus and efforts should be only on the 120 Bypass.
- ✦ Susan Zingle commented on the Environmental Impact Statement for Route 53 - the document was never approved, therefore, federal standards indicate that the project would have to be redone before going forward. The Regional Framework Plan for Lake County does not even show the proposed Route 53 expansion. She concurred with Mr. Holleman on the great cost of the inclusion of "with Route 53" in the proposed language.

ACTION: approved.

ROLL CALL:

County Board Members:

- Y County Board Chairman Suzi Schmidt
- Y Co. Bd. Mbr. Larry Leafblad, District #6
- PASS Co. Bd. Mbr. Sandy Cole, District #11
- Y Co. Bd. Mbr. Bonnie Thomson Carter, District #5
- Y Co. Bd. Mbr. Diana O'Kelly, District #10

Municipalities:

- Y Hainesville Mayor Ted Mueller
- Y Round Lake Mayor Gentes
- Y Wauconda Mayor Salvatore Saccomanno
- Y Mundelein Trustee Ed Sullivan
- Y Libertyville Mayor Jeffrey Harger

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After concluding the roll call, County Board member Sandy Cole indicated she had reconsidered her position and wanted to be recognized as voting in favor of the suggested wording.

7.2.3. LAND USE / ECONOMIC DEVELOPMENT / MUNICIPAL IMPACTS TASK FORCE – DENNIS SANDQUIST

- **Language Adopted by the Steering Council 2/2/06**

Task Forces Near Term Agenda

Item 2. Land Use, Economic Development, Municipal Impact Task Force - Dennis Sandquist

Purpose:

Based on the transportation alternatives, determine the appropriate compatible land uses. Recommend a “corridor preservation plan” and integrated land uses **for the chosen transportation alternative**. Recommend the implementation strategy the Governance Board should pursue to effect the land use recommendations for the corridor.

Tasks:

- Select the Task Force Members
- Update the Lake County Framework data for the Corridor - identify development projects underway, recently approved development projects and updates to participating Community's Comprehensive Plans that impact the corridor's study area
- By end of March, identify project barriers, opportunities and constraints; report it to the Steering Council.
- Determine existing sources of land use GIS based data for the corridor's study area.
- Create projected 2030 population/employment projections in the corridor's study area based on recommended land uses and compare them with NIPC/CATS 2030 projections for the corridor.
- Determine what land use is available for development and integrate with the transportation alternatives.
- Interact, as directed with the prime consultant or land use sub-

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consultant (if any).

- Review the consultant's milestone reports and forward to

- **Recommended Language Change**

The Land Use / Economic Development / Municipal Impact Task Force on 4/3/06 adopted the following revised language and recommended that the Steering Council adopt it:

“The Land Use Task Force’s purpose is to (1) determine whether the Village and County planned land uses and transportation improvements for the corridor are consistent with the planned roadway; (2) through an iterative process recommend a “corridor preservation plan” that integrates appropriate land uses with an appropriate transportation alternative and protects the ROW for the chosen transportation alternative and (3) recommend an implementation strategy the Governance Board should pursue to effect the land use recommendations for the corridor.”

- **Request a motion to adopt the recommended language.**

MOTION: To adopt Language approved at 4/3/06 Land Use/Economic Development and Municipal Impact Task Force Meeting

MOTION BY: Saccomanno

SECOND BY: Mueller

DISCUSSION / PUBLIC COMMENTS:

- ✦ Mr. Sandquist summarized the narrative as noted above.
- ✦ Member Thompson-Carter said that some of the concerns of the corridor are what the impacts could be and how to recommend the preservation plan since it is so vague. She asked what that corridor would be.
- ✦ Mr. Sandquist indicated that the study area's borders are in yellow and the dashed blue line on the map is the bypass option's proposed alignment.
- ✦ Mr. Buehler indicated that the Corridor Preservation plan will be implement for whatever the best plan is.
- ✦ Mr. Holleman said that the best alternative that is to be found
- ✦ Ms. Thompson-Carter clarified her comments indicating that the the corridor needs to be defined.

