



WILL COUNTY BOARD

302 N. CHICAGO ST.
JOLIET, IL 60432

JANUARY 12, 2017

County Board Room

Special Meeting

9:45 AM

IMMEDIATELY FOLLOWING THE FOREST PRESERVE MEETING BUT NO SOONER THAN 9:45 AM

I. CALL TO ORDER

Executive Walsh called the meeting to order.

Attendee Name	Title	Status	Arrived
Judy Ogalla	District 1 (R - Monee)	Present	
Laurie Summers	District 1 (D - Crete)	Present	
Jim Moustis	Speaker, District 2 (R - Frankfort)	Present	
Cory Singer	District 2 (R - Frankfort)	Present	
Donald A. Moran	District 3 (D - Romeoville)	Present	
Beth Rice	District 3 (D - Bolingbrook)	Present	
Kenneth E. Harris	District 4 (D - Bolingbrook)	Absent	
Jacqueline Traynere	District 4 (D - Bolingbrook)	Absent	
Darren Bennefield	District 5 (R - Aurora)	Present	
Gretchen Fritz	District 5 (R - Plainfield)	Present	
Ragan Freitag	District 6 (R - Wilmington)	Present	
Donald Gould	District 6 (R - Shorewood)	Present	
Steve Balich	District 7 (R - Homer Glen)	Present	
Mike Fricilone	District 7 (R - Homer Glen)	Present	
Herbert Brooks Jr.	District 8 (D - Joliet)	Present	
Denise E. Winfrey	District 8 (D - Joliet)	Present	
Annette Parker	District 9 (R - Crest Hill)	Present	
Lauren Staley-Ferry	District 9 (D - Joliet)	Present	
Gloria Dollinger	District 10 (R - Joliet)	Present	
Tyler Marcum	District 10 (D - Joliet)	Present	
Suzanne Hart	District 11 (R - Naperville)	Present	
Charles E. Maher	District 11 (R - Naperville)	Present	
Ray Tuminello	District 12 (R - New Lenox)	Present	
Tom Weigel	District 12 (R - New Lenox)	Present	
Mark Ferry	District 13 (D - Plainfield)	Absent	
Tim Kraulidis	District 13 (R - Joliet)	Present	

II. PLEDGE OF ALLEGIANCE TO THE FLAG

Member Maher led the Pledge of Allegiance.

- III. ROLL CALL
- IV. DECLARING QUORUM PRESENT
- V. MOTION TO PLACE ON FILE CERTIFICATE OF PUBLICATION

RESULT:	APPROVED [UNANIMOUS]
AYES:	Ogalla, Summers, Moustis, Singer, Moran, Rice, Bennefield, Fritz, Freitag, Gould, Balich, Fricilone, Brooks Jr., Winfrey, Parker, Staley-Ferry, Dollinger, Marcum, Hart, Maher, Tuminello, Weigel, Kraulidis
ABSENT:	Harris, Traynere, Ferry

- VI. NEW BUSINESS
- VII. EXECUTIVE COMMITTEE
- J. Moustis, Chairman*

Executive Walsh stated business today will be with the Executive Committee.

Member Moustis stated thank you Executive Walsh. The first item is authorizing the County to be the sponsor for a grade crossing separation for protection funds application for the crossing of Crete-Monee Road and the Union Pacific / CSX Railroad, County Board District 1, and I'll move for approval.

Executive Walsh stated any discussion? Member Ogalla?

Member Ogalla stated first I just want to let everyone know its County Board District 1. I'll comment later, thank you.

Executive Walsh stated we have a number of people that have signed up to speak, so we'll start off with the first one, Mr. Bob Howard.

Mr. Bob Howard stated good morning. I'm here this morning...basically what I'll do is, and the reason why I came is, I spoke at the other committee meeting that you had. I'll just start because there are other Board members here that weren't there. I'll just give a brief description of the subdivision in order, the community that's there. Basically what it is, they're modest homes, well-kept homes, they're working community homes. If you looked at the definition of a middle-class home in America, probably a picture of one of those homes would come up. If you drive through there you can see American flags flying in their yards, you're going to see bumper stickers from all the different parties. You're going to see proud union home signs throughout the communities. You're going to see bumper stickers from various tradesmen and women there represented by organized labor. And you're also going to see quite a few homes with wheelchair ramps, handicapped ramps. These were individuals that actually were employed in the manufacturing community that's around there. Directly north of there a lot of individuals are employed by the Ford car manufacturing plants up to the north. And also you're going to see some toys in the yards, bicycles out there because the sons and daughters and family members are actually moving back into the community, which is a

good thing. But that brings us here today. What happens is, and actually I spoke on this last time, I think there's a void here where stakeholders and communities aren't actually allowed to express their views and concerns that ask for mitigation or some kind of input in the planning of future development, so I notice Lockport, I believe they have something coming up along similar to that. Basically you have pollution of the development and the unincorporated areas. A lot of our rural areas, this particular one if you drive through there this morning, I think it was corn last growing season, so...anyway, what has happened is that basically that was annexed years ago to Crete. And what they did, they approved the intermodal on this piece of property. The only problem is, it's only a few feet away from these residential communities. So anybody that knows, and Member Moustis did a great job of explaining it in a newspaper last time, that what happens is County's hands are tied as far as (inaudible) when they develop these properties. So basically Crete could develop properties set up on their own criteria and therefore proceed. That brings us to what's happening today. Basically, and it's been repeated over and over and over again. This isn't about the intermodal. We all can say that out loud, this isn't about the intermodal. This is about an approval of an overpass. That brings up a couple questions. Basically, a lot of people out there believe that this is the first step for the intermodal. You'll be told over and over and over again it's not. I go to caucus sometimes with farmers in Beecher, sit there and most of these people are transplants from Tinley Park areas to then north Harvey. Basically Cook County Forest Preserves come in and condemn their property. That's why they actually live where they live now. So there is somewhat a distrust with government where I live. I see Member Balich nodding his head...he and I agree on a lot of things, he just doesn't know it. Anyway, what we need to do here is we need to open up some line of communication. That particular road, and I travel through there almost daily, it's not a well-traveled road, and yes, there is a school on the other side. But why give away the farm here for a fraction of what it's worth? Why not go to the railroads and say, "look, we'll look at multiple overpasses but let's put them where we really need them." Let's take this distrust out of there and these individuals out there that are afraid of development right next to their home which they actually should be. And the other hand, let's open up a line of communication. When everybody comes to a meeting and says, this is a done deal, this is not a good thing. That's not a good representation of government. What we need to do is take a little breather, step back, a lot of people are saying we're not going to get the grant anyway. Why not wait a year...let's open up the lines of communication with the stakeholders. Let's talk about this, let's discuss this, let's discuss mitigation. Let's discuss a possibility of what's going on. I'm going to speed it up so I can cover everything.

