

**MEETING OF THE BOARD OF TRUSTEES REGULAR SESSION
11004 Carpenter Street, Mokena, Illinois 60448**

Session #002

January 28, 2019

CALL TO ORDER

Mayor Fleischer called the Regular Session of the Board of Trustees to order at 7:03 p.m.

PLEDGE OF ALLEGIANCE

The Board of Trustees and members of the audience recited the Pledge of Allegiance.

ROLL CALL/ESTABLISHMENT OF QUORUM

Deputy Clerk Frieling called the roll and the following Trustees were present:

Joseph E. Budzyn
Debbie Engler
Jillian Hersted
George Metanias
Jim Richmond
Joe Siwinski

Also present were: Deputy Clerk Judi Frieling; Village Administrator John Tomasoski; Finance Director Barb Damron; Assistant Village Administrator Kirk Zoellner; Police Chief Steve Vaccaro; Community/Economic Development Director Alan Zordan; Civil Engineer Dan Peloquin; and Village Attorney Carl Buck.

DISCOVER MOKENA

Jeannine Huck, NAWS Board President, provided information about NAWS, a 501(c)3 No Kill Humane Society that offers pet adoptions, pet medical services, boarding for alumni and doggy day care.

Shelly Russo provided information about the Resale for Rescues shop which is a 100% donation based resale store. Proceeds from the shop help support NAWS.

COMMUNITY CALENDAR

Deputy Clerk Frieling presented the Community Calendar.

PUBLIC COMMENT

Jim Schlegel stated Resale for Rescues is a wonderful addition to Front Street. He also encouraged everyone to participate in a Will County service day.

CONSENT AGENDA

Village Administrator John Tomasoski presented (6) items on the Consent Agenda for Board approval. These items are strictly administrative in nature.

- a. Motion to adopt Resolution No. 2019-R-001, a resolution pertaining to the allowance of permit work by municipal employees in lieu of a surety bond, and to authorize the Village President and Village Clerk to execute the same.
- b. Motion to adopt Ordinance No. 2019-O-002, an Ordinance amending the Municipal Code of the Village of Mokena, Illinois as adopted by Ordinance No. 1630 on April 12, 1999 as it pertains to Flood Control Regulations and authorize the Village President and Village Clerk to execute same.
- c. Motion to adopt Resolution No. 2019-R-002, a resolution pertaining to membership in the Chicago Southland Convention and Visitors Bureau and to authorize the Village President to execute same.
- d. Motion to adopt Ordinance No. 2019-O-003, an Ordinance Amending the Business and License Regulations within the Village of Mokena, Will County, Illinois, and to authorize the Village President and Village Clerk to execute same.
- e. Motion to adopt Ordinance No. 2019-O-004, an ordinance pertaining to the classification and number of Liquor Licenses issued in the Village of Mokena; and to authorize the Village President and Village Clerk to execute same.
- f. Motion to approve minutes from the January 14, 2019 Board Meeting and Work Session.

Trustee Engler made a motion to approve Consent Agenda Items 6 (a), (b), (c), (d), (e) and (f) as depicted in the January 24, 2019 Request for Board Action prepared by the Village Administrator. Trustee Metanias seconded.

AYES: (5) Budzyn, Engler, Hersted, Metanias, Richmond
NAYS: (0)
Abstain (1) Siwinski
Absent: (0)
Motion carried

PRESENTATIONS/APPOINTMENTS/PROCLAMATIONS

Mayor Fleischer presented a recommendation to appoint Rob Dauphinais to the Site Plan and Architectural Review Committee (SPARC). He stated that Mr. Dauphinais is currently serving on the Planning Commission and feels he will be a fine addition to SPARC.

Trustee Engler made a motion to appoint Rob Dauphinais to the Site Plan and Architectural Review Committee effective immediately for a term to expire on June 30, 2019. Trustee Siwinski seconded.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski
NAYS: (0)
Absent: (0)
Motion carried

PUBLIC HEARINGS

N/A

OLD BUSINESS

Mass Notification System

Assistant Village Administrator Kirk Zoellner presented for the Board's consideration a memorandum of agreement (MOA) with the Will County Emergency Telephone System Board for use of Will County's mass notification system.