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ACTION: approved.

Roll Call:

County Board Members:

- Y County Board Chairman Suzi Schmidt
- Y Co. Bd. Mbr. Larry Leafblad, District #6
- Y Co. Bd. Mbr. Sandy Cole, District #11
- Y Co. Bd. Mbr. Bonnie Thomson Carter, District #5
- Y Co. Bd. Mbr. Diana O'Kelly, District #10

Municipalities:

- Y Hainesville Mayor Ted Mueller
- Y Round Lake Mayor Gentes
- Y Wauconda Mayor Salvatore Saccomanno
- Y Mundelein Trustee Ed Sullivan
- Y Libertyville Mayor Jeffrey Harger

7.4.1 ENVIRONMENTAL/STORMWATER TASK FORCE – MIKE WARNER

- **Adopted Language on 2/2/06**

Task Forces' Near Term Agenda:

Item 3. Environmental/Stormwater Impacts Task Force - Mike Warner

Purpose:

To ensure that environmental information on the wetlands, floodplains and other environmental **assets in the corridor** are appropriately considered in the determinations of the transportation and land use recommendations.

Tasks:

- Select the Task Force Members.
- Using the LCTIP/SRA Studies/Lake County Framework Plan and Watershed Studies as a basis, evaluate GIS maps inventorying the Study Area's wetlands, floodplains, forest preserve land holdings, parklands and other environmental assets -- provide the data to the consultant.
- By the end of March, identify project barriers, opportunities and constraints and report it to the Steering Council.
- Interact, as directed with the project's prime consultant or the prime consultant's sub-consultants (if any).

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- Assist the Technical Task Force in their management of the prime consultant's (or the prime consultant's sub-consultant) inventorying/validation and mapping of the study area's wetlands, floodplains and other environmental amenities.

- Review the consultant's milestone reports and forward it to the Steering Council.

- **Recommended Language Change**

Keep the current language and recommend that the improvement comply with the public road development requirements of the Lake County Watershed Development Ordinance.

- **Reasoning**

1. **Task Force Charge**

This is a **Feasibility Study** and the intent is to look at the footprint of the project in the corridor. The suggested broadening of the scope is beyond the Feasibility Study stage.

2. **Framework**

The Task Force itself has no means to accomplish the broadening of either the geographical or environmental impacts' scope of the study as suggested. The proposed budget for the consultant is not going to be sufficient for broadening the scope beyond a Feasibility Study. As part of its standard scope, a Phase I/EIS is required to address these items. Concerns about water quality and quantity should be addressed by recommending that the project comply with the public road development requirements of the Lake County Watershed Development Ordinance.

- **Request a motion to adopt the recommended language.**

MOTION: Keep the current language and recommend that the improvement comply with the public road development requirements of the Lake County Watershed Development Ordinance.

MOTION BY: Member Schmidt

SECOND BY: Member Cole

DISCUSSION / PUBLIC COMMENT: No discussion was made.

ACTION: approved.

Roll Call:

County Board Members:

- Y County Board Chairman Suzi Schmidt
- Y Co. Bd. Mbr. Larry Leafblad, District #6
- Y Co. Bd. Mbr. Sandy Cole, District #11

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Y Co. Bd. Mbr. Bonnie Thomson Carter, District #5
Y Co. Bd. Mbr. Diana O'Kelly, District #10

Municipalities:

Y Hainesville Mayor Ted Mueller
Y Round Lake Mayor Gentes
Y Wauconda Mayor Salvatore Saccomanno
Y Mundelein Trustee Ed Sullivan
Y Libertyville Mayor Jeffrey Harger

VIII.PUBLIC COMMENTS (on agenda items) - None

IX. NEXT MEETING DATE –11/08/06

XI. ADJOURN

MOTION: To adjourn at 7:48 p.m.

MOTION BY: Member Thompson-Carter

SECONDED BY: Member Schmidt

ACTION: All ayes – none opposed.

Approved:

Mayor Bill Gentes, Chairman

Martha Koechig, Recording Secretary