AGENDA

1. Call to Order and Pledge of Allegiance

2. Roll Call

3. Items of Business

   ➢ Municipal Electric Aggregation Supply Update – Chris Childress, Progressive Energy

   ➢ Kendall County Annual Prevailing Wage Ordinance

   From Admin HR Committee:

   ➢ Update on the return or end of lease purchase of KAT super medium vehicles

   ➢ Proposed Memorial Garden Project at the County Office Building

   From Budget & Finance Committee:

   ➢ Discussion on Hiring Freeze

4. Chairman's Report

   ➢ CMAP Letter regarding Freight Program and Invitation to meet with IDOT Transportation Secretary Blankenhorn

   ➢ Update on the Larry Nelson vs. Eric Weis, Kendall County State’s Attorney Case, Order 10MR143

5. Review Board Action Items

6. Executive Session

7. Public Comment

8. Questions from the Media

9. Adjournment
Call to Order
The Committee of the Whole was called to order by County Board Chair John A. Shaw at 4:00p.m., who led the group in the Pledge of Allegiance.

Roll Call

Board Members Present: Judy Gilmour – here, Dan Koukol – here, John Purcell – yes, Matthew Prochaska - aye, Jeff Wehrli - here, John Shaw - aye, Bob Davidson (arrived at 4:30p.m.)

Board Members Absent: Lynn Cullick, Elizabeth Flowers, Scott Gryder

Others Present: Deputy Commander Joe Gillespie, Leslie Johnson, Undersheriff Harold Marin, Eric Weis, Jeff Wilkins

New Business

➢ KenCom Intergovernmental Agreement (IGA) and discussion of County Participation Fees – Leslie Johnson briefed the committee on the previous KenCom Agreement with the county from 2012, and the decision of the final approval of the union contracts, and the need for a new intergovernmental agreement prior to the beginning of union negotiations. Ms. Johnson reported that by providing free service, the State’s Attorney’s office saved KenCom over $110,000 for representation provided during the last negotiations. Ms. Johnson stated that under the inter-governmental agreement, the county contributes 1.775 million to KenCom annually. Discussion on services provided by the County treasurer’s office at no additional cost to KenCom, the fees collected by KenCom, and their actual expenditures. There was consensus by the committee to have further discussions regarding this issue following the KenCom Executive Board meets next week.

➢ Selection Procedure for the Kendall County Public Safety Center and Courthouse Jail Security Systems Replacement Project – Member Prochaska reported that this item was discussed at the Public Safety Committee, Illinois Local Government Professional Services Selection Act.

Assistant State’s Attorney Johnson reported that the State’s Attorney’s Office has been working with Public Safety and Facilities on the security upgrades. Ms. Johnson said there is another manner under the statute in which the county can work with engineer or architect to obtain a design system without having to use the RFP process. The other system is under the Local Government Professional Services Selection Act which allows the county the ability to work with an architect or engineer if it already has a pre-existing working relationship without competitive bidding, or the county can send out a public
notice to any architectural or engineering firm that has given the county notice that would like to be apprised of any county projects. The board can then review at any statements received in response from the firms that show interest, and then the firms can come in and do presentations to explain what services they can provide and what type of system they think will work. This allows the board to have more of back and forth question and answer session rather than a sealed bid where you can’t engage in discussion with the applicants. The top three are then selected, and so forth asking questions to assist in determining the most qualified candidate, and manage the cost. Ms. Johnson said when it actually comes time for the purchase of equipment and installation, which would then be sent out for competitive bids notifying potential bidders of exactly what is required. Ms. Johnson stated that this was the procedure used for the Courthouse expansion. Ms. Johnson said the next step would be to issue the notice to any engineers or architects that have filed a statement of qualifications with the county, and then publish a public notice with the local newspapers.

**Chairman’s Report** – None

**Review Draft Board Agenda** – Chairman Shaw asked the committee to review the draft agenda and make any changes or additions. No changes or additions necessary.

**Public Comment** – None

**Questions from the Media** – None

**Items for the County Board** - None

**Adjournment** – Member Prochaska moved to adjourn the Committee of the Whole meeting and the motion was seconded by Member Gryder. There being no objection, the Committee of the Whole was adjourned at 4:55p.m.

Respectfully submitted,

Valarie A. McClain
Administrative Assistant/Recording Secretary
Kendall County
Municipal Electric Aggregation Update

June 11, 2015
Kendall County Aggregation Facts

- Overall Results
  - First Energy - Winning Supplier – 7.30 cents
  - 3 year contract
  - Kendall County has right to cancel contract if price is lower than ComEd during term
  - First Energy has right to match ComEd price if lower
  - 12,166 – Average kWh Per Household

- Residents Choice’s
  - 711 - Residents opted to Stay with ComEd
  - 1938 – Residents already with and Alternative Supplier
  - 44 – Residents on ComEd Real Time Pricing
  - 6,784 – Residents in the Kendall County Aggregation Program
  - 9,477 - Total Eligible Customers

- No Cancellation Fee – Customer can go back to ComEd without penalty
- No Additional Monthly Customer Charge
- Billed on ComEd bill
### Kendall County Aggregation Performance