Executive Walsh stated it looks like you've got another minute.

Mr. Bob Howard stated anyway yesterday, President-elect Donald Trump was on T.V. and he gave a great press conference. I don't agree with everything he says, but some things I do. He is the President of the United States and, therefore, I respect him. He was saying let's bring manufacturing jobs back to America. These are the communities that he's talking about. Go out there and look at these communities. This is the

community. This is one. Let's make America great again and let's put some meat behind it, let's put some teeth behind it. These are the communities, we've got to protect these communities. Give them a chance, give them a voice. They need a voice. Their American flag flying in their yard means they have a voice. So, again, I was in Springfield yesterday...if you're looking for answers in Springfield, forget about it, it's not going to happen. I sat through that and I don't even think we walked out of the inauguration building and they're already sending out campaign literature. So let's look. The grant is going to be funded by the I.C.C. I.C.C. motor-fuel tax right now is actually probably going to start decreasing efficiency in cars, designing cars with alternate fuels, so again, maybe there isn't even going to be money for this, this is a very small pot of money, let's look at it where it can be best spent. Let's fix communities and let's bring them back together. I thank you, (inaudible) Executive Walsh, thank you County Board members and I thought I got out of this but I guess I really quite didn't. Anyway, thanks again.

Executive Walsh stated I next up is Mr. Tim Piepenbrink.

Mr. Tim Piepenbrink stated good morning. I am here representing the 70 residents of Goodenow, Illinois. What a wild ride these last two weeks have been. We have been thrown into the world of politics, millionaires and billion dollar companies. It's crazy. CSX, I would like to personally thank you for the sleepless nights, crying kids, and the constant anxiety that we've all had. The residents of Goodenow thank you for that. Me on the other hand, I've lost seven pounds in the last two weeks, so thank you. A little stress works wonders. I know many of you are thinking, "Why are we all here talking about an intermodal?" You see, many of us that are directly impacted by this, the residents of Goodenow/Crete Township, see this as a symbolic vote of the County voting wanting this intermodal. Some of the Board members at last week's meeting understood that. We really appreciate that. I will knock on doors for you during the next election cycle if you like. I already know that everyone wants this overpass and intermodal. I completely understand. How can you say no to free money? I know a lot of you have been out to Elwood's intermodal facility. I know the Board took a couple PACE (inaudible) I believe, it was this year or last year, out and gave a tour of the facility. I know it's a totally different facility of Elwood and Joliet compared to the CSX facility in Crete, but also very similar in a lot of aspects. For those of you that went out there, I hope you went on the south end of the actual intermodal yard. There's a large overpass there, that's where my house is going to be. Great place for a home, right? I know the CSX intermodal will have state of the art electric cranes and newer locomotives. That's great, not only for us directly impacted but all of us as human beings. At last week's meeting held in this room, we were told that the County Board does not have much say over municipal agencies. I completely understand that. But, I also understand, that I think this Board has a lot more power than you guys realize. You represent 680,000 people in this County. That's a lot. So, what do we do now? The residents of Crete Township and Goodenow. Do we try to sell our homes before the construction, before they start digging? Do we rent our homes? Well if you're just barely making it, your home is just barely worth what it would sell for, you stop paying and let it go into foreclosure? What do you do? I don't know, I really don't know. This is something

we've all had to contemplate for the last two weeks. So do me a favor and give us a little empathy. When you guys go home tonight and lay down to sleep, before you close your eyes just take a minute and think about everything we are all going through. That's all I ask. Thank you.