The Village has provided mass notifications via e-mail since 2003. Over time, demand has grown for a more robust notification system to supplement the existing system. Specifically, there exists the need for a "real time" system with an emphasis on public safety and public works. Following staff's presentation and subsequent discussion by the Board at its January 14, 2019 work session, it was the general consensus of the Board to move forward with acquiring new mass notification capabilities, and to advance the concept of entering into a MOA with Will County for access to/use of its Everbridge product/system.

The Everbridge system operated by the Will County Emergency Management Agency (Will County EMA) provides for the rapid delivery of messages to the public through one or more methods, including text messaging, e-mail, fax, and voice messaging. Messages can be sent to the public in specific geographic areas or to specific groups based on the circumstances of an alert situation. This "targeting" feature would be particularly valuable in situations where focused criminal activity has been identified, or in neighborhoods where a water main break has occurred and is impacting service to an isolated number of households in the community. A "test message" was sent out over the Everbridge system by Will County EMA earlier this month to selected Village elected officials and staff to confirm timeliness of message delivery. All elected officials and staff reported receiving the message almost immediately (within one minute or less).

Per terms of the MOA, the amount the Village would be charged by Will County EMA annually would be \$2,500, with the fee used to help EMA recover costs associated with providing the product/service. The cost of acquiring the capabilities of Everbridge through Will County EMA is significantly less than the annual financial commitment that would be required to purchase the Everbridge product directly from the vendor (\$2,500 vs. \$7,716). In addition to this significant cost savings, another tangible benefit of a MOA arrangement with Will County EMA is the access the Village would gain to local training and support that might not be immediately available from Everbridge itself.

Moving forward, EMA staff will train Village staff on the system, and a public awareness campaign will be launched utilizing local digital and print media, Mokena e-News, www.mokena.org, and Comcast Cable 6.

Trustee Engler made a motion to approve a Memorandum of Agreement between the Will County Emergency Telephone System Board and the Village of Mokena, Will County, Illinois, regarding the use of Will County's Mass Notification System for Non-Emergency Notification Purposes, and to authorize the Village President and Village Clerk to execute same. Trustee Metanias seconded.

Trustee Siwinski stated that this will be a very useful tool, and thanked Trustee Richmond for spearheading this initiative. He encouraged residents to sign up for the notifications.

Trustee Metanias said he felt this was a great way to communicate with residents.

Trustee Engler pointed out that she liked the targeting feature of the system.

Trustee Richmond reiterated his opinion that this was a good move.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski

NAYS: (0)

Absent: (0)

Motion carried

Schilling Lumber First Amendment to Economic Incentive Agreement

Mayor Fleischer stated that due to an emergency at the St.Johns facility representatives from Schilling Lumber were not able to attend the meeting.

Community/Economic Development Director Alan Zordan presented the first amendment to an economic incentive agreement with Schilling Lumber.

Dean Schilling, Schilling's CEO, initiated the request for an amendment to the existing agreement in late 2018. The original agreement between the Village and Schilling was entered into on February 10, 2014, and provided for the sharing of retail sales taxes allowing for Schilling Brothers to make substantial improvements to its property in Mokena. The requested amendment, if approved, would provide for continuation of the sales tax sharing arrangement for an additional fifteen years.

Community/Economic Development Director Zordan provided a historical overview of the Schilling property and reviewed the terms of the current incentive agreement which includes:

- a) 80/20 split of 1% sales tax above 2012 calendar year base.
- b) 20 year term.
- c) Two tiered performance oriented approach
 - I. General incentive for performance and business growth with 5 year term.
 - II. Incentive for further business growth only if additional site and building improvements are "Substantially complete" with within first 5 years.
 - III. If so, agreement would automatically be extended for additional 15 years.

The original agreement included specific required improvements to the property in the first five years. However, Schilling determined that other improvements were more important in order to grow the business.