#### June 2014 to May 2015 Estimated Savings

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- 7.033 cents - June 2015 to September 2015 Posted ComEd Rates (May Change)
- 7.173 cents – October 2015 to May 2016 Posted ComEd Rates (May Change)
  - Illinois Power Authority Expected purchase power in August/Sept timeframe
  - Additional buy because Chicago returning to ComEd after paying over 8 cents per kWh
  - Change in posted rates expected
Next Steps

- Contact First Energy to Determine if they will match ComEd Rate
  - Emails from First Energy indicated they were not going to match
- Send notice of Cancellation to First Energy
- Re-bid Electric Aggregation Program – Preliminary Results

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- Get approval to sign with low bidder at June 16th Board Meeting
  - We recommend two year rate
  - Suppliers are not guaranteeing lowest rate but allow customers to return to ComEd for any reason during the term
  - All notifications and program guidelines will be met in accordance with Plan of Governance
For More Information - Contact

Progressive Energy Group: Chris Childress
Managing Partner
630-800-0173
chris.childress@progressiveenergygroup.com

Electric Aggregation Hotline: 1-800-856-3404

Citizens Utility Board:

http://www.citizensutilityboard.org/cubsGuideToMunicipalElectricityAggregation.html

Illinois Commerce Commission (ICC) Plug In Illinois website:

http://www.pluginillinois.org/MunicipalAggregation.aspx
ORDINANCE NUMBER ____________

KENDALL COUNTY
PREVAILING WAGE ORDINANCE

Whereas, the State of Illinois has enacted “An Act regulating wages of laborers, mechanics and other workers employed in any public works by the State, County, City or any public body or any political subdivision or by anyone under contract for public works”, approved June 26, 1941, as amended, being Chapter 820 ILCS 130/1-12, Illinois Compiled Statutes; and

Whereas, the aforesaid Act requires that the County of Kendall, Illinois investigate and ascertain the prevailing rate of wages as defined in said Act for laborers, mechanics and other workers in the locality, as defined by the Act, of Kendall County employed in performing construction of public works, for said Kendall County, Illinois; and

NOW, THEREFORE, BE IT ORDAINED BY THE KENDALL COUNTY BOARD, KENDALL COUNTY, ILLINOIS, AS FOLLOWS:

SECTION 1

To the extent and as required by “An Act regulating wages of laborers, mechanics and other workers employed in any public works by the State, County, City or any public body or any political subdivision or by anyone under contract for public works” approved June 26, 1941, as amended, the general prevailing rate of wages in this locality for laborers, mechanics and other workers engaged in the construction of public works coming under the jurisdiction of the County of Kendall, Illinois is hereby ascertained to be the same as the prevailing rate of wages for construction work in the Kendall County area as determined by the Department of Labor of the State of Illinois as of June 2015, a copy of that determined being attached hereto as Exhibit “A” and incorporated herein by reference. The definition of any terms appearing in this Ordinance which area also used in the aforesaid Act shall be the same as in said Act.

SECTION 2

Nothing herein shall be construed to apply said general prevailing rate of wages as herein ascertained to any work or employment except public works of Kendall County, Illinois to the extent required by the aforesaid Act.

SECTION 3

The Kendall County Clerk shall publicly post or keep available for inspection by any interested party in the Office of the Kendall County Clerk this determination of such prevailing rate of wage.
SECTION 4

The Kendall County Clerk shall mail a copy of this determination to any employer, and to any association of employers and to any person or association of employees who have filed, or file their names and addresses, requesting copies of any determination stating the particular rates and the particular class of workers whose wages will be affected by such rates.

SECTION 5

The Kendall County Clerk shall promptly file a certified copy of this Ordinance with the Department of Labor of the State of Illinois.

SECTION 6

The Kendall County Clerk shall cause notice to be published in a newspaper of general circulation within the area that the determination of prevailing wages has been made. Said notice shall conform substantially to the notice attached hereto. Such publication shall constitute notice that this is the determination of the Kendall County Board and is effective.

PASSES this 16th day of June, 2015.

By: _____________________________
    John A. Shaw, County Board Chair

Attest: __________________________
        Debbie Gillette, County Clerk and Recorder
EXHIBIT A

Kendall County Prevailing Wage for June 2015

(See explanation of column headings at bottom of wages)

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Legend:  
BG (Region)  
TYP (Trade Type - All, Highway, Building, Floating, Oil & Chip, Rivers)  
C (Class)  
Base (Base Wage Rate)  
PMAN (Foreman Rate)  
O/F/P (Overtime for any hour greater than 8 worked each day, Mon through Fri)  
OSA (Overtime (OT) is required for every hour worked on Saturday)  
OSH (Overtime is required for every hour worked on Sunday and Holidays)  
H/W (Health & Welfare Insurance)  
Pens (Pension)  
Vac (Vacation)  
Train (Training)
Explanations

KENDALL COUNTY

The following list is considered as those days for which holiday rates of wages for work performed apply: New Years Day, Memorial Day, Fourth of July, Labor Day, Thanksgiving Day, Christmas Day and Veterans Day in some classifications/counties. Generally, any of these holidays which fall on a Sunday is celebrated on the following Monday. This then makes work performed on that Monday payable at the appropriate overtime rate for holiday pay. Common practice in a given local may alter certain days of celebration. If in doubt, please check with IDOL.

