

Members Present

Mr. Nixon, Mr. Vickery, Ms. McBride, Mr. Washington, Mr. Tholen, Ms. Polk, Mr. James, Dr. Pagast, Mr. Tripp, Mr. Flett, and Mr. Hess

Members Absent

Ms. Bernard, Mr. Olthoff, and Mr. Stauffenberg

In Attendance

- **Board Members**

Mr. Bossert and Mr. Arseneau

- **Department Heads**
- **Media**

1. Call to Order

The meeting was called to order by the Vice-Chairman, Mr. Vickery, at 9:00 a.m. Quorum present.

2. Public Comment

- Dick Cotter of Herscher, IL commented on the Enterprise Zone and the cost to the taxpayer. He stated that the Enterprise Zone is suppose to be about getting jobs and he feels that if this moves forward there would be a net job loss. There are a finite number of acres of grain that can be raised in Kankakee and there is a structure in place to handle all the grain that is raised in Kankakee County. If the proposal states that this project would take somewhere between 40% of all the grain that is raised in Kankakee County with the idea that they may take half and if all the grain in that area goes to one facility then some of the other facilities are not going to do as much so not as many people will be needed. The big loser may be Bunge in Kankakee. If they can't source local corn anymore they may not be here. That is a highly competitive business. He feels that 100 jobs could be lost. He thinks that there are huge infrastructure problems in the area that it is going to be. It takes one million dollars a mile to fix a road. There would be a concentrated amount of truck traffic on the roads. Ten million bushels is ten thousand trucks on some township roads that really aren't built to do this. Who is going to pay for that? Taxpayers of the county are going to put up millions of dollars for one company? He doesn't see why, as a taxpayer, he should take on that burden.
- Bill Olthoff, who was connected by speaker phone, stated that he feels that for agriculture in the county this is a positive. He believes that we have an opportunity to have another market for the grain. It would probably narrow the basis that they pay which is the difference between the Chicago Board of Trade price and the price the local elevators make. He believes that it would draw grain from outside the county, as well. He believes that the local elevators could partner in this enterprise to benefit themselves. He thinks that this is a positive opportunity.
- Clark Gregoire commented on the truck traffic. He stated that all grain moves by truck somewhere. The existing location is off of Lehigh Road which is a truck road already. Bunge does not gather a lot of corn from our area anymore.

3. Planning

- **Kankakee River Valley Enterprise Zone Expansion – Section 6 of Limestone Township; Applicant is Eastern Grain Marketing**

Mr. Van Mill stated that they are here to today to take action on an application for the expansion of the Kankakee River Valley Enterprise Zone. The request is made by Eastern Grain Marketing (EGM) of Gilman. On November 29, 2011, EGM submitted a letter to Kankakee County requesting consideration of property for enterprise zone designation. In general, the project involves the construction of a 110 to 115 train car shuttle loader with an estimated capital investment of about \$12 million. According to EGM, there

will be the creation of 6 full-time jobs, 9 part-time jobs, and 30 indirect jobs. The site under consideration is 158 acres in the southwest corner of section 6 of Limestone Township. The site sits on the north side of township road 1000 approximately $\frac{1}{4}$ of a mile west of its intersection with Lehigh Road. The proposed route that would connect the site would commence where the River Valley Enterprise Zone currently exists on Rt. 115 approximately $\frac{3}{4}$ of a mile west of Route 115's intersection with road 2000W. A three-foot strip will be utilized along Rt. 115's right-of-way for a distance of about $4\frac{3}{4}$ miles to its intersection with Lehigh Road and then it would travel north to connect the site. The acreage that would be added to the Enterprise Zone would be about 159 acres. The Kankakee River Valley Enterprise Zone currently contains 12.1 sq. miles. The proposed addition would add about $\frac{2}{10}$'s of a sq. mile resulting in a total square mileage well under the 15 sq. miles allowed by state statute. On December 27, 2011, they conducted a public hearing in consideration of this project. They did have objectors, Mr. Cotter and Herscher Grain, and Mr. Schafer from Chebanse Grain express objections to this. They also had an individual with the drainage district from Limestone indicating that they want to be part of the planning process if this would move forward. Back in December, this committee recommended approval of enterprise expansion to Herscher for the development of a new car dealership at the corner of Rt. 115 and Herscher Road but because this project coincides in terms of its overlapping boundary they decided to hold off on that and take these two cases under consideration at the January county board meeting.