The Board initially reviewed Schilling's request at its November 19, 2018 work session and forwarded it on to the Village's Economic Development Commission (EDC) for review and input. On December 13, 2018, the EDC reviewed the request and agreed that Schilling had met the intent of the original incentive agreement. As a result, the Commission unanimously passed a motion recommending the Board extend the term of the incentive agreement with Schilling an additional fifteen years (for a total of twenty years).

November 19, 2018 work session – Village Board had no objection; directed the amendment request to the EDC.

December 13, 2018 EDC meeting – Unanimously recommended that Village Board amend agreement as requested.

January 14, 2019 work session – Village Board reviewed the draft amendment document and had no changes to its terms and conditions.

The first amendment to the economic incentive agreement (EIA) confirms the extension of the EIA for an additional 15 years, requires that parking lot and landscaping improvements be made within one year and solidifies Mokena as the order acceptance point for items sold both within and outside of Mokena.

Community/Economic Development Director Zordan reviewed the improvement plan which includes hard surface and concrete paving, additional customer parking and more landscaping.

Mayor Fleischer inquired if the company name was Schilling or Schillings.

Attorney Buck stated that according to the corporate documents the correct spelling is Schilling.

Trustee Engler made a motion to accept and approve the first amendment to the economic incentive agreement, dated January 28, 2019, between the Village of Mokena and Schilling Brothers Lumber of Illinois, Inc., and to authorize the Village President and Village Clerk to execute same. Trustee Metanias seconded.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski

NAYS: (0)

Absent: (0)

