

Members Present

Mr. Olthoff, Mr. Vickery, Ms. McBride, Mr. Washington, Mr. Stauffenberg, Ms. Polk, Mr. Nixon, Mr. Flett, Mr. Tripp, Mr. Tholen, and Mr. Hess

Members Absent

Mr. James, Dr. Pagast, and Ms. Bernard

In Attendance

- **Board Members**

Mr. Bossert and Mr. Arseneau

- **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 – August 24, 2011

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

4. Zoning

- **ZBA Case #11-07; request for a Rezoning from A1-Agriculture District to RE-Rural Estate District, on parcel generally situated in Section 24 of Rockville Township. The petitioner is Ronald G. Payne and Linda D. Payne, property owners and applicants.**

Mr. Skimerhorn stated that Mr. & Mrs. Payne would like to rezone 3.9 acres from A1-Agriculture to RE-Rural Estate. It lies between Bluegill Road on the south and Rock Creek on the north. Half of the site is in floodplain; the eastern portion of the site is buildable for a single family home. There is also a minor sub that is on the agenda later that goes along with this. Zoning Board voted 6-0 to recommend approval mainly because it is not suitable for farming.

Mr. Stauffenberg made a motion to approve and Mr. Washington seconded it. Motion carried with a voice vote.

- **ZBA Case #11-08; request for a Rezoning from an A1-Agriculture District to A2-Agriculture Estate District, on parcel generally situated in Section 23 of Rockville Township. The petitioners are Damon and Carrie Nicholas, property owners and applicants**

Mr. Skimerhorn stated that Mr. and Mrs. Nicholas would like to rezone a 3.82 acre parcel from A1-Agriculture to A2. They also own the farmland behind it for a total of 37 acres. They have moved out of state and want to sell the house separate from the farmland. They already have an offer on the farm ground if this rezoning goes through. The Zoning Board voted 6-0 to recommend the rezoning.

Mr. Tholen made a motion to approve and Ms. Polk seconded it. Motion carried with a voice vote.

- **Text Amendment to Section 121-285**

Eric Sadler stated that his office is requesting approval by the committee to file a zoning application with the County Clerk to amend the zoning code specifically Section 121-285 which is the section that regulates fences. They have had a few instances where they have needed additional height, secured facilities, or public service facilities. Examples of those would be communication towers, cell towers, pipelines, etc. They would like a motion by the committee to file an application with the County Clerk and it should go to Zoning Board sometime next month and then will be at the October PZA meeting for consideration.

Mr. Stauffenberg made a motion to approve and Mr. Tholen seconded it. Motion carried with a voice vote.

5. Subdivision

- **Bluegill Subdivision – Minor**

Mr. Skimerhorn stated that this subdivision goes along side ZBA Case #11-07. The Illinois Plat Act allows one parcel to be taken out of the farm that is less than five acres and that had already occurred around 1986. For the rezoning and the creation of a lot to move forward they also needed a minor subdivision for that zoning case. It is 3.9 acres. It went out for a 45-day review and they had only a few technical comments.

Mr. Vickery made a motion to approve and Mr. Washington seconded it. Motion carried with a voice vote.

6. Transportation

- **Rural Transit – Bus Purchase**

Laura Dick, our rural transit operator, stated that in FY2010 they began application for IDOT grants for the Consolidated Vehicle Program that allows us to buy vehicles from the State or to acquire vehicles from the State. We have also applied for a Job Access Reverse Commute (JARC) Grant and those came before this committee and also the Board. Part of the JARC Grant was a vehicle and also operating expenses. They were award operating money and they were told that they would get a vehicle just as they were told that they would get vehicles through the Consolidated Vehicle Program but they were never issued contracts. Ultimately, the problem was that the Stated did not have any larger buses to award. They have to go out for contract and they failed to do that for the larger buses. For the first time this year IDOT has agreed to allow them to piggyback off other state contracts. The two states that they are allowed to piggyback would be with Texas and Minnesota. The vehicle that is most appropriate is through Minnesota. The problem is that this has never been done. In the old days, they could go out and spec their own vehicles or IDOT bought vehicles through the Consolidated Vehicle Program. The concept of piggybacking is new. The problem is while the committee approves the application it is not the usual process by which they are getting the vehicles. All they know verbally is that they have been awarded for Kankakee County one vehicle under the Consolidated Vehicle Program and one under the JARC program. They don't even know the exact amount of money. It is between \$198,000 and \$200,000. No contracts have been signed. At this point and time, they did meet with the two agents that are going to be able to facilitate purchase through Texas and Minnesota. They were asked to provide a purchase order for one of those vehicles and the purchase order has been submitted to IDOT. The purchase has not been approved nor do they have anything formal stating that the money has been awarded.

