

**Members Present**

Mr. Olthoff, Mr. Vickery, Ms. McBride, Mr. Washington, Mr. James, Ms. Polk, Mr. Nixon, Mr. Pagast, Mr. Stauffenberg, Mr. Tripp, Mr. Tholen, Ms. Bernard, and Mr. Hess

**Members Absent**

Mr. Flett

**In Attendance**

- **Board Members**

Mr. Bossert

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

**1. Call to Order**

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

**2. Public Comment**

**3. Approval of Minutes – June 27, 2011**

**A motion to approve the minutes was made by Mr. James and seconded by Mr. Hess. Motion carried.**

**4. Zoning**

**5. Subdivisions**

**6. Planning**

- **Board of Examiners & Appeals – Reappointment of Terry Johnston**

**Mr. Tholen made a motion to approve the reappointment and Mr. Tripp seconded it. Motion carried with a voice vote.**

- **Board of Examiners & Appeals – Appointment of Dave Herberger**

**Mr. Nixon made a motion to approve the appointment and Ms. McBride seconded it. Motion carried with a voice vote.**

**7. Transportation**

- **Rural Transportation Grant with State of Illinois (Downstate Operating Assistance Program)**

Mr. Lammey stated that he brought the federal grant to the committee last month and today he has the State grant. It is their regular Rural Transportation Grant for the year from the state which is about three times what they get from the federal government.

Mr. James asked how much it was.

Mr. Olthoff stated that the grant says it is \$542,000.

Mr. Lammey stated that they have had no problem with the State paying them in a timely manner.

**Mr. Tripp made a motion to accept the grant and Mr. Washington seconded it. Motion carried with a roll call of 14 ayes and 0 nays.**

Laura Dick from SHOWBUS gave a brief overview of the SHOWBUS system in Kankakee County. It provides service for six counties. Kankakee County stands alone with its own grant and budget base and its own fleet. Right now the county owns a fleet of nine buses, one of which is not running. Because the county has grown so much that only covers about 70% of its needs so they supplement the buses the county owns with buses that they have from their other fleet. At any one time in Kankakee, they have about 12-13 buses actively running. The only reason that they kept the one bus that is not working so long is that they have been in positions where they have run out of buses and they will then go back and rebuild the old buses and put them back out on the road. They probably would not do that with the one nonworking bus that belongs to the county because it is a raised roof and they are not very safe on the road. They will probably get rid of it with permission from IDOT and the County of Kankakee. They have a base of nine or ten drivers that are from Kankakee. They also supplement as they need to from other counties. In addition, administratively they have a dispatch center that is open from 4:15 a.m. to 6:00 p.m. The county is billed a portion of all the people who work there. Right now they have an administrative staff of eight which allows them to do the split shift.

Ms. Dick stated that most of their service goes out to the east. They have a daily, hourly service that runs between Kankakee and Momence stopping at Sun River Terrace and also providing a link down into Hopkins Park. In addition, there is a daily route out into Hopkins Park. Actually, two to three buses are running in Pembroke and Hopkins Park every day. Do we need more service out there? Yes, we do. That is the difficulty – the more money they have they tend to meet the need out in the east. They offer service out to the west but they do not see requests for service from that area and she thinks that is a big problem for them. If there is a need out west, they are not aware of it. They did have a Transportation Committee Meeting yesterday and became aware of an adult day service that is running a bus out to the west and she thinks that one thing that they will look at is approaching them and asking if they need help with that service in helping bring folks into their center from the west. Right now the west side is kind of a dead zone for them while the east side is extremely active. Last year they ran 240,000 miles and their total expenses were just over a half million dollars. They provided just under 24,000 rides. Their number of rides will never be as high as in an urban area because they go much further to provide service.

Ms. Dick stated that “Managed Care Implications to Service” is a very hot issue. Medicaid transportation has always been an issue but Kankakee has been relatively rich in having private providers willing to step up and plug the gap. They are important because they meet the demand of the Medicare riders who tend to be very ill and need a lot of transportation assistance. They keep those people off of the special service transit in Metro and they have helped out in the rural areas also. Unfortunately, the private providers are not subsidized by the state for transportation so they have to make their business run by Medicaid reimbursement which is a huge problem. Now it has been complicated even more by the transition of the state toward managed care. Kankakee County, along with the collar counties, is part of the first roll-out of managed care for transportation and none of them really know at this point what that will mean except that it will probably mean lower reimbursement for the providers. She projects that there is going to be a lot of private providers going out of business as a result. If they go out of business, the burden for that transportation will fall on public transit. That is something that they are really going to have to watch.