Dana Robinson and Mike Lambert, representatives from EGM, gave a brief overview of the project.

Mr. Lambert stated that he has been in the grain business all his life. His father started a grain elevator in 1966. They started out as a very small company and have grown into a four-unit ownership. In 2003-2004 they started experiencing growing pains. The agricultural side of the production was just getting bigger and bigger. They ended up going into a deal with Heritage FS, which is a local company, and they sold out to them to try and expand their territory even more. GrowMark is their financial partner supporting them. The facility itself will be run by local people. There will be the old Lambert grain staff which will oversee this facility. They all reside in this county; the money that this facility will produce will stay within the area. The area is getting more and more grain. What is the most efficient way to move it? Shuttle train loaders are 110 unit trains and come in as 110 cars all hooked together. They come around a big circle and as they circle through the facility they load the cars one at a time. You have 10 to 15 hours to load the cars. It is a very high-speed mass amount of grain that is going to get moving in a short period of time. The markets that they are looking at are predominately southeast coast markets and also into the Texas area. Trains come in and they load the engines which never get unhooked. The crew comes off; they put their own crew on and load them in 10-15 hours, a fresh crew comes back and that train goes to Texas or someplace else. The grain does leave the area. Almost all the grain leaves the area except for a small amount that goes to Bunge and Short Milling. There is a large amount of grain that leaves the area right now and goes south to another corporate facility that has headquarters outside of state. Another facility to the east that does similar situations has a corporate office in Louisiana. The grain leaving the area means all the money is leaving the area. With the facility that they are looking at most of the money will stay here in this area. That is their intention. Yes, there are a lot of trucks on the road every day. Grain moves by trucks. With this particular situation, the trucks will come in but they never haul that grain back out. That grain leaves on a railroad car.

Mr. Robinson stated that he is the chief executive officer of Heritage FS and the general manager for EGM. They did partner with GrowMark on this project as a partner that would be able to give them some cash that they needed to see this project through. They are hoping that their partners will see the advantages of moving forward with this project. It is very important to them that the grains get collected and processed here in the county instead of leaving the county which is currently happening. It is going to Gilman and

outside areas, as well. They would like to capture more of that in Kankakee County and have it move out of this county and have this county see the benefits of that. Also, their footprint on this project will extend beyond the county line. They anticipate that they will actually be attracting grain to the county rather than seeing it leave the county. Heritage FS is a co-op and has been around since the 1920's. Heritage itself came about as a result of two co-ops merging, Kankakee Service Company and Ford Iroquois. Their ownership is local farmers in a five-county area. In the last four years since he has been chief executive officer at Heritage they have paid out \$3.2 million back to their growers in either grain patronage or supply patronage on the fertilizer and energy side of their business - part of which is in cash and part of which is in stock. Whatever patronage that they give back to the growers would be over and above the benefits they get from buying from their company or selling grain to their company. The board is insistent that the ownership stay in the hands of current users and that is the way the ownership of the co-op takes place. They are a local business and they are needing some outside investment and that is from their partners which is why they formed EGM – Eastern Grain Marketing.

Mr. Van Mill asked Mr. Robinson to illustrate what the project entails in a little more detail.

