

APPROVED on August 15, 2017

**Minutes of the Regular Meeting of the
Wilmington City Council
Wilmington City Hall
1165 South Water Street
Tuesday, August 1, 2017**

Call to Order

The Regular Meeting of the Wilmington City Council on August 1, 2017 was called to order at 7:00 p.m. by Mayor Strong in the Council Chambers of the Wilmington City Hall.

Roll Call

Upon Roll Call by the Clerk the following members of the corporate authorities answered "Here" or "Present":

Aldermen Present Persic, L. Hall, K. Hall, Tutor, Kirwin, Evans, Studer, Butler

Quorum

There being a sufficient number of members of the corporate authorities in attendance to constitute a quorum, the meeting was declared in order.

Other Officials in Attendance

Also in attendance was the Interim City Administrator Frank Koehler, Deputy City Clerk Joie Ziller, City Accountant Kim Doglio, Attorney George Mahoney, Attorney Bryan Wellner

Approval of Minutes

Alderman Tutor made a motion and Alderman Kirwin seconded to approve the July 18, 2017 Regular City Council meeting minutes and the July 25, 2017 Special City Council meeting minutes and have them placed on file

Upon roll call, the vote was:

AYES: 8 Aldermen Persic, L. Hall, K. Hall, Tutor, Butler, Kirwin, Evans, Studer

NAYS: 0

The motion carried.

Mayor' Report

Mayor Strong requested a moment of silence for Elizabeth Larson. Ms. Larson died Saturday, July 29, 2017 in a boating accident on the Kankakee River at the dam.

Mayor Strong reported that the Catfish Days festival went well. He stated that only three arrests were made, three which were carnival works.

Mayor Strong informed the Council that he would like the Council to meet (Committee-of-the-Whole) prior to each City Council meeting held on the 1st Tuesday of each month. These meetings would begin at 6:30 p.m. and open to the public. The Council was in favor of this type of workshop meeting.

Alderman Persic made a motion and Alderman Tutor seconded to approve the Mayoral Appointment of Patrick Nugent as Water Treatment Plant Superintendent

Discussion: Mayor Strong reported that the previous appointee, Ryan Foster, declined the Mayoral Appointment so now it goes to the next person interested in the position. Mayor Strong did confirm that Patrick Nugent does hold a Class A Water Operator License.

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Upon roll call, the vote was:

AYES: 8 Aldermen Persic, L. Hall, K. Hall, Tutor, Butler, Kirwin, Evans, Studer

NAYS: 0

The motion carried.

Citizen Comments

None

Planning & Zoning Commission

The next meeting is scheduled for Thursday, August 3, 2017 at 5:00 p.m.

Committee Reports

Buildings, Grounds, Parks, Health & Safety Committee

The next scheduled meeting is Wednesday, August 9, 2017 at 5:30 p.m.

Water, Sewer, Streets and Alleys Committee

The next scheduled meeting is Wednesday, August 9, 2017 at 6:00 p.m.

Police & ESDA Committee

The next scheduled meeting is Tuesday, August 8, 2017 at 5:30 p.m.

Finance, Administration & Land Acquisition Committee

Alderman Studer made a motion and Alderman Tutor seconded to approve the Accounts Payable Report dated August 1, 2017 in the amount of \$323,709.81 as presented by the City Accountant

Upon roll call, the vote was:

AYES: 8 Aldermen Persic, L. Hall, K. Hall, Tutor, Butler, Kirwin, Evans, Studer

NAYS: 0

The motion carried.

Discussion: None

The next scheduled meeting is Tuesday, August 15, 2017 at 6:00 p.m.

Ordinance & License Committee

Co-Chairs – Larry Hall & John Persic Jr.

Alderman K. Hall announced the second reading of the following ordinances:

An Ordinance Amending Title III of the City of Wilmington Code of Ordinances Providing for Cost Recovery Provisions

An Ordinance Establishing Vehicle Weight Limits, Dimension and Permits for the City of Wilmington

APPROVED on August 15, 2017

An Ordinance Establishing Policies and Procedures for the Issuance of a Commercial Filming Permit in the City of Wilmington

The next scheduled meeting is Tuesday, August 8, 2017 at 5:30 p.m.