Motion carried

NEW BUSINESS

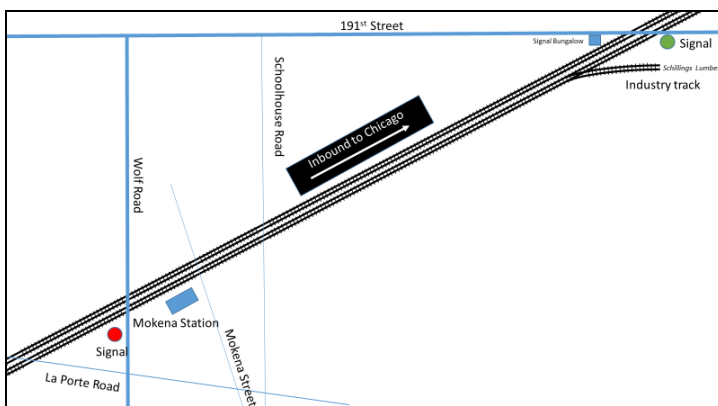
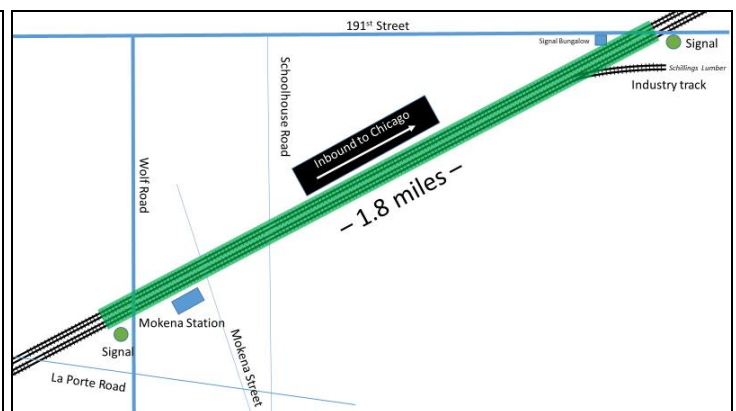
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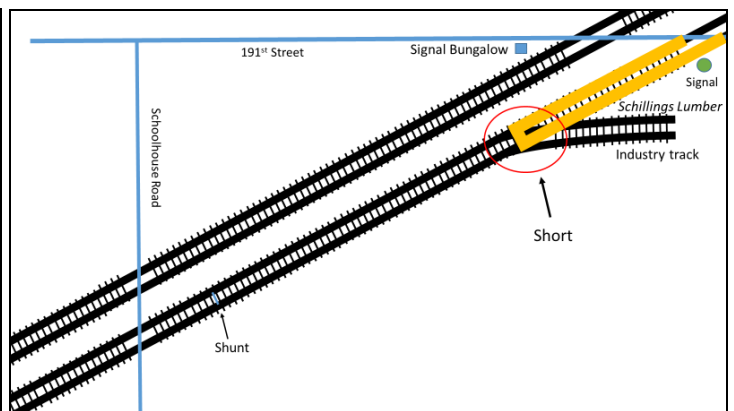
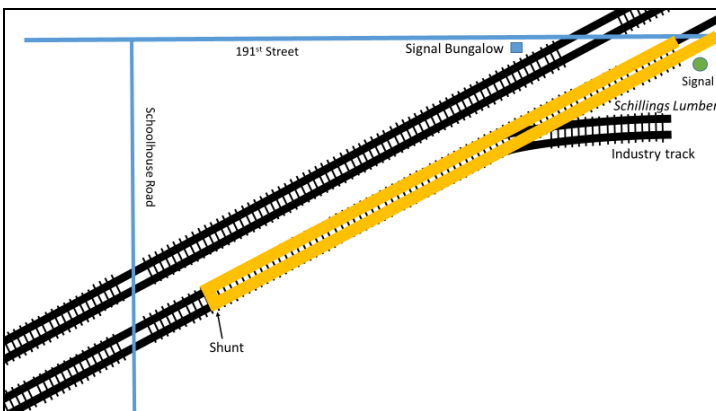
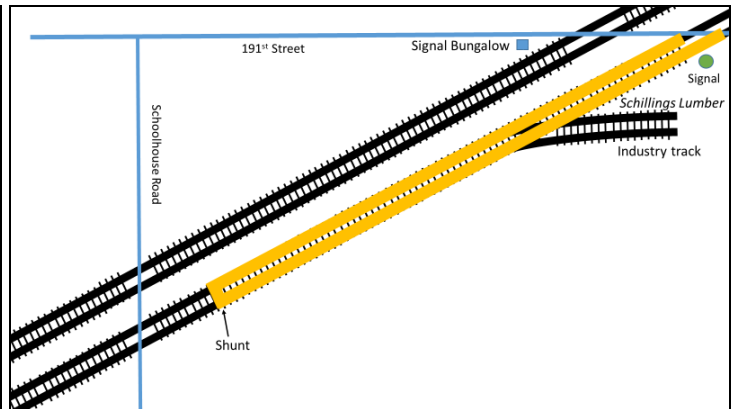
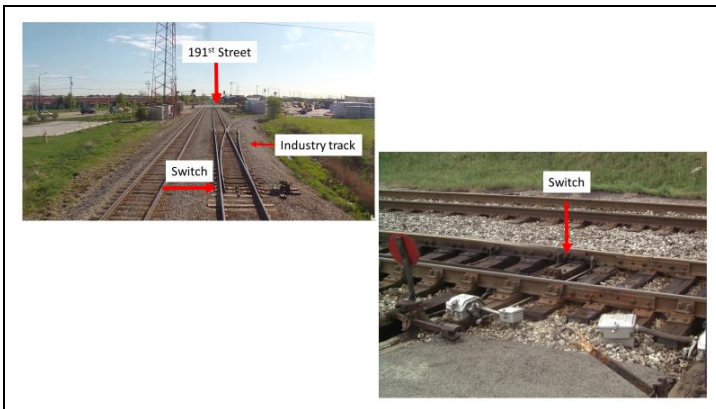
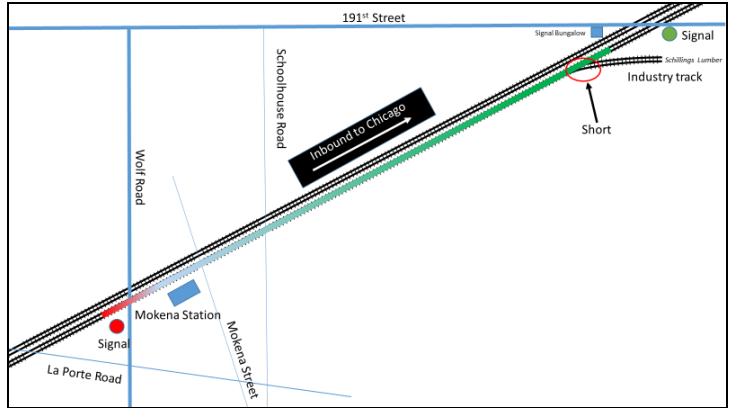
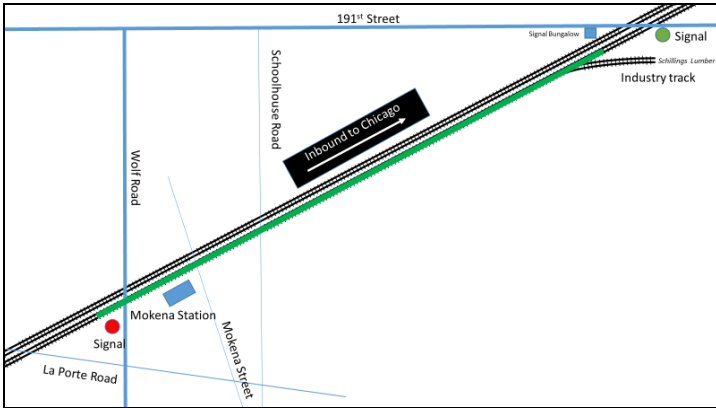
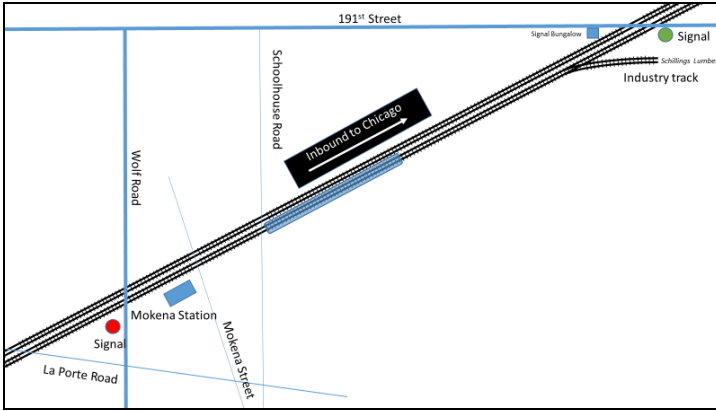
PRE-SCHEDULED PROPOSALS/PRESENTATIONS AND VISITORS