Mr. Robinson stated that it is a rail shuttle with a 110-114 car unit. The outer part of the 158 acre piece of ground will have an oval track going around the entire thing. They want to keep the facility on the outside portion of the track. The facility is the ability to dump grain in a pit, elevate it, and put it into storage bins. They will have a dryer at this facility so they will have the capability of drying the grain, as well. They also envision handling beans so they will have a place to store beans as well and a system set up to move the beans from their storage into containers and move the grain through containers. The facility as of now will probably lie on the south part of the property adjacent to the south road. They are looking at a storage capacity for two million bushels initially. They do have plans for further expansion. They need to load each car in six minutes to keep it at 11 hrs. Seven minutes is over twelve hours and some of the incentives that they have available go out the window. Efficiency is very important to this project and that is where they see the gain to the county because this efficiency will be profit that will be generated from this site and will be paid to employees who work at this site.

Mr. Van Mill stated that the area is adjacent to the existing Vulcan Quarry. The general land use of the area is agriculture and has been zoned industrial by the county since 1967 so it is already appropriately zoned for a use such as this.

Mr. Bossert stated that they may want to explain their plans on ingress and egress from the site and the road usage around there.

Mr. Robinson stated that the main access to the site would be from the north off of Rt. 17 and then Lehigh Road. The road that goes on the southern part of the boundary is approximately one quarter of a mile from the Lehigh Road over to the eastern edge of their property. They are working right now on trying to work with the county and the township to build a road that will be adequate to cover the truck traffic for that quarter mile. Their engineers will not have the actual location of the entrance to the facility until they have the final plans drawn. That road will need to be anywhere from a quarter to three quarters of a mile long. They anticipate that a quarter mile will probably be enough or maybe a third of a mile but they are looking at planning right now for a half mile road that needs to be an 80,000 lb two-lane road.

Mr. Bossert asked him if he was planning on using 8000 W Rd.

Mr. Robinson stated that they do not envision using that road except during the construction phase because they will need to be able to access the property to do their construction work while the road is being built.

Mr. Flett asked how the people in the south get accommodated if only the road going to the north is going to become an 80,000 lb. road. What about 7000 W Rd?

Mr. Robinson stated that 7000 W Rd is already an 80,000 lb. road.

Mr. Bossert stated that Lehigh Road from 17 down to the Vulcan Quarry entrance was upgraded not too many years ago by the County to 80,000 lbs. From that point down to Rt. 115 it is still 73,280 lbs; it is not classified as 80,000 lbs.

Mr. Flett stated that in the comments a price of around one million dollars for a mile of road was estimated.

Mr. Robinson stated that they, along with their partners, have made some commitments internally on some dollars to help fund that.

Mr. Bossert stated that the cost estimate that the township received from county highway was around \$580,000 to upgrade a half mile of road which they think would accommodate getting an entrance into that property. The township is applying for economic development funds from IDOT which is a 50% cost share and also TARP funds (Truck Access Route Program) which would kick in. TARP is a minor program but would provide another \$60,000 to \$70,000 towards this upgrade. Between those two programs there would be about \$380,000 furnished by IDOT and the balance would be local match which would be the responsibility of the township. Townships don't have tremendous resources but their township does have some reserves that they could use to help finance the project but in the end they would expect reimbursement from EGM for whatever sources they muster to help reimburse on this project. Other than that, the township is committed to acquire a right-of-way to widen that road and of course future maintenance will also fall on the township for that stretch of road. That is a concern in terms of future maintenance with that much truck traffic pounding on a road for a short length of time. From the township's standpoint, they will take that risk to help with this project which is good for the community.

Mr. James stated that under this program there are several tax benefits. What benefits are we actually talking about giving them? Sales tax, exclusively?

Mr. Van Mill stated that it is pretty much that. The enterprise zone provides a two-level type of incentive. One is a state program and one is a local incentive. On the state side, there are some programs that they can take advantage of or they don't take advantage of. There is an investment tax credit and the building material sales tax exemption which is where any materials that goes into the expansion or construction of a project the state sales tax on is exempted. The state also provides job tax credits, interest income reductions, and other financing that this project is not eligible for. On the local side we do have a property tax abatement program but none of the taxing districts in this area participate so there really isn't a property tax abatement program for this. The only thing other than that the local government would provide is a waiver of building permit fees. The building permit fee would be waived if the Enterprise Zone is in place. What it really boils down to is sales tax abatement on building materials and a free building permit.