Personnel & Collective Bargaining Committee
Co-Chairs – Larry Hall & John Persic Jr.

Nothing at this time

Interim City Administrator's Report

Interim City Administrator Koehler's report is attached to these minutes for future reference.

Alderman Studer questioned the status of the sales tax of Ozinga. He stated that there is great deal of concrete work at Ridgeport Logistics Park and wants to make sure this is being handled in accordance with the Department of Revenue. Interim City Administrator Koehler stated that this is something the City is checking on.

Alderman Evans asked Mr. Koehler if he has had a chance to meet with City Engineer Zemaitis to discuss opening up and renegotiating his contract with the City. City Interim Koehler stated that he would have to meet with Mayor Strong first to discuss this.

Alderman L. Hall questioned the City's involvement with the Kankakee River Water Trail knowing that the City does not have money in the budget for a study or grant match. Interim City Administrator Koehler assured Alderman L. Hall that the City would incur no cost.

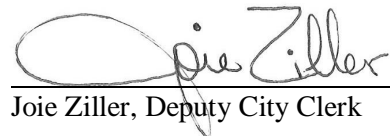
Attorney's Report

Attorney Wellner reported that one of issues they are working on is the property maintenance issue on Joliet Street.

Adjournment

Motion to adjourn the meeting made by Alderman Tutor and seconded by Alderman K. Hall. Upon voice vote, the motion carried. The Regular Meeting of the City of Wilmington City Council held on August 1, 2017 adjourned at 7:18 p.m.

Respectfully submitted,



Joie Ziller, Deputy City Clerk



MEMORANDUM

TO: Roy Strong, Mayor
Alderman Larry Hall
Alderman John Persic
Alderman Frank Studer
Alderman Fran Tudor

Alderman Steve Evans
Alderman Kevin Kirwin
Alderman Kirby Hall
Alderman Lisa Butler

FR: Frank Koehler, Interim City Administrator

DT: Tuesday, August 1st, 2017

RE: **ADMINISTRATOR'S REPORT**

KANKAKEE RIVER WATER TRAIL

In 2016, the Kankakee River was designated a National River Water Trail, one of only 22 rivers in the County receiving such a designation. I am working with representatives from Kankakee County to formalize an organization that would promote awareness, advocacy and safety along the River.

As part of this effort, a meeting will be held in Wilmington on Thursday evening, August 10th, 7 PM at Hayden's Crossing for any individual or organization in our area that would like to be part of this process. Invitations have been sent to Will County, Will County Forest Preserve District, Island City Park District, and others.

BUCK DITCH

We continue to work to secure a permanent easement for the placement of a storm sewer serving RidgePort Logistics Park. In as much as this may impact BNSF property, we are coordinating our efforts with representatives from both Elion and BNSF. Weekly conference calls have been scheduled for Friday mornings to expedite the review and approval process.

CMAP

Three meetings associated with the Downtown Plan are coming up. Tomorrow, Wednesday, August 2nd, members of the Downtown Steering Committee will be meeting at 5:30 at City Hall to review the Existing Conditions report as recently prepared by CMAP.

On Wednesday next week, August 9th, at 3:00 PM, the Steering Committee will meet with representatives from S. B. Freidman to review their Economic Assessment of the Downtown

Finally, again on Wednesday of next week, at 5:30 PM at the Island Park District facility on Water Street, the public is invited to attend a visioning session to let us know their thoughts as to what improvements, services and investments they would like to see made in the Downtown.

FREIGHT ADVISORY COMMITTEE

Wilmington continues to remain involved with the Freight Advisory Initiative of the Will County CED. The final draft of the Freight advisory Report was distributed last week. This afternoon, member municipalities met with the CED, those involved with the preparation of the plan and other interested parties in the offices of the Will County Governmental League to review and discuss the findings of the report. A copy of the summary finding is attached for your review.

The next meeting of this group is scheduled for July 25th at CED offices in Joliet.