Metra

Village Administrator Tomasoski stated that Village officials recently met with Metra representatives to discuss the November 9, 2018 gate crossing malfunction at 191st Street. After that meeting, the Village requested Metra representatives attend the January 28, 2019 meeting to discuss the results of their investigation with regard to this incident and safety measures moving forward.

Mr. Jim Derwinski, Metra's CEO/Executive Director provided the following presentation that addressed the area (sector) between the Wolf Road and Hickory Creek stations.





Recent reports

Jan. 2: Several reports came in that the crossing gates were going up and down with no trains in the area. Maintainers dispatched to the scene observed multiple trains passing through the crossing without problems, and a review of the signal system found no evidence of failures.

Jan. 14: (morning) A truck struck a gate at 191st Street. Metra determined the driver entered the intersection before the warning lights stopped flashing, striking a gate.

Jan. 14: (5:20 p.m.) A citizen reported the gates did not activate for train at 191st Street. Metra checked video from all trains at the time of report and the gates worked every time.

Jan. 15: (evening) A gate struck a truck at 191st Street. Metra determined the driver stopped too far forward after the warning lights activated and the gate came down on top of the truck.

In response to these incidents, as a precaution, Metra implemented speed restrictions in the area at 7:24 p.m. on Jan 15 until 6:15 a.m. on Jan. 17 and posted a police car at 191st Street until the morning of Jan. 18. No issues were observed during that time.

Jan. 18: (work train) A citizen reported the gates did not activate at Wolf Road. Metra determined the gates worked as designed, going down as a train approached and then 'timing out' and going back up as the train stopped before the crossing.

Jan. 22: (evening) The gates were reported stuck in the down position at 191st Street. Metra determined that road salt in the crossing created an electrical short that caused the gates to go down in failsafe mode.