Ms. Debbie Piepenbrink stated my home is 70 feet away from the property line. I am mad, sad and insulted that CSX, Crete officials and Will County keeps pitching this project as community friendly. I do not see how putting my small community in a hole surrounded by dirt on three sides driving our property values down and potentially putting families' health and financial stability at risk is very community friendly. I see this as a way for neighboring communities not wanting to do anything for the residents affected by this, and CSX to make a lot of money at our expense. I am also appalled that they have the nerve to tell us it's not noisy. I can hear trains and traffic on Rt. 394 now. Now you think adding more trains that will be stopping, starting, unloading and loading and adding a few thousand trucks is not going to make noise? Especially when it's 400 feet from our home. I can feel the vibrations the trains cause now. This is only going to increase with more trains. These trains just won't be passing through, they'll be stopping. My husband and I worked firefighters and paramedics for about 10 years on Crete Township Fire Protection District. We went to numerous accidents on Rt. 394, numerous at the intersection of (inaudible) and Rt. 394 and (inaudible) and Rt. 394. Residents have wanted to add lights for years. It stands to reason when you add a few more thousand trucks that the accidents are only going to increase. Rt. 394 is not an interstate. I have been to (inaudible) just last Thursday after this meeting here. We drove to where the trucks enter the yard by the enormous orange cranes. We drove by the semis that not only were not all environmentally friendly as it spewed out black (inaudible). I have pictures here with me if anyone would like to see them. Their concerns for air quality are very valid; just read the studies that have already been done. We roll down our windows and there's no denying it smells. It smells horrible. We are about 400 feet too, that's how close my home and my neighbors' homes will be to all of this. That will be where our children are supposed to play out in the fresh air on a nice summer day. How I ask you, how? I will personally drive with any one of you, including members of Crete, Will County and CSX. We can sit 400 feet from the big orange cranes among the semis and I want to see if you can honestly tell me that there's no noise, not much traffic, no air pollution or odor associated with this intermodal facility. I am confident you will not be able to tell me these things. I am also quite sure you will not be able to honestly tell me that you would want to live there in our community of Goodenow and raise your children there by a facility like this in a dirt hole surrounded by this intermodal facility and the future of our (inaudible). I do hope more consideration for us will be considered from a human standpoint not just a business, and you will not choose to turn a blind eye insinuating that we don't matter, that our homes and futures don't matter. I hope you will see more than just the money that is potentially going to be made. I hope CSX puts themselves in our shoes and does right by the residents of Goodenow and other residents of the surrounding community because we do not stand a chance of gaining anything from this project, only losing. Thank you.

Ms. Tina VanWyhe stated good morning. I'm just here to state that we hope you consider putting the grant through. We do not support it at all. My husband and I are here to support our neighbors and what Mr. And Mrs. Piepenbrink spoke upon we support totally and please take it all into consideration before you pass your vote.

Mr. Tim VanWyhe stated good morning. As you heard, my wife just spoke. Everybody that spoke already pretty much said everything, I just like it to be said that I also support everything we're standing for and I hope you take that into consideration and at least give another year or not pass it at all. Thank you.

Mr. Tom Halfmann stated hello. I grew up in the town of Elwood, Illinois. I graduated high school there. After graduating high school elected to join the military service to go into the Army. I served 12 years in the Army, Operation Desert Storm and Operation Desert Shield. I left the Army, I went back to Elwood to look at starting my life after the Army in Elwood. Seeing what the intermodal facility brought to Elwood, I realized it's not the place for me, it's not the town I grew up in. When I grew up in that town, it was population of 350 people. I've looked at other places of moving and I chose Crete to be my home. I rented a place in Crete for numerous years and that's where I met my wife. We bought a house in Balmoral Heights subdivision in unincorporated Crete where we now reside. I'm here to tell you to talk about the road separation. The road separation on Crete-Monee Road will dramatically affect the residents on Crete-Monee Road and Princess Lane. There's already a road separation on Goodenow Road that is in dramatic need of repair. Two cars can barely pass by each other there. There are many more projects that need funding other than this new road separation on Crete-Monee Road. Me and most of the people are opposed to our tax dollars being spent on this project. You say that the separation is not for truck traffic, but why would CSX be funding 40% of this project if it wasn't beneficial for their needs? The shortest route from their facility to University Park is Route 1 to Crete-Monee Road to Will Centers. Truckers will take that route to save time if this separation project gets passed. If we're talking about widening the road, that's a whole other issue. I would be for widening the road. There's also a natural gas pipeline that's been installed right underneath that road and underneath the tracks right in that general area that will be affected. We just got the crossing to be a no horn zone where trains don't have to blow their horns every time they come to that crossing. We, as the residents of Balmoral Heights subdivision, we have transite water pipes. The transite water pipes are ceramic pipes. What's to guarantee that when all this heavy construction goes on, that these water mains will not be cracked? Who will pay for the repair of these water mains if the heavy construction water mains go through and start cracking our water mains? The water tables in that area are also high. If we put an underground bypass through there, we would be looking at that bypass being flooded. It would be impassable by traffic as it is. Thank you very much for your time.

Ms. Jill Hornic stated ten years ago a diverse group of residents were thrown together. Half of us were working, half retired, half came from union families. We have a tremendous amount of union families in unincorporated Crete Township. We did our

homework, we formed a group. We took care in what we called ourselves, Will County residents. Because we understand the intermodal issue affects all of Will County residents because we understand it affects all the residents. We came up with the word responsible development because we understand that the ramifications of these developments, whether it's a good development or a bad development, depends on whether it's handled responsibly or not. So I was really surprised to hear Member Ogalla say last night that you're going to pass this grant because our Republican and Democratic elected representatives for District One, and God forbid we actually have two parties agreeing on something, have said they don't support your passing this grant. So why you would do that knowing that our representatives have said no? Why you would undercut them is mindboggling. Now since we do understand this is a countywide issue, we did have a booth at the Will County Fair and we did pass petitions. I was really surprised to see I still have some of my material that we used for our booth at the Will County Fair. So we made a mistake 10 years ago. When the immediate threat to our community was passed, we trusted the politicians to continue the job and do the right thing. I don't know if any of you remember the Sun Times article with the caricature of the trains smashing through our houses, churches, schools...love it. It's still as poignant today as it was 10 years ago. So I want to read you a couple of pieces from this article: "But as much as we welcome a system designed to reduce truck traffic, at speed freight deliveries, we strongly oppose giving railroads carte blanche to violate unspoiled spaces like those in Crete and nearby Beecher. There are so many abandoned industrial areas in and around Chicago, tarnished by our city's industrial history. Why rape another green patch to put in something so ugly? The individual railroads, which are privately owned, act in their own self-interest pursuing what's good for them," said (inaudible), Executive Director, Chicago (inaudible), a civic planning group that has championed a regional plan for intermodal facilities. Which I understand is now basically (inaudible). Still, there remains a prime target for the railroads and the potential presence has fueled proposals for an Illiana Expressway, which actually we do need, connecting I-57, I-65 and I-94. If state and local governments want to preserve the character of their towns and suburbs, while protecting the green spaces, they need to act now to establish a regional authority or look at what's happening to upstanding citizens like the (inaudible) as a roadmap for what will happen at other places deemed desirable by big rail. As you heard Mr. Robert Howard say last week, we need a regional planning commission. So we need state changes legislatively, the legislative committee was asked to start working on that; so again, we need those changes, we need the regional planning, we ask you to please vote this down.