MIDEWIN

Efforts are ongoing to forge a working relationship with Midewin as a way for the Wilmington Business community and Midewin to partner on the attraction of visitors to each area. A meeting was held at Midewin on Monday of this week with area businesses and representatives from Midewin. One of the goals is to plan an event in Wilmington centered around National Bison Day, which is Saturday, November 4th. Other activities are being discussed to promote Midewin to area visitors, and to promote Downtown Wilmington to visitors at Midewin.

ELION/TIF

We continue to meet with Elion to review the operations of the TIF District and how regulatory procedures might be improved. Part of this is to standardized distribution of tax increment, reimbursement to the City for Police Services pursuant to the terms of the annexation agreement, and for clarification of specific revenue stream.

Should you have any questions on these or other items, please do not hesitate to call.

Thank you.

FJK/

WILL COUNTY COMMUNITY FRIENDLY FREIGHT MOBILITY PLAN



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Will County Freight Plan Briefings

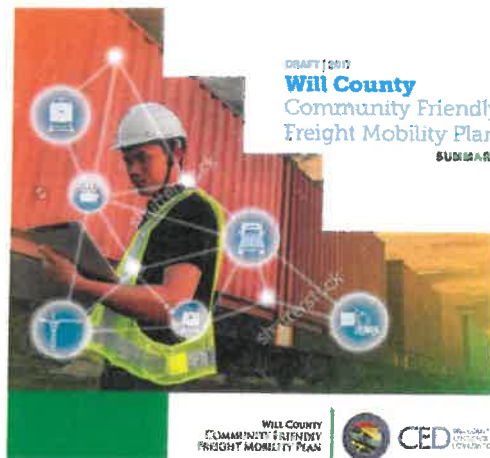
August 1, 2017

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Will County Community Friendly Freight Mobility Plan

Agenda

- **Process Review**
- **Stakeholder Engagement Recap**
- **Key Findings**
- **Key Freight Projects**
- **Recommendations**
- **Plan Implementation**
- **Next Steps**



WILL COUNTY
COMMUNITY FRIENDLY
FREIGHT MOBILITY PLAN



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Updates and Process Review

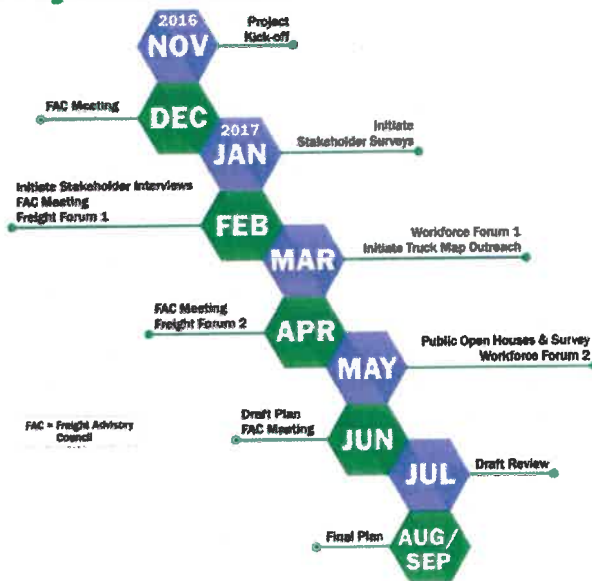


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Process Review

1. Data collection/analysis
2. Private and public sector input
3. Project identification and evaluation
4. Draft recommendations and final plan
5. Grant application

Project Schedule



Public and Stakeholder Engagement

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Will County Community Friendly Freight Mobility Plan

Stakeholder Engagement

Major Challenges:

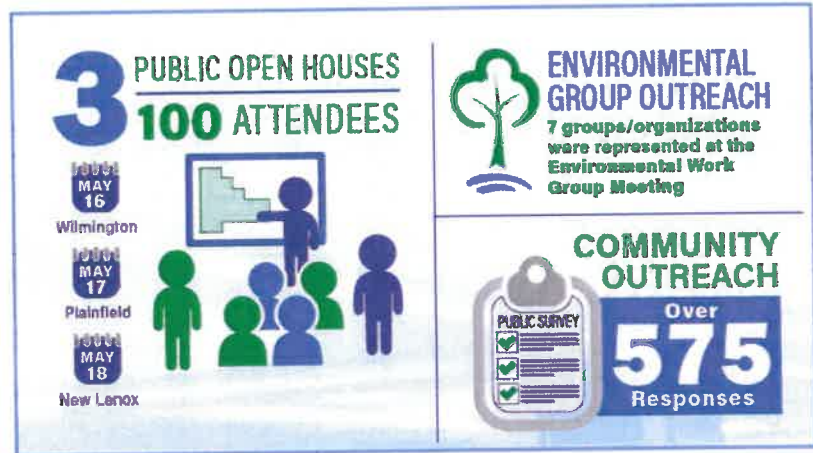
1. Transportation infrastructure deficiencies
2. Congestion
3. Employee recruitment & retention

<p>Freight Advisory Council</p> <p>7 MEETINGS</p> <p>60 PUBLIC & PRIVATE REPRESENTATIVES</p> <p>2 WILL COUNTY BOARD EXECUTIVE COMMITTEE PRESENTATIONS</p>	<p>Freight industry Outreach</p> <table border="0"> <tr> <td data-bbox="852 1318 992 1493"> </td> <td data-bbox="992 1318 1187 1493"> <p>FREIGHT INDUSTRY</p> <p>2 Forums - 55+ Attendees</p> <p>55 Freight Surveys completed</p> </td> <td data-bbox="1187 1318 1411 1493"> <p>WORKFORCE</p> <p>2 Forums - 30+ Attendees</p> <p>23 Workforce Surveys completed</p> </td> </tr> <tr> <td colspan="3" data-bbox="992 1402 1411 1493"> <p>FREIGHT AND WORKFORCE INTERVIEWS</p> <p>29 Interviews with Freight Operators and Workforce/Human Resources Leaders</p> </td> </tr> </table>		<p>FREIGHT INDUSTRY</p> <p>2 Forums - 55+ Attendees</p> <p>55 Freight Surveys completed</p>	<p>WORKFORCE</p> <p>2 Forums - 30+ Attendees</p> <p>23 Workforce Surveys completed</p>	<p>FREIGHT AND WORKFORCE INTERVIEWS</p> <p>29 Interviews with Freight Operators and Workforce/Human Resources Leaders</p>		
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<p>FREIGHT AND WORKFORCE INTERVIEWS</p> <p>29 Interviews with Freight Operators and Workforce/Human Resources Leaders</p>							
<p>Municipal Meetings</p> <p>20 MUNICIPALITIES ATTENDED</p>	<p>Truck Driver Outreach</p> <p>Maps at 14 freight operator locations</p> <p>100 PIECES OF UNIQUE INPUT</p>						

Public Input

Freight Plan results desired by the public:

1. Improving safety (local roads, highways, rail crossings, etc.)
2. Reducing congestion
3. Coordinating land use and transportation planning



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Key Findings



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Key Findings

- **Freight is critical to the economic success of Will County.**
 - The freight industry comprises 55% of the County's economy.
- **Will County freight movement is critical to the state and the nation.**
 - Will County is the largest inland port in North America. The value of the freight moving through Will County equates to 80% of the state's GSP and 3.5% of the US GDP.
- **Traditional planning approaches cannot handle the pace of freight development experienced in Will County.**
 - Employment in the transportation and warehouse industry has grown 138% since 2005 and is expected to continue to grow. Since 2000, Industrial Rentable Building Area (RBA) has doubled—growing from 76 million square feet in 2000 to 152 million square feet in 2016.
 - To better plan for future growth, Will County should develop a land use strategy to coordinate development with local partners.

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Key Findings, continued

- **Freight volume growth may affect safety and worsen existing bottlenecks and operational issues.**
 - Freight volumes in Will County may reach nearly 600 million tons valued at about \$1.2 trillion by 2040. Accommodating this growth in a safe and efficient manner is critical to protect quality of life in the County.
- **Continued growth without planning and new transportation investments may impact Will County's economic competitiveness and quality of life.**
 - Actions need to be taken to avoid and address potential community and environmental impacts of freight on both the human and natural environments. The County land use plan could also identify zones to protect agricultural areas.