EXPLANATION OF CLASSES

ASBESTOS - GENERAL - removal of asbestos material/mold and hazardous materials from any place in a building, including mechanical systems where those mechanical systems are to be removed. This includes the removal of asbestos materials/mold and hazardous materials from ductwork or pipes in a building when the building is to be demolished at the time or at some close future date.

ASBESTOS - MECHANICAL - removal of asbestos material from mechanical systems, such as pipes, ducts, and boilers, where the mechanical systems are to remain.

CERAMIC TILE FINISHER

The grouting, cleaning, and polishing of all classes of tile, whether for interior or exterior purposes, all burned, glazed or unglazed products; all composition materials, granite tiles, warning detectable tiles, cement tiles, epoxy composite materials, pavers, glass, mosaics, fiberglass, and all substitute materials, for tile made in tile-like units; all mixtures in tile like form of cement, metals, and other materials that are for and intended for use as a finished floor surface, stair treads, promenade roofs, walks, walls, ceilings, swimming pools, and all other places where tile is to form a finished interior or exterior. The mixing of all setting mortars including but not limited to thin-set mortars, epoxies, wall mud, and any other sand and cement mixtures or adhesives when used in the preparation, installation, repair, or maintenance of tile and/or similar materials. The handling and unloading of all sand, cement, lime, tile, fixtures, equipment, adhesives, or any other materials to be used in the preparation, installation, repair, or maintenance of tile and/or similar materials. Ceramic Tile Finishers shall fill all joints and voids regardless of method on all tile work, particularly and especially after installation of said tile work. Application of any and all protective coverings to all types of tile installations including, but not be limited to, all soap compounds, paper products, tapes, and all polyethylene coverings, plywood, masonite, cardboard, and any new type of products that may be used to protect tile installations, Blastrac equipment, and all floor scarifying equipment used in preparing floors to receive tile. The clean up and removal of all waste and materials. All demolition of existing tile floors and walls to be re-tiled.
COMMUNICATIONS TECHNICIAN

Construction, installation, maintenance and removal of telecommunication facilities (voice, sound, data and video), telephone, security, and data inside wire, interconnect, terminal equipment, central offices, PBX and equipment, micro waves, V-SAT, bypass, CATV, WAN (wide area network), LAN (local area networks), and ISDN (integrated system digital network), pulling of wire in raceways, but not the installation of raceways.

MARBLE FINISHER

Loading and unloading trucks, distribution of all materials (all stone, sand, etc.), stocking of floors with material, performing all rigging for heavy work, the handling of all material that may be needed for the installation of such materials, building of scaffolding, polishing if needed, patching, waxing of material if damaged, pointing up, caulking, grouting and cleaning of marble, holding water on diamond or Carborundum blade or saw for setters cutting, use of tub saw or any other saw needed for preparation of material, drilling of holes for wires that anchor material set by setters, mixing up of molding plaster for installation of material, mixing up thin set for the installation of material, mixing up of sand to cement for the installation of material and such other work as may be required in helping a Marble Setter in the handling of all material in the erection or installation of interior marble, slate, travertine, art marble, serpentine, alberene stone, blue stone, granite and other stones (meaning as to stone any foreign or domestic materials as are specified and used in building interiors and exteriors and customarily known as stone in the trade), carrara, sanionyx, vitrolite and similar opaque glass and the laying of all marble tile, terrazzo tile, slate tile and precast tile, steps, risers treads, base, or any other materials that may be used as substitutes for any of the aforementioned materials and which are used on interior and exterior which are installed in a similar manner.

MATERIAL TESTER I: Hand coring and drilling for testing of materials; field inspection of uncured concrete and asphalt.

MATERIAL TESTER II: Field inspection of welds, structural steel, fireproofing, masonry, soil, facade, reinforcing steel, formwork, cured concrete, and concrete and asphalt batch plants; adjusting proportions of bituminous mixtures.