Mr. David Kiviat stated I'm going to waive my spot.

Executive Walsh stated anyone else wishing to speak? Any new testimony that didn't sign up? Anyone from the Board? Member Ogalla?

Member Ogalla stated thanks Executive Walsh. So I did attend the meeting out in Crete yesterday. Mayor Mike Einhorn gave a presentation to everyone that was there. It was standing room only so there had to be over 100 people, there were 60 chairs just in the

audience area and more were put up so it was standing room only. Many of the residents came and listened to what he had to say. He talked for two hours, showed the various different maps and explained the process that he has put forward is to happen having this plan ten years ago. (Inaudible) who have been in opposition to it then and so they have all the background on the project and the impact that this is causing the people. You guys are aware of the fact that in County Board District One we are (inaudible) target for the airport, the Illiana, the railyard is something that would like to be done and also the Great Lakes Basin rail would impact County Board One. All these projects come out to the unincorporated areas because that's where the land is. So they're not typically going to build in the middle of Orland Square or Orland Park. So I understand all the different feelings people have expressed and the issues and concerns of their quality of life, about the pollution, noise pollution and everything like that. I get all that because I live in the airport footprint as all of you guys know and my residents deal with this all the time so what we're looking for is to go ahead and do what we can to protect these people. The issue becomes this property was (inaudible) by Centerpoint Properties. Since then it's been bought by Mr. Jim Bult. Mr. Jim Bult had a conversation with CSX to develop it. I know many of you don't know Mr. Jim Bult but he is a businessman out in our airport. He bought the old (inaudible) airport, bought that, built Bult Field which has now has been bought by the state. He is a developer, he looks at making money so he bought this property. The property had been annexed into the Village of Crete. Crete did zone it intermodal so as that's a municipality, the Mayors can do what they choose to do with their property without us having any say over it. That is something that's a true fact. As Mayor Mike Einhorn stated last night, it is his duty as Mayor to bring in economic development to his community. The problem is, and this is south of the Village of Crete, and it impacts all the residents who are on an unincorporated area. So that the biggest problem is that no one really heard about this until right now and so everyone feels, as Mr. Bob Howard mentioned, everyone feels that there's a lack of trust, lack of communication. That's the kind of thing that happens out in Eastern Will County all the time. Our lives are in jeopardy, our homes are in jeopardy, many of the people I talk with in Goodenow, they have like four generations who have lived there, so they have been there a really long time. I'm not sure if they were there, the railroad came or what the order of timing was on that. So I understand it, my residents are impacted and so the thing is like CSX is looking for this now although they said they would move forward with their railyard even if this passes or not. Grade separations are positive things. I know that Member Tuminello mentioned that he would love to have one in New Lenox. So grade separations are a positive thing as far as safety issues. What I don't want to see happen is if the intermodal yard is ever built, I would not want us to have to deal with what we have going on in Elwood and Joliet right now. I think what we need to do, and hopefully have learned from that, we need to make sense of it. I do know that people...I'm assuming they're out in the audience today, ask, "Where will the trucks go afterwards?" Well, we have Rt. 394 that's right there. I don't know how many of you have been out to Rt. 394 but it's really not a highway or a highway you might think of because there's stoplights all over the place and as you get south, it turns into a two-lane road, Rt. 1, which goes right through the Village of Beecher. So right now the Village of Beecher is pounded with semis every single day.

My girlfriend lives right there, right off of Rt. 1, so I visit her and it's really difficult. So for all the truck traffic to continue you to go down that far south, down Rt. 1 would really impact the residents. The Village of Crete, those residents probably wouldn't get impacted because they would shoot out of this proposed yard and everything...go on Rt. 394 and from there go elsewhere. So if they go north to I-80, more truck traffic on Rt. 80 is probably not a good thing. So they're wondering, "Where will the truck traffic go?" As we've seen with Member Freitag and Member Gould, their communities were pounded because of trucks travelling anywhere they wanted. You know, a truck driver he's going to go where he going to go and he is going to get there. It doesn't matter what's posted on what road, these truck drivers do go wherever they like. So there's a lot of concerns about that and all those different issues and I hope you guys will listen to the residents here today and we even had our former member, Mr. Bob Howard, come out and strongly support them and their quality of life and their safety issues, so I hope you guys heard what we have said and you'll take that into consideration when you vote. Thank you.

Member Summers stated. I am going to be as brief as I can and I just want to make one clarification. I was with a group of people (inaudible) Will County residents were responsible intermodal development. Our goal was to look at safety issues that weren't being addressed and infrastructure issues that weren't being addressed and try to get them in place for the people that lived in these areas that are going to be affected. I'm going to add a little bit more personal things into this because I was at the meeting last night as well and it was two hours long and a lot of people spoke. I listened a few times to these people actually being talked to like they did not matter. One woman by the name (inaudible) was told she was aware of this and should have sold her home within the past ten years if she didn't want to live there and it was her fault she was still there. I had a young woman that I have known since the day she was born who now has a child that is under the age of one year old who bought a home out there as a single parent, and Lizzie is her daughter, and not by Lizzie's choice but this past year Lizzie lost her dad. This mom is out there because this is the home that she can afford. She put monies into this home, as much as she could to fix this home up. But now (inaudible) and her daughter (inaudible) are going to be impacted by this because she chose to come back home. Member Howard could not have described the area that we are talking about any better than he did. These are people who worked in manufacturing jobs, people from the south who came up to buy homes in this area that were going to work for Ford Motor and some of the steel factories which were in Chicago Heights as well as in Indiana. My father-in-law, my stepdad, and many other family members. That's why they moved to the area. I am still in the same neighborhood my husband grew up in. My mother-in-law is still there. A lot of the kids my children grew up with have decided to come back. One of my neighbors was there last night and spoke and I'm going to put a name to all these people. Her name is Ann McNamara. She moved out of Cook County to our area to bring her kids out to Crete because she wanted a better life for them. Ann came there last night and is just coming off doing a long battle with chemotherapy and had a difficult time grasping the words she wanted to say because, as a nurse, I know and doing this for a living, I know what this can do to your thought process...but she still