Jan. 26: (evening) The gates were reported stuck in the down position at 191st Street. Metra determined there was a broken rail near the crossing that caused the gates to go down in failsafe mode.

Jan. 27: (morning) One gate was up and one was down at the Schoolhouse Road crossing. Metra determined the problem was caused by frost in the contact.

Operating as designed

- If two trains pass through a crossing in opposite directions one after another, the gates and lights may stop after the first train passes through the intersection but immediately activate again for the second train.
- If a train approaches a crossing but stops short of the crossing, the gates and lights will activate as the train approaches but then 'time out' or go back up and stop flashing after the train stops. This is for safety; the system must assume the train is not going to stop. It's also to ease traffic on 191st; the devices only activate when necessary. When the train starts moving toward the crossing again, the warning devices will activate again.
 - At this crossing, an inbound train going into the lumberyard will activate the gates and lights, even if it's not going through the crossing, until the system determines the train has stopped or switched onto the lumberyard track.
 - Also at this crossing, an outbound train coming to a stop at Hickory Creek may briefly activate the gates and lights at 191st Street, until the system determines the train has stopped and times out. The gates and lights will activate again when the train starts moving again.

Moving forward

- New rule adopted on Dec. 6 that requires engineers to move trains at restricted speeds in such situations.
 - When Positive Train Control is fully implemented, trains will have to move at restricted speeds in such situations
- All crossings in Mokena have undergone at least three inspections since Nov. 9; no problems were found.
 - The 191st Street crossing has been tested at least five times in recent weeks following recent incidents; no problems were found.
- We have reached out to manufacturers of all grade crossing protection equipment and all testing equipment to ensure we following the latest recommendations for settings, maintenance, replacement and testing.
- We have reached out to railroads across the country to see if there are practices and procedures that we should adopt.
- We are researching grade crossing protection monitoring systems.
- We are cooperating fully with an FRA investigation.
- We have improved internal communications.

Ways to communicate a gate malfunction

Call 911

Call Metra Police 312-322-2800

Call the number on the DOT sign



Mr. Derwinski explained that on November 9, 2018 the first six inbound trains experienced no incidents or issues. As the seventh train approached the Wolf Road station the signal turned red. As required, the train stopped at the signal and waited for the dispatcher to give permission to proceed past the signal to the station. Due to the red signal the train was required to travel at restricted speed (approximately 20 m.p.h.) when it left the station. As the train proceeded past the Schoolhouse Road crossing, the cab signal system (located inside the train) turned green. By rules, this allows the operator to accelerate to maximum authorized speed. Due to a short in the switch (at 191st Street) the gates did not go down and the train proceeded through the 191st Street crossing. The engineer did not report this activation failure.

The next inbound train also experienced a red signal at the Wolf Road station. The engineer followed the same protocol as the previous train. However, this time the 191st Street gates went down.

As the next train went through the 191st Street crossing, the engineer noted the gates were down however they started going up. He applied the brakes, blew the horn and the gates went back down. That engineer reported to the dispatcher that the gates “pumped”. At that point, the dispatcher had the option of putting a protective rule in place. That did not happen at that time.

The next train (506) had the same red signal. He followed the required procedures. At that point signal maintainers were working on the problem. As he approached the 191st Street crossing, the gates did not go down. This is the train captured by the police video. At the time, the engineer reported a grade crossing activation failure to the dispatcher. The dispatcher called the maintainer who was at the 191st Street bungalow. A “box one” protection was put in place which required trains to be “walked” across the crossing by a conductor. Metra determined that one of the insulators in the switch by Schilling was allowing the electrical current to short across the rail which did not allow the gates to go down.

Mr. Derwinski explained that the time warning device, which is located in the bungalow, calculates how fast the train is traveling to determine when the gates go down. In the gate failure situation, the current going through the failing insulator caused the time warning device to electrically sense a train waiting at the crossing and the gates “timed out” (went up). Ultimately, the time warning device did not detect the movement because it sees the short. The insulator was changed out and tested that afternoon.