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Key Findings, continued

- **Funding and institutional issues make it difficult to invest in freight projects.**
 - Freight needs must compete with other priorities for transportation funding which is already stretched. Multijurisdictional and multisector planning across the County, including local communities and private sector stakeholders, is necessary to improve infrastructure planning and funding.
- **Will County needs regional, state, and national funding support.**
 - Will County's transportation infrastructure is critical to supporting regional, state, and national freight. Nearly 63% of freight moving in Will County is through movement, meaning Will County's transportation infrastructure bears the wear and tear of freight movement that is benefiting other regions across the nation. In short, improving the infrastructure in Will County improves the national freight system.

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Key Freight Projects

- 25 out of 94 projects evaluated classified as top tier of critical projects
- Critical for improving freight movement and quality of life
- Many are of national, state, and regional significance and ripe for federal and state investment

Projects evaluated using:

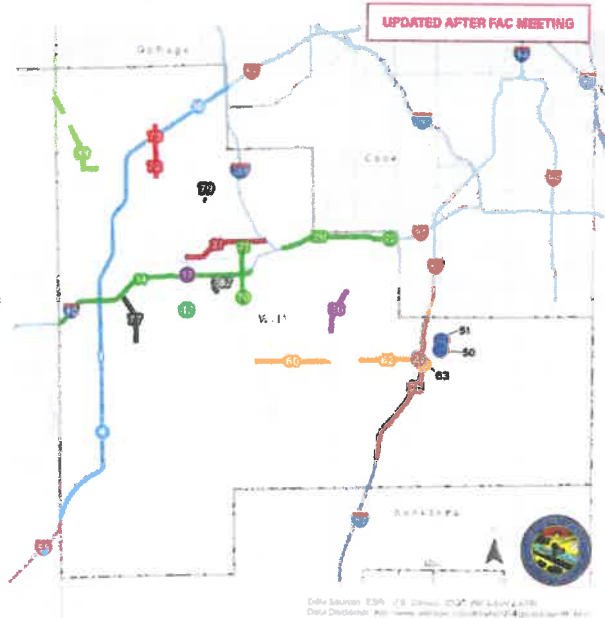
- Preservation Enhancement
- Safety
- Mobility
- Economic Competitiveness
- Community Sensitivity
- Environmental Sensitivity.

Key Freight Projects

DRAFT TIER 1 FREIGHT PRIORITY PROJECTS

LEGEND

-  IL 63 At Lareway Road
-  I-47 from Macchattan, M.vee Interchange
-  IL 63/40 Interchange
-  ILL 66 at Drake Rd.
-  ILL 60 at Governor's Highway
-  Monro-Monhattan Road at Hamilton Avenue/Cleveland Road
-  I-80 at I. 40 Interchange
-  I-66 at ILL-63
-  I-56 at Lawrence Road
-  Glasgow Road/ICM Grade Separation
-  Weber Road from Airport Road to 1350. Bacon
-  Briggs Street from Mica Road to New Lareway Road
-  Hoback Bridge eastside; I-40 exit - the CenterPoint Intermodal Center
-  Manhattan-Monroe Road (T) from U.S. 62 to U.S. 45
-  Glasgow Road (T) from Lareway Road to U.S. 6
-  Manhattan-Monroe Road (L) from Center St. to I-47
-  U.S. 50 from Wadsworth Crossing Road to IL 59
-  U.S. 6 from IL 63 to I-335
-  I-65
-  I-47 from Wilmington-Pine Low Road to I-65
-  I-80 from I-335 to Marlin Ave
-  IL 7 at IL 171
-  Weber Road from 110th St (Rodeo Rd) to 136th St (Rodeo Rd) including the I-65 Interchange
-  I-40 from Ridge Road to U.S. 70
-  U.S. 45 from Oberlin Road to Nebraska Road



Program/Policy Recommendations



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Will County Community Friendly Freight Mobility Plan

Programmatic / Policy Recommendations

1. Develop and communicate a transparent freight network
 1. Installing consistent truck route signage
 2. Reviewing and updating the truck route network
2. Coordinate transportation and land use planning
 1. Conduct a Countywide Land Use Plan and Strategy to guide future development
 2. Identify locations for truck parking
 3. Promote the sharing of best practices for freight-supportive zoning and land-use.