showed up. There were so many people there last night and I know them by name. All of them by name. I need you to take into consideration the importance of that. I am also going to stress again as to what Mr. Bob Howard said. These people fly the American flags just like you do. They are union families, a good portion of them. This isn't about lying on the railroad tracks and not promoting development. Mitigation and being responsible, getting infrastructure put into place, creates a whole lot more jobs than rushing to task on this. I know I've only sat on this Board for a very short time, but I've watched how methodical you guys are about certain things. One of them that comes to mind is the email I got on leaf burning. Folks, this is not about leaf burning. This is not about being able to be at least a couple miles away from this, hundreds of feet. We were informed last night that the eastern side of this development can't put berms in for these people. The southern end will get berms, the eastern end will not because there's no room. I do not understand why we are rushing this. They indicated that this is going to go through whether we have this overpass or not. If that's the case and yet we're still being told last night that there really hasn't been a plan developed, why are we not taking time to really look at this? To plan it out so we are smart. I come up to Joliet all the time. I travel this entire County. The truck traffic out here is horrible. And guess what you guys, you have an interstate. We don't. I am asking that you really think about this not only from your heart for these people, but as a smart development plan. We need a regional development plan out there and I have actually taken the step to reach out to state officials to try to get that in place. That's what needs to be done. We need to learn our lessons and we need to think about these people that are being impacted in their homes that they work every day to pay for. Thank you.

Member Brooks stated good morning Executive Walsh. I mentioned last Thursday, you weren't in this room, but the residents in District One statements do have an impact. I do wish I could have been in Crete, Illinois last night. Many don't know I am vision impaired and we had very heavy fog out there. I do respect the comments by County Board District One, Member Ogalla and Member Summers. And Member Summers I just want you to know, no matter how long you talk, you're still shorter than Mr. Bob Howard. My comment is I do understand and I got a lot of information about this last week. In a few days the grant request is coming up. But I guess my question is the urgency of this grant request. Could it not be tabled? Could it not wait until the next...because being tabled of course it would bring it back to 2018. I do understand that. So I guess my question would be, or is it premature for a motion to detain this because I just think with the comments and a few of the people in District One, there needs to be more time and there needs to be some consideration of their comments.

Executive Walsh stated a table and a motion is always in order.

Member Maher stated Executive Walsh I would like to hear your opinion as you're the one that brought this forward and asked us to have this special meeting. We had a lot of conversation at the Executive Committee and now here today and I'm just curious why we have a special meeting. I know there's a timeline for the grant. Do we think we have a potential to get this money? Is this part, from an economical development standpoint,

you know you being in charge of economical development, is this on your agenda for economic development? If you could please give me some direction because as I listen to everybody talking here...I've been in the north part of our county for over 30 years. When I moved into my town there was 25,000, now there's 144,000. So I understand development. I understand about doing this in a very succinct, planful way in manner. I understand that we can go forward with just the grant and that doesn't mean anything's going to get built, but I also know if we do go forward with something out there, then I wouldn't support anything that would not improve the infrastructure out there so that the impact would be as minimal as possible to these folks. So if you could please give me an idea of your thoughts I would appreciate it.

Executive Walsh stated well number one, I was approached by the Speaker in order to put this special meeting together after your Executive Committee.

Member Moustis stated that's not true. That's not the case Executive Walsh.

Executive Walsh stated it isn't?

Member Moustis stated Mr. Nick Palmer asked and when we had a meeting and I said, "We'll do it on the next County Board meeting." Mr. Nick Palmer said, "That would be too late." Could we have a special meeting? That's what happened. I initially wanted to put it on the regular scheduled meeting. Why would I want to have a special meeting for this? Unless it was somewhat requested or implied.

Member Maher stated so I'd just like to know from an economic development what we're trying to accomplish.

Member Moustis stated and I might also add it is my understanding your office is has been engaged in this issue for months, and the reason we went with this timeline is because at that point, in time, your office requested a meeting. So don't say it came from the Speaker because it absolutely did not. This whole timeline has come out of the Executive's office. I wasn't aware of this until Mr. Nick Palmer said, "We need to get together and have a meeting," which we had at my office in Frankfort Township. This isn't finger pointing, I'm just saying this is how it played out.

Executive Walsh stated I understand that. I'm not finger pointing either Member Moustis. If the County Board members (inaudible) that this is not needed, then (inaudible) we had the representative from the railroad to come and discussion and the issue of trying to...all we are involved in is the separated grade crossing. The issue of an intermodal...we play no role in that. That's a Crete issue. If the County Board members feel that you're being rushed and that the separated grade crossing as Member Tuminello says that most communities, I'm sure that Plainfield would love to have one or two separated grade crossings. I know New Lenox would like to have a separated grade crossings, but if this County Board does not feel that Crete-Monee Road is in dire need of a separated grade crossing, then just say no.