Mr. Derwinski stated that from November 9th through December 6th, Metra reviewed and made a rule change. On January 2nd Metra received several reports that the gates were going up and down. This was due to freight cars being changed out at Schilling Lumber. Several other reports regarding gate failures were investigated by Metra. After viewing the videos no problems were observed.

In response to these incidents, as a precaution, Metra implemented speed restrictions in the area at 7:24 p.m. on January 15th until 6:15 a.m. on January 17th and posted a police car at 191st Street until the morning of January 18th. No issues were observed during that time.

Between January 18th and January 27th, additional reports were received regarding gate failures. These incidents were the result of either gates timing out, road salt creating an electrical short, a broken rail or frost.

Mr. Derwinski explained how extreme hot and cold weather and road salt can affect the rails.

Mr. Derwinski provided examples of gate activations that may appear to be malfunctions but are operating as designed.

- If two trains pass through a crossing in opposite directions one after another, the gates and lights may stop after the first train passes through the intersection but immediately activate again for the second train.
- If a train approaches a crossing but stops short of the crossing, the gates and lights will activate as the train approaches but then 'time out' or go back up and stop flashing after the train stops. This is for safety; the system must assume the train is not going to stop. It's also to ease traffic on 191st Street; the devices only activate when necessary. When the train starts moving toward the crossing again, the warning devices will activate again.
- At this crossing, an inbound train going into the lumberyard will activate the gates and lights, even if it's not going through the crossing, until the system determines the train has stopped or switched onto the lumberyard track.
- Also at this crossing, an outbound train coming to a stop at Hickory Creek may briefly activate the gates and lights at 191st Street, until the system determines the train has stopped and times out. The gates and lights will activate again when the train starts moving again.

Mr. Derwinski explained the new rule adopted by Metra that makes the railway safer. He explained that all crossings in Mokena have undergone at least three inspections since November 9th; no problems were found. The 191st Street crossing has been tested at least five times in recent weeks following recent incidents; no problems were found.

In addition, Metra has reached out to manufacturers of all grade crossing protection equipment and all testing equipment to ensure they are following the latest recommendations for settings, maintenance, replacement and testing. They have reached out to railroads across the country to see if there are practices and procedures they should adopt. They are researching grade crossing protection monitoring systems. They are cooperating fully with a Federal Railroad Administration (FRA) investigation and they have improved internal communications. He provided contact information if anyone witnesses a gate malfunction.

Mayor Fleischer asked if there were any questions from the audience. He then explained the format for the question/answer period.

Trustee Engler made a motion to allow the public to ask questions of Mr. Derwinski and his staff pursuant to the rules that you have previously identified. Trustee Siwinski seconded.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski

NAYS: (0)

Absent: (0)

Motion carried

Jim Schlegel thanked Mr. Derwinski for coming to the meeting. He stated that he reported gates being down on a clear day. He asked what might have caused that to happen.

Mr. Derwinski explained that the maintainer may have been in the area conducting testing. He stated that if Mr. Schlegel gave him the date of the incident he could check their reports to see what was found.

Julie Oost thanked the police department for their presence during the investigation. She requested clarification on if there had been a problem.

Mr. Derwinski stated that on November 9th there was a problem. Since November 9th they have identified no problems.

Ms. Oost commented on hearing the trains blowing whistles more often. She inquired if trains could continue to blow their whistles, especially at the 191st Street crossing.

Mr. Derwinski explained that that is up to the Village and IDOT to make that request.

Trustee Siwinski made a motion to close the public question period. Trustee Metanias seconded.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski

NAYS: (0)

Absent: (0)

Motion carried

Trustee Metanias commented on the engineer that did not report the gate malfunction and the potential consequences of his actions. He hoped that Metra was taking care of that.

Trustee Metanias inquired how often the insulators are inspected.

Mr. Derwinski replied that insulators are inspected every 90 days by regulation. However, in the future they are going to start a different type of inspection with a new measurement device.

Trustee Metanias inquired why the gates time out.

Mr. Derwinski explained that when the gates stay down motorists tend to go around and go over the tracks. If another train is coming, motorists might not see it and get hit. The current technology will detect if a train is coming and raise the gates (time out) if it's safe to do so.