OPERATING ENGINEER - BUILDING

Class 1. Asphalt Plant; Asphalt Spreader; Autograde; Backhoes with Caisson Attachment; Batch Plant; Benoto (requires Two Engineers); Boiler and Throttle Valve; Caisson Rigs; Central Redi-Mix Plant; Combination Back Hoe Front End-loader Machine; Compressor and Throttle Valve; Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Conveyor (Truck Mounted); Concrete Paver Over 27E cu. ft; Concrete Paver 27E cu. ft. and Under; Concrete Placer; Concrete Placing Boom; Concrete Pump (Truck Mounted); Concrete Tower; Cranes, All; Cranes, Hammerhead; Cranes, (GCI and similar Type); Creter Crane; Spider Crane; Crusher, Stone, etc.; Derricks, All; Derricks, Traveling;
Formless Curb and Gutter Machine; Grader, Elevating; Grouting Machines; Heavy Duty Self-Propelled Transporter or Prime Mover; Highlift Shovels or Front Endloaders 2-1/4 yd. and over; Hoists, Elevators, outside type rack and pinion and similar machines; Hoists, One, Two and Three Drum; Hoists, Two Tugger One Floor; Hydraulic Backhoes; Hydraulic Boom Trucks; Hydro Vac (and similar equipment); Locomotives, All; Motor Patrol; Lubrication Technician; Manipulators; Pile Drivers and Skid Rig; Post Hole Digger; Pre-Stress Machine; Pump Cretes Dual Ram; Pump Cretes: Squeeze Cretes-Screw Type Pumps; Gypsum Bulker and Pump; Raised and Blind Hole Drill; Roto Mill Grinder; Scoops - Tractor Drawn; Slip-Form Paver; Straddle Buggies; Operation of Tie Back Machine; Tournapull; Tractor with Boom and Side Boom; Trenching Machines.

Class 2. Boilers; Broom, All Power Propelled; Bulldozers; Concrete Mixer (Two Bag and Over); Conveyor, Portable; Forklift Trucks; Highlift Shovels or Front Endloaders under 2-1/4 yd.; Hoists, Automatic; Hoists, Inside Elevators; Hoists, Sewer Draging Machine; Hoists, Tugger Single Drum; Laser Screed; Rock Drill (Self-Propelled); Rock Drill (Truck Mounted); Rollers, All; Steam Generators; Tractors, All; Tractor Drawn Vibratory Roller; Winch Trucks with "A" Frame.

Class 3. Air Compressor; Combination Small Equipment Operator; Generators; Heaters, Mechanical; Hoists, Inside Elevators (remodeling or renovation work); Hydraulic Power Units (Pile Driving, Extracting, and Drilling); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Low Boys; Pumps, Well Points; Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 4. Bobcats and/or other Skid Steer Loaders; Oilers; and Brick Forklift.

Class 5. Assistant Craft Foreman.


Class 7. Mechanics; Welder.

OPERATING ENGINEERS - HIGHWAY CONSTRUCTION

Class 1. Asphalt Plant; Asphalt Heater and Planer Combination; Asphalt Heater Scarfire; Asphalt Spreader; Autograde/GOMACO or other similar type machines: ABG Paver; Backhoes with Caisson Attachment; Ballast Regulator; Belt Loader; Caisson Rigs; Car Dumper; Central Redi-Mix Plant; Combination Backhoe Front Endloader Machine, (1 cu. yd. Backhoe Bucket or over or with attachments); Concrete Breaker (Truck Mounted); Concrete Conveyor; Concrete Paver over 27E cu. ft.; Concrete Placer; Concrete Tube Float; Cranes, all attachments; Cranes, Tower Cranes of all types; Creter Crane; Spider Crane; Crusher, Stone, etc.; Derrick, All; Derrick Boats; Derrick Traveling; Dredges; Elevators, Outside type Rack & Pinion and Similar Machines; Formless Curb and Gutter Machine; Grader, Elevating; Grader, Motor Grader, Motor Patrol, Auto Patrol, Form Grader, Pull Grader, Subgrader; Guard Rail Post Driver Truck Mounted; Hoists, One, Two and Three Drum; Heavy Duty Self-Propelled Transporter or Prime Mover; Hydraulic Backhoes; Backhoes with shear attachments up to 40' of boom reach; Lubrication
Technician; Manipulators; Mucking Machine; Pile Drivers and Skid Rig; Pre-Stress Machine; Pump Cretes Dual Ram; Rock Drill - Crawler or Skid Rig; Rock Drill - Truck Mounted; Rock/Track Tamper; Roto Mill Grinder; Slip-Form Paver; Snow Melters; Soil Test Drill Rig (Truck Mounted); Straddle Buggies; Hydraulic Telescoping Form (Tunnel); Operation of Tieback Machine; Tractor Drawn Belt Loader; Tractor Drawn Belt Loader (with attached pusher - two engineers); Tractor with Boom; Tractaire with Attachments; Traffic Barrier Transfer Machine; Trenching; Truck Mounted Concrete Pump with Boom; Raised or Blind Hole Drills (Tunnel Shaft); Underground Boring and/or Mining Machines 5 ft. in diameter and over tunnel, etc; Underground Boring and/or Mining Machines under 5 ft. in diameter; Wheel Excavator; Widener (APSCO).