Member Moustis stated before we get into that let me just say this which will partly answer Member Maher's...let me say this, at that meeting we discussed the grade separation. The County Board and the County Highway Department, but I believe the Executive's Office, even though I'm not speaking for you Executive Walsh, have generally always supported grade separations.

Executive Walsh stated you're right.

Member Moustis stated I wish I could have some in my area. There's not a district here that doesn't deal with the railroads by the way. The railroad runs all through Will County. Plainfield would love some grade separations out there. So, first we are just discussing the grade separations. I know everyone wants to piggyback other development on this, but we make road improvements all the time that potentially could bring probably some additional development. So in my mind, I do stand the issue of grade separation. The only discussion we ever had with the Executive's Office has been on grade separation.

Executive Walsh stated that's right.

Member Moustis stated I want to make that clear.

Executive Walsh stated that's right. The only discussion we had with the representative from the railroad was grade separation.

Member Moustis stated I want to make that clear.

Executive Walsh stated yes, and the meeting you had in Frankfort on grade separation.

Member Moustis stated and then they talked about the...I don't know exactly who, if Mr. Nick Palmer brought it up or maybe Mr. Bruce Gould brought it up, that the deadline for the application for funds was like this week and we would...

Executive Walsh stated it's the 15th of January I believe.

Mr. Nick Palmer stated I'll just maybe clarify a few things on this. First of all, the first that the Executive's office was made aware of this grant application was after the November County Board meeting. Mayor Einhorn is here and he can confirm that because we had a representative from the ICC come down and explain the process. Mr. (Inaudible) was there and I was there. This was an impromptu meeting that I was not aware of until after the November County Board meeting that was November 17th. At that meeting it was determined there's a grant application process, its due in January, we had to move expeditiously so we set up a meeting with the County Highway Department because they would be the sponsoring County agency. I believe, and I'm checking my notes here, but I believe that was December 14th at the County Highway Department. At that meeting it

was determined we still have a January deadline date. We need to move quickly. We said let's meet with the County Board reps in this area...as a courtesy because it's in a member's district, we try to inform them before it ever comes to a County Board Committee. At that point we were passed the December Committee deadlines and meetings so we had that meeting. We scheduled that for December 21st at the Frankfort Township office, so Member Moustis so you could participate...had Member Ogalla and Member Summers participate. All these discussions were on the grant. As we've already heard, there is no final project and we wouldn't be voting on that anyway. All we are voting on is a sponsorship for a grant application for a grade separation which has already been said. It is a good thing in any part of the County. There's lots of areas of the County, in New Lenox, in Plainfield that would love to have those. The hearing last week at the Executive Committee and we're hearing it today. I'm not pointing fingers. There is two processes to have special meetings: One is Board Members request the meeting, the other is the County Executive to call a special meeting. That was a request because it was an easier process to meet the publishing deadlines and things like that. There's nothing inappropriate or anything like that and I'm not sure why that is the issue here. But as the County Executive said, we can apply for this grant, we cannot apply for this grant. If we don't apply, there is zero chance of getting the grade separation. If we apply this year and we don't get it, we can always come back in the future but all we are voting on today is a grant application. I'm not sure what else to say.

Member Moustis stated if I may add something after listening to Mr. Nick Palmer going through kind of the sequence of the timing. Its' apparent since the time this County became aware of the process or the railroad wanting to apply, it's been a pretty public and open discussion. It's been a short timeline, granted that, but from the very beginning to the end we've tried to make it as transparent as we could.

Mr. Nick Palmer stated just to that point too, in the past, and I don't think there's a formal policy on this, when there's grant applications in the past, the County has taken the position apply for the grant if we can't get to a committee in time because we don't want to miss the deadline. In this case, I'm not saying anyone made this formal decision, but because of the nature of the issue, we had committee meetings and a special County Board meeting so there was that public opportunity for comment and participation. In the past we've had other absolutely non-controversial grants that the deadline falls before a County Board committee and Board meeting could happen and we've submitted grants and brought them back to committee as a ratification of that action versus an action before it's submitted. In this case, I think it was in the spirit of including Board members and the public in these discussions prior to the deadline. But if we don't take action today, we won't meet the deadline and there's the potential for future grants. If there is, there's no guarantee, some of these grant programs don't get funded every year.

Member Maher stated I just want to make it clear this was not thinking that there was anything sinister going on, I just wanted to get your opinion where you all were at...

Executive Walsh stated I think Member Moustis explained it quite well. Throughout this County that separated grade crossing are welcome sites especially with (inaudible) and others that and the safety it creates at some of the worst crossing. But if the separated community over there, if they believe they don't even want to have a grade crossing; if the issue is that the Board probably doesn't think that they will even be successful with the grant in which probably, maybe, might not be...I don't know but I do know is that the deadline for this opportunity is January 15th, 2017. If there isn't action on that, then in the near future the ICC could definitely put out another opportunity to possibly get a grant if it's down the road, a year from now or 18 months from now, which would offer these people, and many of them have talked about what's the hurry and talk about being maybe better prepared if it becomes an intermodal that we play no role in. But we always have, in regards to Will County and I think this Board, we believe that separated grade crossings increase the capability of economic development occurring.

Member Maher stated Executive Walsh, I appreciate your comments. I don't think that this Board wants to take an opportunity to send Mr. Nick Palmer a message that we are not supporting grade separation. I just have a question. If this grant...if we pass this today, and the grant is accepted, that does not mean after we get better educated on these projects as a whole because this is pretty new. I don't have a good picture in my head with all the things that people have said...the pros and cons of this for everybody. I've heard one side, I have not heard the other side of this and how the separation is either positive or negative for the group. This will be brought back to us if the monies are available to determine whether this goes forward or is this just an administrative side that these dollars then go to the community that the grade separation gets built.