Mr. Hess asked Mr. Lambert how many bushels to fill those 110 car train.

Mr. Lambert stated that it takes about 400,000 bushels.

Mr. Hess stated that he heard someone say that there would be 10,000 trucks in a month's time. He wanted to make sure that everyone understands that it is over the growing period.

Mr. Lambert stated that it is over a year's time. Grant it, harvest is your biggest movement then the balance is through the rest of the year.

Mr. Nixon asked if the funding from the state is guaranteed. Is there any risk in loss of recovery of that money?

Mr. Bossert stated that he has been the one in contact with IDOT. He is told that economic development funds are available. They are in the process as far as having applied. It did sound like that funding is available. TARP funds are awarded annually and there may be a competitive nature on that one. Again, they act like the funding should be available. If that funding were to fall through, the township will still be looking for assistance with EGM to participate on this somehow.

Mr. Nixon asked if we have had success with this program in the past.

Mr. Rogers stated that they have used economic development funds before on the St. George Road by Cigna and did not have any problems. The TARP funds are an annual competition and they have applied for several locations and they do get those funds but they have had a couple refusals, also. It just depends on how many applications there are. It is no guarantee.

Mr. Vickery asked what the time frame would be on a development like this.

Mr. Lambert stated that from start to finish it is about 11 months. There would be about 100 some construction jobs on site daily.

Mr. Arseneau asked Mr. Robinson and Mr. Lambert if they would be willing to put the \$380,000 up to improve the road if it did not come through.

Mr. Robinson stated that in addition to being general manager of EGM he is one of the board members as well, but only one. He would have to have board approval for that kind of commitment but based on the fact that they just had an EGM meeting yesterday the board is looking at this as an opportunity for them to use some funds to help them with that road. He thinks that the savings on it could come about as a result of being in the Enterprise Zone which would be sufficient funds to help with any costs that the county and township may incur.

Mr. Nixon asked what the amount of the scope of the investment is for the county and what would be the applicable building permit that would be waived in this project?

Mr. Van Mill stated that the building permit would probably be about a little over \$30,000. It could be more. It is based on a scope of \$10 to \$12 million.

Mr. Nixon asked if that is the complete build-out cost.

Mr. Van Mills stated that he is going by what they are estimating the cost of the project to be. Some of it may not need building permits so that amount could be significantly less. Some of the capital investment may not need a building permit so they would only base it on a building permit that is applied for and what the value of that is. Based upon the numbers that they are telling us it is probably in the \$30,000 to \$50,000 range.

Mr. Nixon asked if this was the second site that was investigated. Initially the first site did not have the same improvements for utilities, if he is correct.

Mr. Robinson stated that this is an alternative site but it does not mean that they couldn't still go back to the first site that they were looking at. There are some definite advantages that this site has over the first one in terms of utility cost and also land preparation and track design. The track design on this piece of ground is much better than the track design that they would have for the other piece of ground. There was also some concern about being on the Herscher blacktop road and the additional truck traffic on a road that is used by high school kids driving on a regular basis. They were a little sensitive to that, too.

Mr. Washington stated that he knows in the past for commercial developments we have had to hire outside people to do the inspection. Will this be handled in-house?

Mr. Van Mill stated that it would be handled in-house.

Dr. Pagast asked if they own this site.

Mr. Robinson stated that they have a contract to purchase this piece of property subject to some contingencies that need to be met and they are fast approaching some deadlines on those contingencies so they are really anxious for this thing to keep moving forward.

Dr. Pagast asked if it is known who owns the land.

Mr. Robinson stated that they are buying the property from Joe Franco.