Class 2. Batch Plant; Bituminous Mixer; Boiler and Throttle Valve; Bulldozers; Car Loader Trailing Conveyors; Combination Backhoe Front Endloader Machine (Less than 1 cu. yd. Backhoe Bucket or over or with attachments); Compressor and Throttle Valve; Compressor, Common Receiver (3); Concrete Breaker or Hydro Hammer; Concrete Grinding Machine; Concrete Mixer or Paver 7S Series to and including 27 cu. ft.; Concrete Spreader; Concrete Curing Machine, Burlap Machine, Belting Machine and Sealing Machine; Concrete Wheel Saw; Conveyor Muck Cars (Haglund or Similar Type); Drills, All; Finishing Machine - Concrete; Highlift Shovels or Front Endloader; Hoist - Sewer Dragging Machine; Hydraulic Boom Trucks (All Attachments); Hydro-Blaster; Hydro Excavating (excluding hose work); Laser Screed; All Locomotives, Dinky; Off-Road Hauling Units (including articulating) Non Self-Loading Ejection Dump; Pump Cretes: Squeeze Cretes - Screw Type Pumps, Gypsum Bulker and Pump; Roller, Asphalt; Rotary Snow Plows; Rototiller, Seaman, etc., self-propelled; Self-Propelled Compactor; Spreader - Chip - Stone, etc.; Scraper - Single/Twin Engine/Push and Pull; Scraper - Prime Mover in Tandem (Regardless of Size); Tractors pulling attachments, Sheeps Foot, Disc, Compactor, etc.; Tug Boats.

Class 3. Boilers; Brooms, All Power Propelled; Cement Supply Tender; Compressor, Common Receiver (2); Concrete Mixer (Two Bag and Over); Conveyor, Portable; Farm-Type Tractors Used for Mowing, Seeding, etc.; Forklift Trucks; Grouting Machine; Hoists, Automatic; Hoists, All Elevators; Hoists, Tugger Single Drum; Jeep Diggers; Low Boys; Pipe Jacking Machines; Post-Hole Digger; Power Saw, Concrete Power Driven; Pug Mills; Rollers, other than Asphalt; Seed and Straw Blower; Steam Generators; Stump Machine; Winch Trucks with "A" Frame; Work Boats; Tamper-Form-Motor Driven.

Class 4. Air Compressor; Combination - Small Equipment Operator; Directional Boring Machine; Generators; Heaters, Mechanical; Hydraulic Power Unit (Pile Driving, Extracting, or Drilling); Light Plants, All (1 through 5); Pumps, over 3" (1 to 3 not to exceed a total of 300 ft.); Pumps, Well Points; Vacuum Trucks (excluding hose work); Welding Machines (2 through 5); Winches, 4 Small Electric Drill Winches.

Class 5. SkidSteer Loader (all); Brick Forklifts; Oilers.

Class 6. Field Mechanics and Field Welders

Class 7. Dowell Machine with Air Compressor; Gradall and machines of like nature.
OPERATING ENGINEERS - FLOATING

Diver, Diver Wet Tender, Diver Tender, ROV Pilot, ROV Tender

SURVEY WORKER - Operated survey equipment including data collectors, G.P.S. and robotic instruments, as well as conventional levels and transits.

TRUCK DRIVER - BUILDING, HEAVY AND HIGHWAY CONSTRUCTION

Class 1. Two or three Axle Trucks. A-frame Truck when used for transportation purposes; Air Compressors and Welding Machines, including those pulled by cars, pick-up trucks and tractors; Ambulances Batch Gate Lockers; Batch Hopperman; Car and Truck Washers; Carry-alls; Fork Lifts and Hoisters; Helpers; Mechanics Helpers and Greasers; Oil Distributors 2-man operation; Pavement Breakers; Pole Trailer, up to 40 feet; Power Mower Tractors; Self-propelled Chip Spreader; Skipman; Slurry Trucks, 2-man operation; Slurry Truck Conveyor Operation, 2 or 3 man; Teamsters; Unskilled Dumpman; and Truck Drivers hauling warning lights, barricades, and portable toilets on the job site.

Class 2. Four axle trucks; Dump Crets and Adgetors under 7 yards; Dumpsterers, Track Trucks, Euclids, Hug Bottom Dump Turnapulls or Turntrailers when pulling other than self-loading equipment or similar equipment under 16 cubic yards; Mixer Trucks under 7 years; Ready-mix Plant Hopper Operator, and Winch Trucks, 2 Axles.

Class 3. Five axle trucks; Dump Crets and Adgetors 7 yards and over; Dumpsterers, Track Trucks, Euclids, Hug Bottom Dump Turntrailers or turnapulls when pulling other than self-loading equipment or similar equipment over 16 cubic yards; Explosives and/or Fission Material Trucks; Mixer Trucks 7 yards or over; Mobile Cranes while in transit; Oil Distributors, 1-man operation; Pole Trailer, over 40 feet; Pole and Expandable Trailers hauling material over 50 feet long; Slurry trucks, 1-man operation; Winch trucks, 3 axles or more; Mechanic--Truck Welder and Truck Painter.

Class 4. Six axle trucks; Dual-purpose vehicles, such as mounted crane trucks with hoist and accessories; Foreman; Master Mechanic; Self-loading equipment like P.B. and trucks with scoops on the front.

TERRAZZO FINISHER

The handling of sand, cement, marble chips, and all other materials that may be used by the Mosaic Terrazzo Mechanic, and the mixing, grinding, grouting, cleaning and sealing of all Marble, Mosaic, and Terrazzo work, floors, base, stairs, and wainscoting by hand or machine, and in addition, assisting and aiding Marble, Masonic, and Terrazzo Mechanics.