Executive Walsh stated we have no dollars invested in this grant. If Mr. Bruce Gould wants to come forward and explain a little bit about what the grant would do. I believe they need a governmental sponsor in order to be with them but we are not encumbered to come up with any dollars if that's correct, Mr. Bruce Gould.

Member Maher stated it's not just the dollars. I want to know where the project is at. Does this come back to us from a project standpoint as well?

Mr. Bruce Gould stated good morning everyone. The application is strictly (inaudible). The application is...the ICC accepts it, we get some funding. This just starts it. We, since it is a County Highway, it's going to impact our system. We would be involved with from the start, from the initial initiation of it. We would have an agreement that would go to this Board with a joint agreement with CSX that we would be involved with this grade separation project. We would proof the plans and specs. The agreement would spell out what the cost would be as far as any local match. In this case, the County is not going to spend any money on this project, whether the villages...I don't know that for a fact if they are or not. This is just the start of it. Then we would have a whole agreement go forward with the railroad and probably with the village. The village would also be involved in it because it is within their jurisdiction. So there's a lot of things that would have to take place prior to any of that going forward.

Executive Walsh stated the development of the Elwood intermodal and the separated grade crossing over the Burlington-Northern Santa Fe was paid for by the state and by the developer. But, the Will County Highway Department engineering were in total control of overseeing the building of that. Is that correct?

Mr. Bruce Gould stated that is correct. We were the administrators of the entire project. Another thing I would say as part of this, if the grant application is accepted, then we would go through the whole process through the ICC hearings. We would have to go up to Chicago and be part of the hearings.

Member Moustis stated I have one question for Mr. Bruce Gould. Mr. Bruce Gould when the county does grade separations, I assume you look at more than just the rail part. Is there additional improvements to the road that are also part of grade crossing separations?

Mr. Bruce Gould stated absolutely.

Member Moustis stated I don't know how far you go back...200 feet or a quarter mile, I don't know how far you go back, but there is additional road improvements that are part of a grade separation I assume.

Mr. Bruce Gould stated absolutely because there is minimum height clearance requirements that you have to meet and, based on the height requirements, there could be additional...well there is additional work that would need to be done along the roadway and depending on what the situation is adjacent to the county right-of-way, it could involve more, it could involve less work. It depends on what the situation is. Every crossing is unique.

Member Moustis stated can I ask another question Mr. Bruce Gould?

Member Moustis stated on the termination of what type of separation will there be? In other words, overpass or underpass. Does the County also have a role in what they feel is the best method of separation?

Mr. Bruce Gould stated absolutely.

Member Moustis stated and you will help make that determination? Or your predecessor since you're retiring soon. The County Engineer I would assume plays a major role in making that determination.

Mr. Bruce Gould stated absolutely since it's impacting our system.

Member Moustis stated okay, that’s all. So there is additional opportunity for a community to have their input on what they feel would be the decent (inaudible) method of separation.

Mr. Bruce Gould stated yes.

Member Gould stated thank you Executive Walsh. Having represented a large area of unincorporated Will County I’m sensitive to those who live there because from time to time we run into these circumstances where when a municipality butts up against an unincorporated area there’s conflict and conflict is usually a (inaudible) an opportunity to be heard because the municipality doesn't get adequate notice. In this case we received a letter from Crete Township indicating their lack of notice. Secondly I’ve always tried to give some consideration or weight to the representatives who represent the area and live there. And again, the location of this is probably closer to the state of Indiana than it is to most of our districts. So for those reasons I am going to vote no and support Member Summers and Member Ogalla.

Member Brooks stated if everybody in this room sat here at this time next year, January 2018, including the camera people, I don’t believe at that time will add or subtract any wisdom from us in the understanding of what has been requested from us today. I think we all get it very clearly. I said earlier, and I want to continue, why couldn’t we delay this for one year and I will entertain a motion, make a motion, to table this for one year and come back and discuss it again later. I am prepared, as I said you weren't in the room last Thursday, but I voted no, and I (inaudible) to vote no (inaudible).

Executive Walsh stated motion to table.

Member Maher stated I am going to vote no here because as we just heard we have a lot of opportunity for discussion of this. This is not a done deal. (Inaudible) so I’m voting no.

Executive Walsh stated you’re voting no to table?

Member Maher stated correct.

Motion to Table

RESULT:	DEFEATED [7 TO 16]
MOVER:	Herbert Brooks Jr., District 8 (D - Joliet)
SECONDER:	Laurie Summers, District 1 (D - Crete)
AYES:	Ogalla, Summers, Rice, Gould, Balich, Brooks Jr., Kraulidis
NAYS:	Moustis, Singer, Moran, Bennefield, Fritz, Freitag, Fricilone, Winfrey, Parker, Staley-Ferry, Dollinger, Marcum, Hart, Maher, Tuminello, Weigel
ABSENT:	Harris, Traynere, Ferry

Executive Walsh stated we have some speakers. Member Fricilone?

Member Fricilone stated I just want to comment on something you said, Executive Walsh. Road separation is a safety issue. It's for a positive safety issue. If the community didn't want it then we should vote no but the community doesn't get to decide on safety, unfortunately. I understand all their concerns for the future, but if the Highway Department determined that there should be signalization at an intersection, the community doesn't get to say, "No, we don't want any stoplights, we want to keep flying through the intersection." This is about safety. I understand it will impact in ways in the immediate community but it also impacts everybody that drives on that road and everybody that could potentially get hit by a train by not having grade separation. So it is a safety issue and that's what we're voting on. The opportunity to possibly get money to create a safer way to drive on that road without us putting in county taxpayer money. So I am for the grade separation.

