

Members Present

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

Members Absent

Ms. Bernard and Mr. Tholen

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 – November 22, 2011

A motion to approve the minutes was made by Mr. Hess and seconded by Mr. James. Motion carried with a voice vote.

4. Transportation

- **Bus Purchases for Rural Transit System**

Mr. Lammey stated that they are pulling this from the agenda because the situation has changed. There are some things that the county chairman has to sign but they have not received them yet and until he sees them he is not going to move forward with it. The contract for buying these buses ends January 31 so he can't do the one bus at a time thing that he wanted to try and do so they are pulling it from the agenda and may bring it back at a later date. They still need the buses but he cannot say that he is comfortable right now moving forward with it.

- **Brochure**

Mr. Lammey handed out a brochure titled "Kankakee County Transportation Initiatives" and reviewed it with the committee. He stated that they did one of these brochures in 2008 and at the time they intended to do one every year but it turns out that things don't change that much from one year to the next but if you wait three years a fair number of things change. The brochure details all the projects that they have current in transportation.

Mr. Olthoff asked if they have ever had a layout of how the 315 exit is changing from how it use to be.

Mr. Bossert stated that he has a drawing.

Mr. Lammey stated that the exit off and the entrance on will both be next to each other rather than being separated and there will be lights at both of those points. It is suppose to be completed at the end of the next construction season. They are working through the winter which he didn't think that they were going to do so they may be ahead of the schedule.

Mr. Lammey stated that if the committee wants them to present this to a service group they would be happy to do that. They have extra copies that they can pass out to service groups if they are looking for a speaker sometime. It will also be posted online.

Mr. Olthoff asked if it was presented to the county board.

Mr. Lammey stated that it was not but it will be distributed to the rest of the county board members.

Mr. James asked how much it cost to print.

Mr. Lammey stated that it cost \$1200 but they received special funds from the state to pay for it.

- **Illiana Study**

Mr. Lammey gave a presentation on the Illiana study. The study area is 1000 square miles and includes three counties and two states.

Mr. Lammey stated that he doesn't see this facility being built unless it is a toll facility. He doesn't see how they would be able to pay private people back for putting their money into the project. If that is done, the closer that it is put to I-80, the more truck drivers have to make a choice whether to drive a free facility or a toll facility. He thinks that they will probably choose the free way. He doesn't know if the problem is solved that way.

Mr. Washington asked who is going to pay for the cost of the utilities running through the corridor.

Mr. Lammey stated that they are not even close to that issue yet. They have to figure out who is going to pay for the road. It is 2 billion dollars and he believes that private/public partnership is the only way to have it happen and he believes that a toll road is the only way to make it happen which is fine in Illinois but the toll road authority in Indiana doesn't exist anymore so there is an interesting problem there.

Mr. Lammey stated that the committee can expect them to come back in January to try to get a resolution for support for one of the alternatives. These things are being discussed with Will County for some kind of joint position.

Mr. Olthoff asked if there are still bottlenecks on I-80 with the expansion that they have had.

Mr. Lammey stated that there is.

Mr. Olthoff stated that truckers will use it then. Being close to I-80 is a plus because they can just drop down.

Mr. Lammey stated that that is their point and it makes sense.

Mr. Washington asked Mr. Lammey what he thinks the two alternative locations will be.

Mr. Lammey stated that the further north it is the more traffic that is going to be on it so the payback of people's investments will be faster. The further south the less traffic so the longer the payback.

Mr. Washington stated that the further north it is the more complications there are.

Mr. Lammey stated that US 30 is four lanes and there is not another four lane facility east/west until you get to I-74. If it is put up next to I-80 and next to US 30 you really have not solved the problem of all the distance without an east/west roadway. The further south you go the more you get some benefit from being spaced further.

Mr. Olthoff stated that the majority of the truck traffic is from I-80 to 65.

Mr. Lammey stated that that is where it is right now. The further north you put it the less chance it has to solve the problem that we see. That is the problem that we have.

Mr. James stated that we have several truck driving companies in our area. Do we consult with them to find out their opinions on this?