Mr. Lammey stated that Ms. Dick brings other buses into our county that provides passengers transportation for dialysis centers here in town. They come from a number of different counties. Those buses have a four hour wait while the person is receiving dialysis but instead of sitting around and waiting

they are serving our customers during those four hours. They think that when the VA clinic opens they will do the same kind of thing. They heard yesterday that people who would ordinarily be going to Danville to clinics will now be coming here. They see a big boost of people coming in from the south which will probably mean more buses available in the middle of the day for us.

Ms. Bernard stated that she sees them using the debt ceiling to try and force some changes that most Americans won't accept. They are talking about huge cuts – how is that going to impact service and the VA clinic?

Ms. Dick stated that their growth is at about 40%. A lot of that growth is coming from social service agencies closing down their buses because they can no longer afford to provide transportation. We will see that all over the State as agencies look for ways to cut. Transportation is extraordinarily expensive to provide so some are already stopping that service. Rural transportation is used to running on strings and rubber bands and the feds in the last authorization realized that rural transit was way underfunded so they gave more attention to rural transit and they continue to do so. She thinks there is an acknowledgement that they have been underfunded for years and that should help us a little bit.

Mr. Lammey stated that they do an awful lot of service in the eastern part of the county. They provide service in the western part of the county but they do not get a lot of requests for that. That is a source of some irritation and concern for them. They think that they ought to be able to provide a better coverage. If the committee has any ideas as to what could be done about this he is open for suggestions. There are a lot of people out there who are driving that won't be driving five years from now.

Ms. Bernard asked who was expressing irritation about more service to the eastern end versus the western end.

Mr. Lammey stated that it bothers him that they are not covering the entire county.

Ms. Bernard asked about giving flyers to the churches.

Ms. Dick stated that word of mouth is where they see their growth. Buses have a bad reputation and usually it takes one person to use the service and tell someone else to get a community involved. She is really hoping the Provena Adult Daycare might be a hook into the west.

- **Contract with Highway Traffic Safety Services for the Performance of Traffic Safety Audits**

Mr. Lammey stated that they have spent a fair amount of time collecting crash data over the last seven to eight years. They think that they have a pretty good handle on the data and they would like to have somebody who is an expert come in and look at the areas with crash history and see what can be done to remedy that crash history. They found somebody that they think could do that. His name is Fred Ranck and his company is Highway Traffic Safety Services. He was traffic engineer for DuPage County for ten years and traffic engineer for the City of Naperville for ten years. He has been with federal highway administration for eleven years and is now retired. He literally wrote the book on highway safety. They have him ready to go under contract. Mr. Lammey handed out a document with some recommended changes to the contract from the State's Attorney's Office. They received money from the State to do this kind of work and they think that Fred is the ideal guy for it. There are two things involved in this. One is to look at the individual intersections and crash data and try to come up with a solution for that and the other one is to put together safety committees for each of the big police departments.

**Mr. Vickery made a motion to approve with the changes and Mr. Tripp seconded it. Motion carried with a roll call vote of 14 ayes and 0 nays.**

- **Illiana Study**

Mr. Lammey stated this is going to be on the agenda every meeting to keep the committee updated. He passed out a map that shows the study area of the Illiana which is 905 square miles. It goes beyond I-65 in Indiana and beyond I-55 in Illinois. There are not a whole lot of places that you can put a facility. Their dream for a facility would be that they have a separate facility for trucks and for cars so that they don't mix with each other which would cut down on the crash issues. They think that a freight railroad through the middle of the corridor might be a good idea to connect up all the railroads that are in that area and the intermodals that are in the area. They think about 400 feet should be saved for future utilities. That adds up to somewhere around a 1000 feet to 1200 feet – maybe a quarter mile be taken out for this corridor.

Ms. Bernard asked if the concept of the Illiana is based on the current models of trade that we have right now.

Mr. Lammey stated that the basic driving force behind this is truck traffic which is basically intermodal driven. They think traffic is going to get worse. At all the meetings that they have been to they have not heard one person say that this is not needed, which is rare.

Ms. Bernard stated that she is not saying whether it is needed or not but she is concerned about the trade model that this is based on. That trade model is not good for America. Is it a given that there is going to be rail, also?

Mr. Lammey stated that as far as he can tell it is. The problem with rail is who owns it.