Mr. Lammey stated that what is different about this is that usually whenever they come to the committee saying they want to buy a vehicle and he is asked if the county has to put any money into it the answer is "no" but because this is so different the answer is no longer "no". The front money comes from us and then

we get repaid by the State. Does he trust the State? He does not know. They are not going to bring it before the committee until they see a contract that has those things spelled out. They wanted to make sure that the committee was aware that this is a possibility. They were awarded operating money for the program but a bus was not made available for them to run the program. We have the interesting situation where we have more people who want to get on the bus than we have room on the bus, which is fairly unusual. They are in a situation where they need to find a way to piggyback which according to state law is illegal for the State of Illinois to do but they say it is ok for us to do. This is different than what we are use to doing and it is the first time that we are ever aware of it happening. They would like someone else to go through the process before we do so we can make sure that the process works. They will be back sometime in the future with more information on this situation.

Mr. Washington asked if he has had any direct contact with the State saying that some process is being put forward.

Mr. Lammey stated that the State is saying to go ahead. It is all verbal at this point. They have tried to get them to put some things in writing but they have not been able to but they will continue to try.

Mr. Bossert stated that Ms. Dick and Mr. Lammey have talked to him about this situation and about the county fronting the money. He is supportive of doing that. It would be preferable to get past December 1 so we get into a new fiscal year and hopefully within the year we would get our reimbursement. This is a good project and whatever we can do to help that situation would be beneficial.

Mr. Lammey stated that they would keep the committee informed.

- **Illiana Study**

Mr. Lammey stated that Mr. Greenstreet is passing out the most recent map on the Illiana Study. He updated the committee as to what took place at the last Illiana meeting. They believe there is a chance to make access to I-55 along River Road on the western portion of the map and Will County shares that belief with us. They believe that any potential route ought to go straight east across this territory and as close to that intermodal facility as possible. If the problem we are trying to resolve is truck traffic finding their own way across secondary roads through this area that were not made for that kind of traffic, we want to make a facility close enough that it will be attractive to the guys that drive the trucks. The guys that drive the trucks are not in these meetings; although, somebody from that group should be. They will continue to push for something in that general area. This map is by far the best map that they have had so far of the study area. He will keep the committee informed of what is going on.

Mr. Van Mill stated that the State of Illinois and the State of Indiana have had a series of meetings both on the Illinois and Indiana side. This is about the fourth meeting in the series and they were starting to lose interest from both groups and he thinks their motive for starting to get people engaged with writing on maps is to get their interest sparked back up a little bit. At the meeting his table had representatives from Wilmington and Lowell with the rest of them filling in the middle, Kankakee and Will County. They all agreed on River Road for the access to I-55. The Lowell representatives did not feel that an interchange east of Lowell was appropriate. They feel that we need to go 2-5 miles south of that existing interchange on 65. If you take those two points and start drawing lines, it becomes very obvious what they see is an alignment that is more favorable to us. They have been concerned about making sure that this alignment was south of the existing airport and he thinks that most of the eight groups that were there believed in similar alignments. Nevertheless, there is a contingency that they are very much aware of that wants to see the alignment on the north side of the airport. They want to see it go through more heavily populated areas

so service those areas. He thinks that as we go through this process we need to be very diligent with our positions because he thinks that those that are looking at the northern alignments are being somewhat short sighted in their efforts. They see what the needs are today on Route 30 and the Borman Expressway and those things can be taken care of with other types of improvements. He sees this as a major investment in the Midwest multi-state and we need to maintain that including issues such as communication, right-of-ways, expanded truck lanes, rail, etc. Taking those things into consideration, the more that you would stair step this the less effective it would be to include some of the other amenities that this would need. He thinks that there is another meeting at the end of October and he is sure that the interest of the north is still working very hard on politicking for their positions. He see their groups on the south meeting and trying to come up with a unified message and those in their group would probably be Will County, Wilmington, the Lowell area, and ourselves. He thinks that there is a good group there that can come to some kind of consensus to insure that we see a favorable alignment.

Mr. Washington stated that the better purpose is to relieve the truck traffic including the other amenities that would have to go through there.

7. Old Business

- **Foreclosure Ordinance**

Mr. Olthoff stated that Ms. Bernard asked for this to be put on the agenda but she is not here so it will be held over until the next meeting.

8. New Business

- **1-Vacancy on the Kankakee County Historic Preservation Commission**

Mr. Olthoff announced this opening.

9. Adjournment

A motion to adjourn the meeting at 9:27 a.m. was made by Mr. Tripp and seconded by Mr. Tholen. Motion carried.

Bill Olthoff, Chairman
Joanne Langlois, Executive Coordinator