



CPC Governance Board

Meeting Minutes

November 08, 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:

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

Municipalities:

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

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

III. APPROVAL OF SEPTEMBER 13, 2006 CPC GOVERNANCE BOARD MINUTES – Request motion to approve minutes.

MOTION: To approve September 13, 2006 CPC Governance Board Minutes

MOTION BY: Perry

SECOND BY: Mueller

DISCUSSION: none

ACTION: approved

**ROUTE 120 CORRIDOR PLANNING COUNCIL
MEETING MINUTES OF 11/8/06**

Roll Call

County Board Members

- Schmidt
- Thomson Carter
- O'Kelly

Municipalities:

- Perry
- Russell
- McCue
- Mueller
- Gentes
- Saccomanno
- Sullivan
- Kovarik

IV. ADD-TO AGENDA – Bill Gentes – Two items were added:

ITEM: 7.1.3 Resolution Urging the Illinois Department of Transportation to Financially Support the Illinois Route 120 Feasibility Study.

ITEM: 7.1.4 Re-title Steering Council Purpose/Guiding Principles to “The Feasibility Study Purpose/Guiding Principles.”

V. PUBLIC COMMENTS (on items not on the agenda) - *None was made.*

VI. CHAIRMAN’S REMARKS – Bill Gentes

- Herald Journal Op Ed Piece – The intention of this write up was to combat letters that had appeared in the Daily Herald and in other county papers explaining the importance of the 120 Corridor and assuring that with the feasibility planning, the quality of life concerns and preservation of natural resources will be of high priority. The piece also urges public involvement.

VII. STEERING COUNCIL/TASK FORCE REPORTS

7.1 .1 Steering Council – Marty Buehler

Review/Discuss Draft By-laws

- Distinction must be made as to what are policy matters and staff matters
- Voluntary organization - no budget – no income
- In accordance with the requirements of the Illinois Open Meetings Act
- Key change is to disband the Steering Council
- Written in simplistic manner
- Written for the 1st stage of the process – non-binding feasibility study
- Mr. Buehler summarized the 9 sections
- Member O’Kelly asked what the expending funds procedure would be.
- Mr. Buehler indicated that the expenditures would have to be approved by the County Board since there are no funds currently available for the CPC.
- Member O’Kelly asked what the quorum is for the board in accordance to the IL. Open Meetings Act.

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- Mr. Buehler indicated that the majority of the quorum would be in violation so for the 15 member board 8 is the quorum and the majority of the 8 is 5.
- Member Saccomanno asked for clarification about the request to post the 120 CPC meeting notice since he is the sole representative of his village.
- Mr. Buehler said that since this is an advisory body to a public body, the public body has to also post the notice as per the IL Open Meetings Act.
- Member O'Kelly asked what the policy is in the case where a member of a municipality wanted to drop membership especially if they had not paid the \$5,000 fee.
- Mr. Buehler indicated that the CPC can establish the dues. The \$5,000 was requested in order to match the grant from the State. The State has committed to 2 years. The match is 20%. 2 years worth of funding will be requested, 1 year is already funded.
- Member Thomson Carter asked how a County Board replacement would be handled.
- Mr. Buehler indicated that the County Board Chairman would appoint the replacement.

MOTION: To approve by-laws as amended

MOTION BY: Thomson Carter

SECONDED BY: Saccomanno

DISCUSSION: none

ACTION: approved

ITEM:

Roll Call

County Board Members

- Schmidt
- Thomson Carter
- O'Kelly

Municipalities:

- Perry
- Russell
- McCue
- Mueller
- Gentes
- Saccomanno
- Sullivan
- Kovarik

7.1.2 Task Forces

- **Technical Task Force Report – Chair Marty Buehler**
 1. **Update on Feasibility Study Grant**
 - IDOT is working on the grant, but the timing is unknown; therefore a letter of intent will be requested from IDOT.
 - A letter of intent will assist with the selection process.
 - Member O'Kelly asked if the grant money was the same as the money secured by Congresswoman Bean.