Mr. Lammey stated they have given their names to the consultants. Whether they have consulted with them or not, he does not know.

Mr. James stated that maybe we should check with them to see if they have been consulted.

Mr. Lammey stated that they would do that.

Mr. James stated that he thinks that we would be interested in their input. We have some pretty good size transportation groups in our community. It will affect our growth and their business.

Mr. Lammey stated that the intermodals have been consulted for their drivers.

Mr. Vickery stated that right now the convoys that are going through Momence are going west and east. Apparently, they are going clear over to 55. There is an old saying that they use to have "Do anything but get on 80."

Mr. Lammey stated that if the facility is close enough to us that it is an attractive route for the truckers to get on and avoid us, they will. If it is further north, he doesn't think that they are going to go 30 miles north to go 30 miles west. They are going to continue doing what they are doing now.

Mr. Vickery stated that the toll is not keeping them off of 355.

Mr. Arseneau stated that he thinks that the key here is with us getting a coalition with Will County because then you have the mayors from Beecher, Peotone, Manhattan, etc. We will be stronger with everything that we do with this corridor.

Mr. Olthoff stated that he thinks that was the censuses of the Will County people.

Mr. Bossert stated that they have been in talks with Will County leadership and are on the same page with them. They are in agreement that we want to have a southerly route in some fashion. We may disagree on the west end of it but we can look at it. The talk is that next month we actually come forward with some kind of resolution that would back a corridor and they will be trying to reach out to the municipalities, as well. This impacts everybody.

Dr. Pagast asked which one would be better for the public economic development in the future. Having it closer to our area or as far away from us as possible? Are there benefits to have a road very close for future economic developments?

Mr. Olthoff asked if a toll road makes it less attractive for development.

Mr. Lammey stated that it really does not.

Mr. Van Mill stated that their position is that the closer that they can get it to the county makes it more accessible and makes it more of a benefit to us. When they talk to companies they have very good north to south access with I-57 but our east/west traffic is difficult. It has been their position that providing a continuous east/west expressway that is closer to the county line gives us more opportunity than if it was north of the airport.

Mr. Washington stated that he doesn't think that there are any roads in alignment between Indiana and Illinois and very few between Will County and Kankakee County. We are talking about providing a transportation line that would reduce the number of road changes and nonconnections that exist between the two states and between counties so that if there is truck transportation going across they are going across in a more uniform manner and in a better road situation than they have been. Truck drivers take the straightest line between two points so the best thing that we can do is try and provide a straight line for them to have.

Mr. Vickery stated that the truck terminal at Rt. 30 and 394 contributes to that traffic in Beecher. That is a north/south flow going to Nashville or Memphis. In the case of the loads going to Memphis, they would take one of those roads over to 57 or 55 depending on their destination so you would get some of that traffic out of the lower end of the county.

Mr. James stated that he saw a trucker's book that showed all the routes. Do we have one of those?

Mr. Lammey stated that they might have access to one. They are being told that most truckers now are told what roads to take by their dispatchers rather than making the choice themselves. They probably need to talk to some of the dispatchers from the trucking companies and get a feel for that, too.

Mr. James stated that he thinks that we should know what direction that they are going.

Mr. Lammey stated that one point that they have tried to make to the consultants is that if they put this facility in they are going to have more intermodals. Every railroad that doesn't have intermodal you can expect to see an intermodal. So whenever the consultants try to forecast traffic, they have asked them to think about not just what is there now but what may happen after that facility goes in.

5. Building

- **Issuance of Occupancy Permits Only After Proof of Contractors Lien Filings or Releases**

Mr. Van Mill stated they are holding off on this because they have not had a chance to talk to the State's Attorney's Office about how to handle this ordinance. They will bring it back at the next meeting.

6. Planning

7. Old Business

8. New Business

9. Adjournment

A motion to adjourn the meeting at 9:30 a.m. was made by Mr. James and seconded by Mr. Stauffenberg. Motion carried.

Bill Olthoff, Chairman
Joanne Langlois, Executive Coordinator