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Programmatic / Policy Recommendations (contd)

1. Implement investment priorities
2. Improve coordination of oversize/overweight permitting between jurisdictions
3. Expand data collection and modeling, with a focus on freight clusters and corridors
4. Improve East-West connectivity
5. Increase air cargo capacity
6. Develop freight workforce initiatives
7. Increase workforce mobility to job centers

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Community Recommendations



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Community Recommendations

Community Issue	Measures to Address
Safety	<ul style="list-style-type: none"> - Prioritize projects that address higher truck crash locations - Address critical at-grade rail crossings with safety concerns - Designate truck routes to reduce conflicts in residential areas
Trucks on Local Roads	<ul style="list-style-type: none"> - Partner with local communities, including townships, to designate truck routes to reduce conflicts in residential areas - Better communicate designated routes to truckers - Ensure new freight related developments address traffic growth and circulation through traffic plans and private sector cost sharing for improvements needed
Congestion	<ul style="list-style-type: none"> - Prioritize projects that address high congestion locations - Ensure new freight related developments address traffic growth and circulation through traffic plans and private sector cost sharing for improvements needed

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Community Recommendations (contd.)

Noise	<ul style="list-style-type: none"> - Implement land use and zoning/site plan standards that include requirements for buffer areas and noise standards - Further investigate potential quiet zones for rail
Emergency Access	<ul style="list-style-type: none"> - Prioritize grade separations on roads with emergency facilities
Encroachment on Agricultural Land	<ul style="list-style-type: none"> - Create a County land use plan that creates strategies to focus new freight development in freight clusters. The County land use plan could also identify zones to protect agricultural areas
Light Pollution and Aesthetics	<ul style="list-style-type: none"> - Implement land use and zoning/site plan standards that include requirements for buffer areas and lighting standards, and aesthetic considerations, particularly for new freight related development

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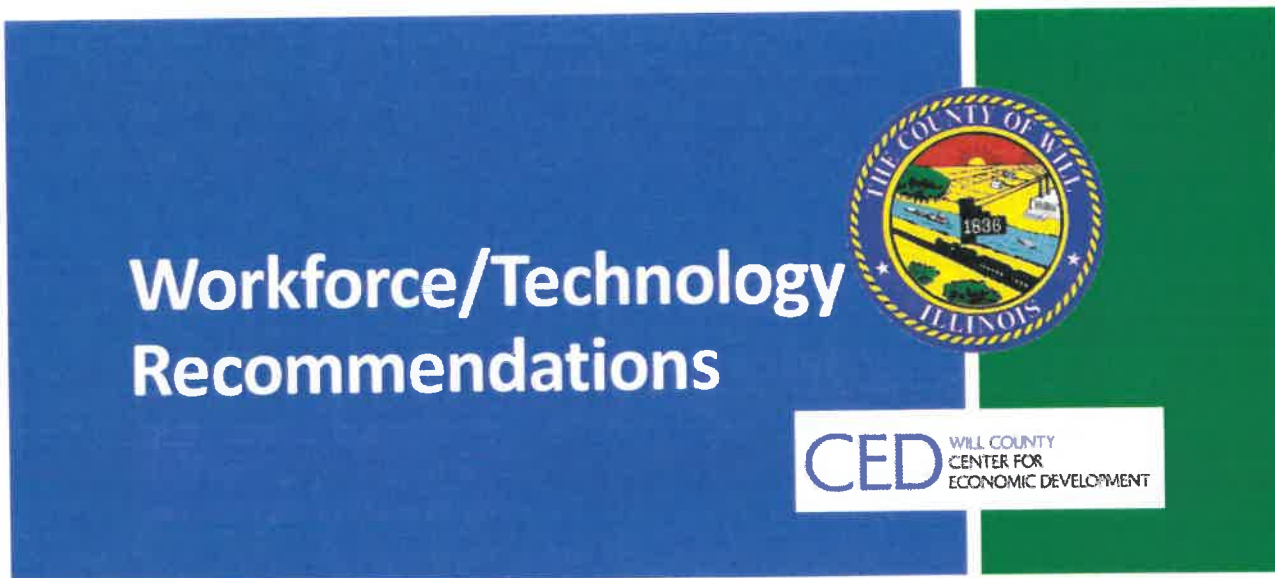
Environmental Recommendations