Member Balich stated I just wanted to mention that there's a similar thing going on in Lockport where the city is claiming that the intermodals were all zoned for M-1 and it turns out it isn't zoned that way and there's a big fight going on and the trucks are going in the subdivisions and turning around and there's a lot of problems and I imagine similar to what's going on up in Crete. So I wanted to table the thing because there's a lot of questions I have. Now that we have to vote I'd have to vote yes and go forward because in my mind it would be a safer thing as Member Fricilone said. But I do have a question...why did we move so quick on this? I get that we waited until the last second but we should have been talking about this a month ago where we would have had more facts. I have questions that obviously aren't going to get answered because there's nobody that can answer them up there to ask. I'm just saying in the future I would appreciate it if the issues were brought sooner to us at least when you're talking about it so that we know...I'm voting yes to it just because in my mind it's safer. Member Ogalla said the intermodal was going to go there no matter what and if you don't put the overpass in, how would people feel then? I just want to point that out...I know what it's like.

Executive Walsh stated so there's a motion and a second.

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1. **17-1 Authorizing the County of Will to be the Sponsor for the Grade Crossing Protection Funds Application for the Crossing of Crete-Monee Road (CH 21) and the Union Pacific / CSX Railroad, County Board District #1**

RESULT:	APPROVED [18 TO 5]
AYES:	Moustis, Singer, Moran, Bennefield, Fritz, Freitag, Balich, Fricilone, Winfrey, Parker, Staley-Ferry, Dollinger, Marcum, Hart, Maher, Tuminello, Weigel, Kraulidis
NAYS:	Ogalla, Summers, Rice, Gould, Brooks Jr.
ABSENT:	Harris, Traynere, Ferry

Member Moustis stated Executive Walsh I believe the State's Attorney wanted us to have an Executive Session to talk about potential litigation. Is this still the case Assistant State's Attorney Tatroe?

Assistant State's Attorney Tatroe stated well I was talking about at Executive Committee.

Member Moustis stated alright we'll do it at Executive Committee. Okay. I just wanted to make sure (inaudible).

Member Ogalla stated thank you. I just wanted to make clear that I did not say that the intermodal was going to happen for sure. I just want to make sure that everyone knows I did not say the intermodal was going to happen. As a matter of fact I talked with the CED Mr. John Greuling who masterminded all development. There's no guarantee of anything happening. Projects get talked about all the time. They may or may not happen. (Inaudible) the grade separation is mostly wanted for the railyard to be built and the empty space afterwards and then this property, 600, 700 acres...the intention from the villages would like to put in an intermodal yard. I do not have any control over that. I did not say that it would happen and I just wanted everyone to know that I did not say that. Thank you.

VIII. PUBLIC COMMENT

Ms. Krystal Hollars stated my road is directly east of the railroad tracks. Literally this overpass, underpass, whatever you just voted on will be in our front yard. No one has contacted us, no one has told us what's going to happen to us. My husband and I work full-time. I have missed work today, I missed work last week. We just bought our home, have been here for a year. One year. We lived in Joliet. We wanted to raise a family and thought Joliet was not right for us. We looked into Elwood but because of the intermodal we didn't want to. I understand that whether or whether or not the intermodal goes in is not part of the gate separation but now you're telling me that this is allowed to happen and what are we going to do with our home? Not a house, our home, where we anticipated on raising a family. And now it's gone. And now instead of having a beautiful area with our wonderful neighbors, what are we going to have to look at out our front door? An overpass? An underpass? For some of you this might not be anything but for us it is. It's our home. I hope you know what you all did. Thank you.

(Inaudible) you say you voted yes for the safety of us in that area but yet all along that area the railroad tracks have no fence up and the kids along that area could go right up

to that track. We have numerous dogs and pets that get hit by those trains every day that are going past it. Putting up the road separation for vehicles to go through, that isn't for our safety. If you want to help us out with our safety, put up a fence along the train tracks to prevent the community kids and pets from going along those tracks. The road separation is not for our safety.

IX. EXECUTIVE SESSION

X. ANNOUNCEMENTS BY THE COUNTY BOARD SPEAKER, MAJORITY LEADER AND MINORITY LEADER

XI. ADJOURNMENT



**RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS**

Authorizing the County of Will to be the Sponsor for the Grade Crossing Protection Funds Application for the Crossing of Crete-Monee Road (CH 21) and the Union Pacific / CSX Railroad, County Board District #1

WHEREAS, the County and CSX Corporation, in order to facilitate the free flow of traffic and insure safety to the motoring public, are desirous of improving the existing railroad crossing at Crete-Monee Road (CH 21) and the Union Pacific / CSX Railroad, with the construction of a grade separation and other appurtenant work, County Board District #1; and

WHEREAS, the County, in cooperation with CSX Corporation is to make application to the Illinois Commerce Commission for Grade Crossing Protection Funds to assist in the construction of a grade separation. To complete the application, the County will be the sponsoring agency; and

WHEREAS, the County and CSX Corporation, are desirous of said improvements in that the same will be of immediate benefit to the county residents.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board directs the County Engineer to submit the application for Grade Crossing Protection Funds with the County as the sponsoring agency, a copy of which is attached hereto and made part hereof.

BE IT FURTHER RESOLVED, that the County Executive and the County Clerk of Will County are hereby authorized and directed to execute said application, subject to the review and approval by the Will County State's Attorney.

Adopted by the Will County Board this 12th day of January, 2017.

AYES:	Moustis, Singer, Moran, Bennefield, Fritz, Freitag, Balich, Fricilone, Winfrey, Parker, Staley-Ferry, Dollinger, Marcum, Hart, Maher, Tuminello, Weigel, Kraulidis
NAYS:	Ogalla, Summers, Rice, Gould, Brooks Jr.
ABSENT:	Harris, Traynere, Ferry

Result: Approved - [18 to 5]

Approved this 13th day of January, 2017.

Nancy Schultz Voots (SEAL)
Will County Clerk

Lawrence M. Walsh
Will County Executive