Mr. Flett stated that they had indicated that at full capacity they would have six employees.

Mr. Lambert stated that there would be six full-time with six to eight part-time. Part-timers will be there any time that the trains are loaded so it will be year-round.

Mr. Flett stated that it was said that under the Enterprise Zone some of the funds will go for construction and materials for construction. Where is the source of the material coming from?

Mr. Lambert stated that it could be anywhere from two to three states. The main bin manufacturer could be out of Indiana or Nebraska. There are only three or four bin manufacturers that they would consider. The conveyors could come anywhere from Louisiana to Michigan. There are two manufacturers in Illinois – one in Decatur which they have used before. The other bin manufacturer, GSI, is in Illinois and is presently in the running for a potential bid on this project. Presently, the main equipment could come from Illinois.

Mr. Flett asked if the labor is coming from Illinois or is that coming with the materials.

Mr. Lambert stated that the material is only supplied. They do not provide the labor. It is up to them to find the laborers to erect the facility.

Mr. Flett asked if any of that is anticipated coming from the Kankakee area.

Mr. Lambert stated that their goal is to have as much local people as possible. It will bid out to whoever wants to bid on it. It is a very specific crew that puts the bins up and a lot of those people are trained from the manufacturer on how to put those up so he doesn't know if that will have to be outsourced but the infrastructure will definitely be bid local. They prefer to get as many local people as possible on this job.

Mr. Robinson stated that getting local people is pretty important to them because many of the local contractors that could do the work here are customers of theirs already in terms of buying energy products from them. One of the products that Heritage FS is involved in is buying fuel and a lot of the contractors that they would be using for those would be customers of theirs and they would try and encourage them to bid on the project.

Mr. Flett stated that they have used the figure of \$12 million for this project.

Mr. Robinson stated that that is their estimate. At the EGM meeting yesterday, they did take another look at that and are probably looking in excess of \$12 million. Their estimate right now is about \$13.5 million.

Mr. Flett stated that he looked over the Enterprise Zone act and they would have to come up with 75% of that total. Have they been approved by the state for this project? It looks like for any kind of loans the state will only finance up to 25% of the total.

Mr. Van Mill stated that there is no loan. That is a program that is available but they are not using it.

Mr. Robinson stated they are all in-house.

Mr. Robinson stated that when Heritage FS purchased Lambert Grain back in 2005 one of things that they have been looking at is "Where is the grain business going long-term in Kankakee County?" One of the things that they thought they needed to do to be in the business long-term is improve the efficiency of the way that they gather and capture grain and move the grain through the market. They knew that shuttle loaders are one way in which they can compete long-term which is why they chose to go the route that they did. They did not have the desire to take this project on all by itself, although they could have, because it would have eliminated some of the other expansion projects that they are about because they are also in the energy and fertilizer business. They do have growth plans for those businesses, as well. They looked for somebody that had some money that would partner with them and have the trust in who could run this business efficiently and would be willing to partner with them on this project and provide the funds for the shuttle loader. September 1, 2011 Heritage FS contributed its grain assets to EGM in exchange for investment in EGM so Heritage FS is an investor in EGM and their other partner is GrowMark which is where they are looking at for the source of funds for this project.

Mr. James stated that he has nothing against the project but the major concern that he has is the cost to our road system. We don't have any guarantee that we are not going to have to come up with the \$585,000 for a half-mile road upgrade. We all know that when it is time to deliver corn the prescribed roads are not always used. There is going to be some cost to us over and above and he is concerned about that down the road. He wants to know where we are at on handling this type of a situation and what type of

contribution this organization is willing to put up. He thinks we need to work out something here. He definitely is concerned about the money on our side, the taxpayer's money, because Limestone Township does not have that kind of money to maintain the roads that are going to get broken up between that half mile and the rest of the road system. That is his major concern – where are we going to get some type of guarantee that we are not going to have to put some of these organizations up against the wall because we have made a decision today.