Other Classifications of Work:

For definitions of classifications not otherwise set out, the
Department generally has on file such definitions which are available. If a task to be performed is not subject to one of the classifications of pay set out, the Department will upon being contacted state which neighboring county has such a classification and provide such rate, such rate being deemed to exist by reference in this document. If no neighboring county rate applies to the task, the Department shall undertake a special determination, such special determination being then deemed to have existed under this determination. If a project requires these, or any classification not listed, please contact IDOL at 217-782-1710 for wage rates or clarifications.

LANDSCAPING

Landscaping work falls under the existing classifications for laborer, operating engineer and truck driver. The work performed by landscape plantsman and landscape laborer is covered by the existing classification of laborer. The work performed by landscape operators (regardless of equipment used or its size) is covered by the classifications of operating engineer. The work performed by landscape truck drivers (regardless of size of truck driven) is covered by the classifications of truck driver.

MATERIAL TESTER & MATERIAL TESTER/INSPECTOR I AND II

Notwithstanding the difference in the classification title, the classification entitled "Material Tester I" involves the same job duties as the classification entitled "Material Tester/Inspector I". Likewise, the classification entitled "Material Tester II" involves the same job duties as the classification entitled "Material Tester/Inspector II".
MEMORANDUM

To: Jeff Wilkins, County Administrator
From: Paul LaLonde, Assistant Director, VAC / KAT Program Director
C.C.: Tom Zucker, Executive Director, VAC
Subject: Recommendation Concerning Possible Purchase of the Two Super-Medium Vehicles Formally Used for Oswego Park-N-Ride Operations
Date: June 4, 2015

Background:

At the April 16th Committee of the Whole meeting, County Administration staff and Voluntary Action Center (VAC) staff presented on the possibility of the County purchasing the two super-medium duty vehicles being used for the Oswego Park-N-Ride operations, which are due to end as of June 30th. The two vehicles in question are currently being leased by the County from Midwest Transit. According to the Vehicle Return Agreement, the County has until on or before July 1, 2015, to inform Midwest Transit of their decision to purchase the vehicles or terminate the lease.

Remaining lease payments plus buyout agreement:
2011 Ford/Eldorado, 28+2 passengers: 5 remaining lease payments $7,445 + $16,846 buyout in November 2015 = $24,291

2011 Ford/StarTrans, 26 passengers: 5 remaining lease payments $7,545 + $17,099 buyout in November 2015 = $24,644

Recap Pros:

1. The IDOT Consolidated Vehicle Procurement process routinely takes over two years from grant application to vehicle delivery. Were the County to apply for similar vehicles through this CVF process, there was no guarantee IDOT would approve the application, and if it did, vehicle delivery would be extremely delayed.

2. Long term planning, the vehicles could be used for flex routes, which would help expand transportation options for County residents while helping take pressure off the growing
paratransit portion and offering economic development opportunities for County
businesses and residents.

Recap Cons:

1. Illinois budget beginning July 1, 2015, has created a lot of uncertainty. Limited resources
may limit the use of the larger vehicle(s) and may require us to delay flex-route planning.

2. Super-medium vehicles are not realistic option for day to day use in paratransit
operations. They’re too big for door-to-door and gas mileage is extremely low (4-5
MPG).

Further Consideration:

After the April 16th COW, the KAT Maintenance Director further examined the possibility of
vehicle use were one or both vehicles to remain in the KAT fleet. After consulting the VAC
Head Mechanic in DeKalb County and examining the vehicle history, the following comments
were offered:

- Both busses are 2011 Ford F-550 chassis equipped with the 10 cylinder gas engines.
  While these engines are adequate, the fuel mileage is subpar to say the least, averaging 4-
  5 MPG. The aftermarket air conditioning and alternator make working on these engines
  extremely difficult and costly.

- There is a very similar vehicle in VAC’s DeKalb fleet. The bus has had multiple
electrical problems, and VACDK maintenance staff is still dealing with these problems
today out of warranty. The KAT busses have the same wiring, and they too are starting
to experience the same electrical issues, and there is concern the vehicles will experience
the same issues as the DeKalb vehicle.

- In addition to the wiring and electrical problems, both vehicles have had non-routine
maintenance issues, including water pump replacement, multiple alignments and wheel
tread wear and tear, alternator replacement, and rear heater replacements. These may be
outliers, or these could be indicators that the vehicles are not suited for long term use.