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Environmental Recommendations

Environmental Issue	Measures to Address
Air Quality	<ul style="list-style-type: none"> - Partner with industry to minimize air quality impacts from freight - Partner on strong anti-idling regulations and technology - Plan for buffer zones around new /expanding freight developments
Water Quality	<ul style="list-style-type: none"> - Employ best management practices for avoidance and minimization of impacts to wetlands and for storm water management - Consider water quality impacts in truck route selection and implement storm water best management practices in roadway design
Hazardous Materials Transportation	<ul style="list-style-type: none"> - Regularly review and update route designations with partners - Ensure emergency management plans are reviewed and updated
Encroachment on Sensitive Areas	<ul style="list-style-type: none"> - Development of a county land use plan and strategy - Focus new freight development in existing identified freight clusters - Review truck routing to minimize impacts to adjacent environmentally sensitive areas.



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Will County Community Friendly Freight Mobility Plan

Workforce Recommendations

1. Create a core partnership of interested and engaged TDL businesses to increase collaboration and address common issues
2. Raise awareness of the TDL industry through strategic partnerships with high schools, community colleges, and other workforce training programs
3. Raise awareness within the TDL industry on key programs and partnerships that prepare TDL workforce
4. Provide a clearer career development path for the TDL workforce, and communicate those career paths that already exist
5. Create better quality jobs in the TDL industry with opportunity for wage growth and career mobility
6. Increase access between population centers and TDL employment centers

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Leveraging Technology

1. Study and consider options for managed lanes and truck only lanes, including solutions to fund such improvements
2. Deployment of additional freight focused ITS solutions
 1. Participate in FHWA's Freight Advanced Traveler Information System application
 2. Freight Signal Priority to reduce freight congestion
3. Automated systems for yard and warehouse operations
4. Autonomous trucks for through movements



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Plan Implementation

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Plan Implementation

1. Continue data collection
2. Continue stakeholder input
3. Execute plan action items
4. Annually update project lists and execute prioritization model complete with data updates
5. Coordinate community engagement
6. Develop funding and financing strategies for priority projects
7. Develop partnerships with higher education to assist with on-going data analysis
8. Extend aggressive positioning of Will County with CMAP, IDOT, USDOT



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Plan Implementation Strategies (cont'd)

1. Pursue project grant opportunities at the region, state and federal sector and with private sector partners
 - USDOT - INFRA & TIGER
 - IDOT - NFHP & EDP
 - Grade Crossing Protection Fund through ICC
2. Develop programmatic and policies recommended by the plan for legislative consideration at the appropriate level of government
 - New Freight Development Standards – traffic plans, cost sharing, buffering, lighting, aesthetics
 - New Operations Standards – Idling, storm water management
3. Facilitate public private partnerships for planning and project funding/financing



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Next Steps



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Will County Community Friendly Freight Mobility Plan

Next Steps

- 1. Review comments by:**
 1. Will County Governmental League
 2. Environmental stakeholders
 3. Freight Advisory Council
- 2. County Board review and acceptance**
- 3. Publish/publicize report & provide to stakeholders**
- 4. Federal grant application**
 1. Infrastructure for Rebuilding America (INFRA) Grants - \$1.5 billion available via USDOT
 2. TIGER Grants - Potential notice of funding via USDOT forthcoming
- 5. Freight Advisory Committee - future meetings**
- 6. Freight Plan implementation**



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