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- Mr. Buehler indicated that it is not, it is independent, the money secured by Ms. Bean does not need to be accessed right now. This grant would be for 2 years for \$400,000 a year.
- Mr. Harnett also indicated that the grant would be for 2 years at \$400,000 a year.

MOTION: To approve a Resolution urging the Illinois Department of Transportation to Financially Support the Illinois Route 120 Feasibility Study.

MOTION BY: Schmidt

SECONDED BY: McCue

DISCUSSION: none

ACTION: approved

ITEM:

Roll Call

County Board Members

Schmidt

Thomson Carter

O'Kelly

Municipalities:

Perry

Russell

McCue

Mueller

Gentes

Saccomanno

Sullivan

Kovarik

2. Update on Status of Feasibility Study RFP

- The RFP is in process and with the letter of intent from IDOT the RFP process can be finalized.
- Steering Council's Guiding Purposes and Principals will be renamed the Feasibility Study Guiding Purposes and Principals.

MOTION: To approve the renaming of the Steering Council's Guiding Purposes and Principals to the Feasibility Study Purpose/Guiding Principals

MOTION BY: Schmidt

SECONDED BY: Sullivan

DISCUSSION: none

ACTION: approved

ITEM:

Roll Call

County Board Members

Schmidt

Thomson Carter

O'Kelly

Municipalities:

Perry

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Russell
 McCue
 Mueller
 Gentes
 Saccomanno
 Sullivan
 Kovarik

- **Land Use, Economic Development, Municipal Impact Task Force – Chair Dennis Sandquist**

1. **Status of inventorying/mapping future land uses**

- Future Land Use Map was based on the 2004 Lake Co. Regional Framework Plan
- Map was mailed out to the municipalities that are represented by the CPC with a request to provide feedback.
- The following municipalities responded: Grayslake, Gurnee, Hainesville, Round Lake, Round Lake Park, Volo, Wauconda, and Waukegan

2. **Status of updates to Opportunities, Constraints, Potential Barriers Report on Existing Conditions - based on finalizing the Inventories/Mapping of land-locked parcels, historical resources and future land use**

- Clarification was indicated in the maps for Future Land Use Area based on the feedback from the municipalities that responded.
- 2400 acres were changed
- ½ of that change is within the “heartland” area specifying land use rather than designated as “heartland”
- Reduction in agricultural land by 1200 acres
- Mostly off-set by almost 1,000 acres of additional land as private and public open space
- Hainesville suggested to show some of their land public open space and also for wetland mitigation use
- The maps will be provided to the consultants

3. **Environmental/Stormwater Impacts Task Force – Chair Mike Warner**

1. **Status of Opportunities, Constraints, Potential Barriers Report on Existing Conditions and related maps.**

- All of the reporting and data collection that has been done by the Task Forces will make the job easier for the consultant.
- High Rank areas are potential barriers
- Other areas are identified accordingly
- Each layer of data will be created on a different page

4. **Public Information Task Force – Sherry Hartnett**

1. **IL Route 120 Progress Report Russell Medley of Lake County Partners gave the report (Ms. Hartnett was unable to attend)**

- Progress report/timeline will be updated regularly

2. **PI -TF participation in/support of Public Involvement Plan**

- Most information and infrastructure is ready
- Newsletter is needed
- The consultant will provide more direction

VIII. PUBLIC COMMENTS (on agenda items)

Bill Holleman, commented on the following:

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1. RFP – the Task Forces should have input on the RFP and their work should be included in the RFP; therefore the RFP should be seen by the Task Forces and the CPC prior to being finalized.
2. Bylaws do not mention anything regarding environmental or stormwater impacts. Page 9 should indicate these issues.

Mr. Buehler indicated that the 1st page of the Bylaws includes these issues.