Ms. McBride stated that this is a much larger grain facility that the ones that are currently out there. Are people going to be losing their jobs?

Mr. Robinson stated that they see the value of this being brought about by the increase yields that are coming in the county and the amount of bushels that are currently leaving the county so while yes it may have an impact on current grain competitors in that area, which they are one of, it is going to narrow the basis which is going to bring value to the grower in terms of the value of the crop so every acre that they own is going to be more valuable in terms of the amount of profitability that they are going to be able to generate and that profitability will be spent in the county. Hopefully, that is a way that the county can recapture some of the money that would be lost in the enterprise zone. Additionally, EGM is not planning to apply for any property tax abatement so there should be significant property tax to have some income to address the road issues. They do not see this as a threat to other individual's jobs that are currently in that business in that geography because of the increase yields and the recapturing of some grain that is currently leaving the county right now that could stay in the county and more bushels being handled in the county can offset the bushels lost that some elevators might experience.

Ms. McBride asked if people are going to lose their jobs at the ones that are going to experience loss.

Mr. Robinson stated that he can't look into the future and guarantee that but they see with the expansion of the improvement in yields that are taking place, the amount of bushels grown per acre, and what this does in terms of adding value to the growers he thinks that there is going to be room for not only them but for the other competitors in the area. He does not believe anybody is going to lose their job currently.

Ms. Polk asked how much this is going to cost the county.

Mr. Van Mill stated that that is a hard number to come up with. There are two primary incentive programs that the enterprise zone provides. One is the sales tax exemption on building materials. Obviously, they can go anywhere in the State of Illinois to purchase building materials and that is 6.25% which is the state's sale tax, the primary exemption, and that goes right to the state so we are not losing that. The potential that we could lose is 1.25%. The likelihood that building materials are going to be bought solely in Kankakee County is pretty remote so take one percent or a quarter of a percent and take a fraction of the total amount that had been purchased and that would be perhaps the potential that we would be losing on the sales tax. On the building permit side, he does not know today what is going to require a building permit and what does not. He does not know if the track needs to have a building permit because he does not know if they would be doing any inspections of that. It could be anywhere from \$10,000 to \$30,000, maybe \$50,000. These are ballpark figures.

Mr. Washington asked if they have thought about forming a consortium with Lehigh and companies coming later on to set up on that road to maintain that road in addition to the township because the township doesn't have the funds to maintain the roads on a long-range basis. Is there a possibility of them forming such a consortium in the future?

Mr. Robinson stated that he is not sure that he can answer that question today. He would say that they are open to about anything. They are just anxious for this project to move forward and they would like it to be here in Kankakee County. They are tied to Kankakee County but their partners are not. They could decide that if this project is going to cost too much the economics might go out the window and there might be other counties in the area that might treat them better.

Mr. Washington stated that he isn't trying to handcuff them but he is just putting something out there for them to consider for the future.

Mr. Robinson stated that he says that they are open to that but it is a kind of a noncommittal statement. EGM was set up so they could take on other members whether that would be other coops in the area or other private individual businesses that want to participate in EGM.

Mr. Flett stated that in their initial presentation they had indicated that they will take on going into partnership with some of the local. Have there been any overtures to these individuals to invest in this?

Mr. Robinson stated that he has had conversations with two cooperative boards that have some interest in doing something with EGM.

Mr. Lambert stated that he has talked to other individuals in the area. Some have said that they will maintain their status quo and see what the future brings. Some have said that if it gets built they will get back together and see where they end up in the future. The local people have been contacted.

Dr. Pagast stated that he is astonished that in the letter from Mr. Cotter which was sent out it says that jobs will be lost. How do they feel about that? Why shouldn't it be a concern?