- After further analysis, the busses in question are not ideally setup for flex-route service.
They ride very rough for wheelchair passengers, they go through tires quickly, one does
not have a rear emergency exit door, and the placement of the wheelchair lift (towards the
back of the vehicle, not at the front) are all factors that should make one look into a
different buses for flex-route. In addition, it has already been discussed how these
vehicles are not paratransit appropriate.
Final Recommendation:

These vehicles have been an asset to KAT over the past several years while used for less complex operations of Park-N-Ride feeder route service. However, based on the advice from VAC maintenance staff, coupled with the fiscal uncertainty from the State, which can negatively impact any immediate attempt to establish flex-routes, I recommend the County not purchase the vehicles and simply inform Midwest Transit that the vehicles will be returned according to the terms in the Vehicle Return Agreement. The County will save money in the KAT fund for other purposes that require immediate or emergency needs, i.e. KAT offices remodel and emergency engine issues in existing fleet. The risk of taking on these vehicles seems disproportionate to the gains, which will not be immediate based on proposed cuts to State transportation grants.
June 11, 2015

TO: Finance Committee
FROM: Jeff Wilkins, County Administrator and Interim PBZ Director

RE: PBZ Staffing

As you may know, the PBZ department budget was $485,259 in FY 2008 with a full time staff of 7. The current FY 2015 budget is $229,212 with full time staff of 3. Since FY 2010, I have been appointed to fill the role of interim PBZ Director and the remaining two PBZ staff has consistently increased responsibilities.

The current staff for the Planning Building and Zoning Department consists of Brian Holdiman who has been a Code Compliance Officer with county since 1998 and Sue Smith who has been a Building and Permits Assistant with the County since 1993. Most recently with departure of the Planning and Zoning Manager, the two remaining building staff has taken on the following:

1) Research and answer questions related to the zoning ordinance, storm water ordinance and comprehensive plan.
2) Coordinate with storm water consultant and planning consultant as needed.
3) Provide extra time to coordinate office coverage.
4) Receive and review applications for all zoning requests (i.e. variance, special use, rezoning) and storm water permits.
5) Distribute information received by Angela Zubko’s former e-mail account to proper parties.
6) Coordinate with petitioners for meeting dates and supply required documentation.
7) Maintain all escrow accounts, set up as needed, close out when completed.
8) Print applications for the all zoning related petitions and print site surveys and maps
9) Track all agendas and minutes in G share drive.
10) File zoning documents
11) Assist with all committee packets (ZPAC, RPC, ZBA, PBZ, HPC, etc)
12) Track all zoning payment receipts.
13) Research agricultural building allocations

In addition, when Brian and Sue are out of the office, Administrative Services staff has covered phone calls and fielded inquiries. Administrative Services staff has also covered FOIA act requests and minutes for RPC, ZBA, PBZ, HPC.

The County has shown fiscal constraint. However, another resource must be added to continue efficient and effective operations and customer service. The estimated cost difference of the two options is approximately $15,000.
2 current building staff with aid of zoning consulting firm at 18 hours per week

Pros: possible $15,000 less than budget

Cons: cannot cover meetings such as H&E committee, CMAP, Northwest Water Planning Alliance, township planning meetings, municipal planning meetings, minimal participation with other meetings and planning activities; requires flexibility of consulting firm to cover office when staff out of office; staff burn out; less consistent customer service

2 current building staff, plus Senior Planner level position with aid of zoning consulting firm at 2-5 hours per week

Pros: Consistent service; better office coverage; ability to participate in meetings such as H&E committee, CMAP, Northwest Water Planning Alliance, township planning meetings, municipal planning meetings, more participation with other meetings and planning activities; utilize consulting firm for planning and zoning activities versus to office functions; less staff stress

Cons: cost neutral compared to budget
May 22, 2015

Mr. Chuck Sutcliffe
Kendall County Democrats Central Committee
P.O. Box 494
Yorkville, IL 60560

RE: Notice of Vacancy – Clerk of the Circuit Court of Kendall County, Illinois

Dear Chairman Sutcliffe:

Pursuant to 10 ILCS 5/25-11, notice is hereby given to the county central committee of both political parties of the vacancy of the Clerk of the Circuit Court of Kendall County, Illinois.

Respectfully submitted,

John Shaw
Chairman, Kendall County Board
May 22, 2015

Ms. Jessica Bannister
Kendall County Republican Central Committee
P.O. Box 444
Yorkville, IL 60560

RE: Notice of Vacancy – Clerk of the Circuit Court of Kendall County, Illinois

Dear Chairwoman Bannister:

Pursuant to 10 ILCS 5/25-11, notice is hereby given to the county central committee of both political parties of the vacancy of the Clerk of the Circuit Court of Kendall County, Illinois.

Respectfully submitted,

[Signature]

John Shaw
Chairman, Kendall County Board
June 8, 2015

The Honorable Jim Inhofe
Chairman
Committee on Environment and Public Works
410 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Barbara Boxer
Ranking Member
Committee on Environment and Public Works
456 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Inhofe and Ranking Member Boxer:

Congress recently passed another short-term extension of surface transportation law that will keep current spending levels constant through July 31st. This extension will expire concurrently with the Highway Trust Fund (HTF) coming close to insolvency, increasing the urgency for Congress to pass a multi-year transportation bill funded with stable revenues.

As your Committee begins work on such a bill, we would like to bring to your attention important transportation policies regarding the movement of freight we hope you will incorporate into your legislation.

Moving Ahead for Progress in the 21st Century (MAP-21) MAP laid the groundwork for a new national freight program. The law directed DOT to develop a national freight policy, identify a national priority network for investment, and create incentives for states to prepare their own freight plans. However, MAP-21 missed opportunities to comprehensively address freight network challenges by limiting this preliminary work to highways and not dedicating funding to a federal freight program.