3. Land Use changes from the comprehensive plans was not cleared through all the Task Forces, it was cleared through the Chair of the Task Force, not the Task Force.

Mayor Mueller said that the Hainesville Comprehensive Plan has yet to be approved by the Village Board.

Jim Bland with the Sierra Club:

1. Indicated that he has a letter that identifies several other concerns regarding environmental impacts.
2. Concurred with Mr. Holleman that the RFP should be available to the public prior to finalizing.
3. Referenced a study that was done by the United States Geological Survey of the Fox River and Des Plaines River watersheds indicating the importance of the study.
4. Population projections need to also be considered regarding what the land can sustain.
5. As communities grow the effect on taxpayers needs to be considered.

Mr. Bland's letter below::



To: Route 120 Governing Council

Concerning: Perspectives on the Adequacy of the Planning Process

Date: Wednesday, November 08, 2006

From: Sierra Club Woods and Wetlands Executive Committee

This letter proposes additions and improvements to the project assessment as it has been sponsored by the Route 120 Corridor Planning Council.

According to the written statement of purpose from the Steering Committee, the traffic improvement "should handle projected 2030 traffic modeling based on projected 2030 population figures". There is an underlying assumption that these population figures are immutable. In reality, they are likely to become self-fulfilling prophecies if no other scenarios are considered. Population projections don't start with the question of "How many people can the land adequately sustain?" Rather the projections are based on existing population cohorts and land use conversions which assume historic patterns. Many local villages want to grow, and submit comprehensive plans which underwrite the concept of growth. What most communities don't realize however, is the real cost to the environment that is represented by increased urbanization. These impacts are especially profound when it comes to aquatic communities, the very thing that makes Lake County so unique. *Therefore we request that any feasibility studies and/or environmental assessments consider alternative population scenarios based on reasonable "limits to growth" within the immediate corridor and within an extended zone of influence for the project*

All of the planning to date has focused on a limited projected corridor for the project. There is some irony in this procedure since the most significant impacts will almost certainly be felt outside of the immediate corridor in the form of induced growth. The effect of this assessment protocol is to ignore impacts on watersheds, airsheds, and the general quality of life in northeastern Lake County. Addressing the costs of the roadway will be difficult politically because the general public does not have a clear picture of what is at stake. *Therefore we request that all future evaluations consider impacts on airsheds, watersheds and the general area which is actually impacted by the project.*

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The Environmental /Stormwater Task Force agreed to use existing data on endangered and threatened species within the corridor which is acknowledged to be outdated and therefore inadequate. This was based on the assumption that the Phase I feasibility study would incorporate more detailed information and that state agencies such as the Illinois Natural History Survey would perform more detailed assessments in the follow-on feasibility study and ultimately the Environmental Impact Assessment document. Interested community advocates have been informed however, that the RFP for the feasibility study was not going to be available to members of the various Task Forces or to the public in advance of being finalized. This has the effect of putting flawed information into the initial geographic information system (GIS) mapping layer without any guarantee that it will be properly evaluated at a later date. *We request therefore that specific language be put into the RFP that requests that the Illinois Natural History Survey be employed to do a detailed study of endangered and threatened species both within the projected corridor and within the general zone of project influence (i.e. airsheds and watersheds).*

Recent studies by the United States Geologic Survey have evaluated the impact of urbanization on the biological integrity of the Fox and Des Plaines watersheds in Northeastern Illinois (c.f. *Physical, Chemical, and Biological Responses to Urbanization in the Fox and Des Plaines River Basins of Northeastern Illinois and Southeastern Wisconsin*, Scientific Investigations Report 2005-5218). This study concludes, as have numerous other studies done nationwide (c.f. *Impacts of Impervious Cover on Aquatic Systems*, Center for Watershed Protection), that as impervious cover of watersheds approaches 10% coverage the biological integrity of stream systems is profoundly degraded. Biodiversity of these systems is severely impacted and only the most tolerant organisms remain. *Because of the significance of impervious surface we make the request that detailed data be developed for all aspects of the road project as part of the feasibility study. This would include: 1.) detailed data on existing impervious surface without the project within the corridor 2.) data on impervious surface associated with the creation of any and all roadway alternatives 3.) data on impervious surface associated with induced urbanization within and outside of the projected corridor. Apart from collecting and characterizing impervious surface data we request that its implications for local watersheds be evaluated.*