Mr. James asked what kind of costs we are talking about here. Wouldn't it be better to invest in upgrading some of the facilities that we have out there for transportation versus trying to create a whole new mousetrap?

Mr. Lammey stated that we are talking about \$2 billion dollars. I-80 could not be fixed for that.

Mr. Olthoff asked where they would cut across at.

Mr. Lammey stated that they do not know where. They will update the committee as they know more. It doesn't look to him like it is going to be in the north or south end, but probably in the middle somewhere.

Mr. Olthoff asked if Indiana had a preference where it goes.

Mr. Lammey stated that they do not know what Indiana wants. They have not met with them yet. They are suppose to meet together for the first time next month.

Mr. Bossert stated that the alternate routes that were proposed that came out of the first study are now off the table. This in theory is a clean sheet of paper and we are starting over. Kankakee County has been formally invited to be at the table and be an official member of the study. It is their concern that municipalities like Momence and Kankakee are not being invited since they are not in the study area but there is a huge impact for them in this.

Mr. Lammey stated that they are concerned that people outside of the study area are being impacted by what is going on but are not being heard so they are trying to make those concerns part of their comments, as well.

Mr. Olthoff asked if there was still discussion with connecting 355.

Mr. Lammey stated that there are several comments of tying this into Prairie Parkway. One of the early proposals made by the northern communities was to tie into 80 with Illiana and then back up to tie into 80 with Prairie Parkway and 355 but we have tried to push for a continuous alignment all the way across and he thinks that is what the study is shooting for. There is a website, [www.Illianacorridor.org](http://www.Illianacorridor.org) that can be used to monitor everything and be put on their mailing list.

Mr. Olthoff asked if this was a stimulus project.

Mr. Lammey stated that it will be a public private partnership and will likely be a toll road.

## **8. Old Business**

Mr. Pagast stated that at the last PZA meeting a solid waste plan was presented and he would like to know where it stands right now.

Michelle Sadler stated that there is a working group made up of members from the RCP that are reviewing it.

Mr. Pagast asked when there would be any discussion with regards to their review. It shouldn't take too long to come up with some kind of a final solution as it was started some time ago.

Mr. Bossert stated that at this stage it is merely an updated plan. The engineering firm updated the statistics that are presented in the plan and right now the Regional Planning Commission Subcommittee is reviewing it and it has been sent out to municipalities for review and comment. They are waiting for the return of those. Once those are back then whatever adjustments want to be made to the plan would come back to the full RPC and then back to this committee and on to the full board. He thinks it ought to be done by the end of the year. There is some thought that we need to get a little bit more county board representation on that working group even though they are not members of the Regional Planning Commission. Craig Bayston is in charge of the subcommittee.

Ms. Bernard stated that close to a year ago former board member, Karen Schmidt, had brought info in about an ordinance regarding neglect of foreclosed properties. She would like it put on next month's agenda. We need to know the chain of ownership and we should know who the local agent is who is responsible for maintaining the property.

Mr. Vickery asked if it would work to have foreclosed properties forwarded right away to Planning and Zoning.

Mr. Bossert stated that he is aware that the Recorder's organization is working with our legislators to get some legislation that would require that once a foreclosure happens that the deed gets recorded immediately instead of languishing. That seems to be part of the problem. Locally, our Chief Judge is interested in perhaps imposing that type of rule locally even without statute. He knows that this is a

problem. There was a good article in the Tribune on the problem of foreclosed properties and the fact that nobody can do anything about it.

Ms. Bernard stated that unless there is something in the state law or federal law that prohibits us from doing so she thinks that it is a good idea to require immediately recording the deeds and record with us and who the local agent is that is maintaining it.

Mr. James stated that these foreclosures all get initiated with a particular legal entity and once they get the assignment that is who you go to in order to find out who is responsible for the property. Once you find out who is responsible getting them to cooperate is the other problem.

Mr. Tripp stated that it sounds like an assignment for the State's Attorney.

Mr. Bossert stated that this could be a good discussion with the Recorder's Office. The Recorder's organization, along with the Attorney General, is pursuing the robo-signing issue which gets into this whole mess of who is in possession of these properties. It is an interesting problem if it wasn't so tragic.

## **9. New Business**

## **10. Adjournment**

**A motion to adjourn the meeting at 9:50 a.m. was made by Mr. Vickery and seconded by Mr. Tholen. Motion carried.**

Bill Olthoff, Chairman  
Joanne Langlois, Executive Coordinator