The Chicago region has extensive freight volume that impacts the entire country’s ability to move goods and people. Between a quarter and a third of all freight in the U.S. originates, terminates, or passes through the metropolitan Chicago region and about half of the nation’s intermodal freight touches the Chicago region. Over 925 million tons of freight worth $1.3 trillion move directly into and out of the Chicago region each year. Freight bottlenecks in our region slow down the entire national transportation network and cost people and businesses money.

We encourage you to greatly expand the freight work included in MAP-21 and focus your policies in ways that will help alleviate congestion impacting us and the country. To that end, we respectfully request any freight program included in your draft transportation bill include:

- **Dedicated Funding to the Freight Program**
  A freight program should be funded with contract authority at a level of at least $2 billion/year.
Multi-modal or Mode-neutral Funding Eligibility
A freight program should allow states, local communities, and regional planning organizations to fund projects that help move goods and people in the most efficient and safe way, regardless of whether they are road, rail, or port projects.

Major Metropolitan Area Focus
Major metropolitan areas play a critical role in managing goods movement. These regions, like the Chicago region, are key transportation hubs where bottlenecks can impact the entire country. A freight program should provide a key role for Metropolitan Planning Organizations (MPOs) in prioritizing and selecting freight projects. This role should include eligibility to apply for new national competitive grants and should ensure MPOs are involved in the planning and programming of funds in these regions.

Formula Funding and Chicago Region
If a freight program includes a formula component, the metrics used to distribute those funds should recognize the outsized role Chicago plays in our national freight system. Chicago is the nation’s freight network, where we transfer shipments between modes, have the physical capacity to handle large freight volumes, extensive warehousing and logistics centers, and the appropriate skilled workforce to coordinate and manage goods movement.

Competitive Grant Funding Program
A freight program should include a competitive grant program that is also funded with contract authority and include wide-eligibility for projects of all modes, not just highways. MPOs should be eligible applicants for these grant funds.

Thank you for the consideration of our views. We look forward to working with you to provide our country with the freight transportation network that will keep us competitive in the 21st century economy.

Sincerely,

Toni Preckwinkle, President
Cook County Board of Commissioners

Chris Lauzen, Chair
Kane County Board

Dan Cronin, Chair
DuPage County Board

John Shaw, Chair
Kendall County Board
Aaron Lawlor, Chair
Lake County Board

Joseph Gottemoller, Chair
McHenry County Board

Gerald R. Bennet, Board Chair
Chicago Metropolitan Agency for Planning (CMAP)

Lawrence M. Walsh, County Executive
Will County Board

Rebekah Scheinfeld
Commissioner, Chicago Dept. of Transportation

TK:GRB/stk

cc: CMAP Region Congressional Delegation
FW: Meeting with Secretary Blankenhorn

Fran Klaas <FKlaas@co.kendall.il.us> on behalf of Poppen, Jason <jpopen@hrgreen.com>

Mon 4/17/2015 9:37 AM

Here are the specifics of the meeting w/ Secretary Blankenhorn on June 8th. We'll plan on riding together as you suggested. Thanks.

Fran

-----Original Appointment-----
From: Poppen, Jason [mailto:jpopen@hrgreen.com]
Sent: Wednesday, April 15, 2015 1:01 PM
To: Poppen, Jason; Hastert, Dennis (HastertD@dicksteinshapiro.com); Patty Harbin (pattyharbin@formerspeaker.org); Fran Klaas
Subject: Meeting with Secretary Blankenhorn
When: Monday, June 08, 2015 10:00 AM-11:00 AM (UTC-06:00) Central Time (US & Canada).
Where: JRTC Building, 100 W. Randolph St., Suite 6-600, Chicago

Meeting has been confirmed for June 8, 2015 at 10:00 am.

Go through Security and take the elevator to the 6th Floor and go to Suite 600.

Assistant's name is Sarah 217-782-6149
Great!

Sarah A. Kurmann  
Executive Assistant to Secretary Blankenhorn  
2300 S. Dirksen Parkway, Rm. 300  
Springfield, IL 62764  
217-782-5149  
sarah.kurmann@illinois.gov

Sarah,

I have not yet heard from Chairman Shaw confirming Monday’s appointment with Secretary Blankenhorn in Chicago. I know that he wanted to keep the appointment, but I will get a definite confirmation from him tomorrow morning when he is in the office.

Enjoy your evening!

Valarie McClain  
KENDALL COUNTY ILLINOIS  
Administrative Services/County Board  
111 W. Fox Street, Suite 316  
Yorkville IL 60560  
Phone: 630/553-4171  
Fax: 630/553-4124
Valerie,

The Secretary is scheduled to be in Chicago on June 8 — so if you want to still go forward w/ meeting- lets...

Please call me at 217-782-6149.

Thanks!

Sarah A. Kurmann
Executive Assistant to Secretary Blankenhorn
2300 S. Dirksen Parkway, Rm. 300
Springfield, IL 62764
217-782-6149
sarah.kurmann@illinois.gov