Most fair minded people would acknowledge that there is a need to expand the 120 corridor to handle the increased traffic that already exists. It's reasonable to ask however why the situation exists in the first place. For many years the development community has successfully "externalized" the real cost of development. As a consequence local community schools are overburdened and bond issues become contentious issues for people that have to pay increased property taxes. The real cost of building new roads is not incorporated into development fees but rather the local community and the State are being handed the bill. Notably village administrators have a tough time saying "no" to development for fear of law suits and because of the structure of Illinois law pertaining to infrastructure. The Village of Grayslake was sued for \$28 million dollars for turning down a sewer hookup for the Alter Development Group. By contrast other states have codified the legal right of local communities to say "no" to unreasonable expansions of sewage treatment infrastructure. The State of Wisconsin has asked all municipalities to develop "sustainable" and realistic comprehensive plans by the year 2010. An important part of that planning are realistic economic assessments that project the costs of development to all sectors of the public including taxpayers. *Therefore we request that an economic assessment of the induced growth associated with roadway alternatives be developed and that projections of the tax implications for local communities be made a part of it.*

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Impervious surface is significant, in part, because it intercepts water that would otherwise be infiltrated into the ground to become part of the recharge system for local area streams and lakes. The Environment/Stormwater Task Force has voted to incorporate a GIS map theme for "Very Highly Permeable Soils". This layer is relatively minor and covers less than 200 acres within the projected corridor. By contrast the next soil category "Highly Permeable Soils" covers close to half of the projected 120 corridor. We believe that the soil categories are significant to the planning process but their real significance comes as a part of understanding the recharge characteristics and the manner in which roadway alignments might influence recharge potential. *To properly understand the significance of the soils data it needs to be wedded with geologic information (possibly through the Illinois Geologic Survey), modeled and incorporated into alternatives assessment. We request that this process be undertaken as part of the feasibility study.*

Mitigation banks and mitigation wetlands are two slightly different concepts which have different regulatory significance. Mitigation banks are used as "off site" areas which can be improved in quality and used as a substitute for wetland losses at other localities. Generally the mitigation bank is defined in advance and the Army Corps of Engineers has agreed to the terms applied to its management and boundaries. By contrast mitigation wetlands are located in the immediate vicinity of the original development project and 5 year maintenance contracts, approved by the Army Corps of Engineers, have to be incorporated into the covenants of the property. A limited number of wetland mitigation banks are present within the proposed 120 bypass corridor. According to the Army Corps of Engineers they do not currently have an acceptable GIS map theme of the mitigation wetlands that would be present in the corridor. As a consequence these sites were not incorporated into the environmental themes established by the Environment/Stormwater Task Force committee. Inquiries with the Illinois Department of Transportation however, indicate that they may have wetland mitigation sites mapped in a compatible GIS format. *We request that IDOT be contacted and that the wetland mitigation sites be incorporated into the environmental layers being prepared by the Environment/Stormwater Task Force. Short of this, the sites should be incorporated into the RFP and feasibility study.*

Jim Bland
Sierra Club Executive Committee
Woods and Wetlands Group

IX. NEXT MEETING DATE – January 10, 2007

XI. ADJOURN

MOTION: To Adjourn the meeting at 7:30 p.m.

MOTION BY: Mueller

SECONDED BY: Perry

DISCUSSION: none

ACTION: All ayes – none opposed.

Approved:

Mayor Bill Gentes, Chairman

Martha Koechig, Recording Secretary