Mr. Robinson stated that it gets back to what he was talking about earlier. They see the acreage yields going up so the amounts of bushels are going to be more for somebody to handle. They are not going to capture all of it. The thing that he sees is that right now we are losing grain from this county currently and that is what they are anticipating that they can maintain and hold here in the county and even draw from outside of the county some additional bushels to give them the volume that they need to make this thing work for them. Those locations that are being referenced in the letter are also in businesses outside of the grain business and this is not going to have an impact on those businesses.

Mr. Tholen asked if this has anything to do with real estate tax abatement.

Mr. Van Mill stated that there is no property tax abatement.

Mr. Tholen asked how long the Enterprise Zone is in effect once we approve this or disapprove this.

Mr. Van Mill stated that the Enterprise Zone expires in 2014.

Mr. Bossert stated that 10-20 years ago the bulk of the grain in this county was leaving and going to the river. We dealt with traveling to the river to Morris for years and years as a terminal destination for our grain. We put up with a lot of hassles in doing that over the years. The river is unreliable – it freezes, it thaws, it is too high, it is too low, barges aren't there, etc. This is a game changer in terms of creating a destination for our grain in the county. The grain that is currently leaving and going somewhere else would stay here. Twenty years ago we would have given anything to have a terminal market in our county that we

could deliver to. That is what is going on here. Local elevators will deliver to that terminal just as they are doing now to some other place. The other big thing that changed is when farmers started buying their own semi tractors and trailers. That changed the whole world of the grain trade. They are no longer tied to the local country elevator pulling a wagon in and dumping it. Also, the terminal market started dealing directly with producers. You no longer had to run the paperwork through a third party. In his mind, those two things turned the grain trade upside down and we are not going to turn that around. This is the migration of agriculture production. The point has been made that the yields are increasing. In the last 20 years we have probably increased our expected yield by 20% to 30%. With a good terminal market in the county we may see our crop rotation change. We may become a much stronger corn producing county if we have an outlet that is handy and reliable.

Mr. Arseneau stated that every time that he would bring this up to somebody they talked about competition, jobs, and his neighbor. As the Herscher county board member, he is worried about competition a little bit. He does not mind competition but what he is worried about is an elevator going down. He is worried about jobs. He is worried about the kids that are traveling not only on the Herscher Road but also on the other back roads. He was worried about that when they were looking at the Herscher Road and he is worried about it now because in the last five years we have had some kids that have passed away because of car wrecks. He is worried about making sure that they are safe. He is worried about jobs being lost. He doesn't mind competition but if the elevator wants to come through it is going through but with this little money we are going to give them for an Enterprise Zone he doesn't think that it is worth it.

Mr. Washington made a motion to approve it and send it on to full county board and Mr. Hess seconded it. Motion failed with a roll call vote of 5 ayes and 7 nays. Voting aye were Mr. Washington, Mr. Vickery, Mr. Hess, Mr. Tholen, and Mr. Bossert. Voting nay were Mr. Tripp, Mr. James, Ms. McBride, Ms. Polk, Mr. Flett, Mr. Nixon, and Dr. Pagast.

Mr. Tripp stated that he doesn't think that we need to close the door on the whole thing. The reason that he voted no is the road situation. We need some better answers on that. If they come up with better answers, that could change something. We have to be interested in roads that are going to get torn up because it is the taxpayers' money.

4. Old Business

Mr. James stated that they were given the annual report as to the amount of activity that has gone through our building department in regards to building permits. He would be interested in knowing whether that information has been put together for this year.

Mr. Van Mill stated that they are working on number of lots created right now.

Mr. James stated that he would like that info and also what we have done as far as zoning permits and the category that they go into.

Mr. Van Mill stated that he would talk to him after the meeting.

5. New Business

6. Adjournment

Planning, Zoning, and Agriculture
Committee Meeting
January 5, 2012

A motion to adjourn the meeting at 10:12 a.m. was made by Mr. Flett and seconded by Ms. McBride. Motion carried.

Jim Vickery, Vice -Chairman
Joanne Langlois, Executive Coordinator