Trustee Metanias thanked Metra representatives for attending the meeting.

Trustee Budzyn thanked Mr. Derwinski for coming out for the meeting. He asked who on the train is responsible for monitoring the gates.

Mr. Derwinski stated the engineer is responsible for watching the gates, looking down the tracks, watching for other trains, looking at gauges, etc.

Trustee Budzyn inquired how many other insulators are within the Village of Mokena.

Mr. Derwinski explained each switch has numerous insulators. He explained that he spoke with several of Metra's long-term maintainers regarding this situation and none had heard of this type of failure. He also explained a change-out program they are putting in place.

Trustee Budzyn stated the 191st Street crossing is cement and wondered how it could be affected by salt.

Mr. Derwinski explained that there is a gap by the rail which allows the salt to get in.

Trustee Budzyn inquired if the break was in track or the joint.

Mr. Derwinski stated it was in the track.

Trustee Budzyn inquired if Metra has a program to educate the public regarding rail safety.

Mr. Derwinski explained they visit schools and address drivers education students along with other outreach events.

Trustee Budzyn inquired if Metra had any educational videos that the Village of Mokena could utilize on cable.

Mr. Derwinski stated they could probably provide something from the materials they use in the classroom. He also stated that he could reach out to their freight partners for additional videos.

In order to ease the anxiety of motorists at Mokena rail crossings, Trustee Budzyn requested that in the next 30 days the signal maintainers look at everything in the Village of Mokena including the insulators, connections, any wear parts, etc,

Mr. Derwinski stated they could do that. He also mentioned that during the cold snap maintainers would be on duty 24 hours.

Trustee Siwinski requested clarification of the January 14th incident that was reported by a high school student.

Mr. Derwinski stated that the report came in at 5:20 p.m. They viewed video prior and post 5:20 p.m.. and could not substantiate the gates malfunctioning.

Trustee Siwinski inquired how often shorts that prevent the gates going down occur?

Mr. Derwinski stated it is very rare. If it does happen they are required to report to the FRA. One occurred last year and it was determined to be human error.

Trustee Siwinski stated that the Board is looking out for safety of motorists and expressed his appreciation to Metra for the changes they have made to ensure safety moving forward. He also stated that he agreed with Ms. Oost regarding trains blowing their horns at the 191st Street crossing.

Mr. Derwinski stated he would have the safety department call Mr. Tomasoski to discuss the process.

Trustee Metanias stated the 191st Street crossing is not near residential areas and would not have a problem with trains blowing the horns at that crossing.

Administrator Tomasoski stated he would be happy to work with Metra. Initial research conducted so far with the FRA indicates there is a process to waive the quiet zone.

Trustee Siwinski thanked Metra and the police department for working through this.

Trustee Budzyn inquired if a malfunction is recognized does Metra typically notify the local police department.

Mr. Derwinski responded that moving forward they will keep Mokena in the loop but the typical protocol is to contact the railroad police.

Trustee Engler expressed her appreciation for Metra representatives coming to the meeting and everything they have done.

Trustee Richmond requested clarification regarding the FRA investigation.

Mr. Derwinski replied that he personally notified the FRA regarding the activation failure and advised them about the police video and that in order to be transparent Metra would be releasing all videos from the train.

Trustee Richmond inquired how many other crossings have had issues like this one.

Mr. Derwinski replied that with the type of short that occurred he has not heard of any other crossings that experienced this problem. It is very rare. However, gates being stuck down or pumping is a common occurrence.

Trustee Richmond requested that they help our residents feel secure and look into the insulator tool to do some predictive maintenance.

Trustee Hersted inquired about the life cycle of the insulators and if others will start to fail and need to be replaced.

Mr. Derwinski stated they are putting insulators on a periodic basis of change out.

Trustee Hersted inquired about the new testing device for insulators.

Mr. Derwinski stated that the new equipment will take the data it records and generate a trend analysis.

Trustee Hersted inquired when the Positive Train Control (PTC) which is at 20% would be complete.

Mr. Derwinski stated they should be at 100% by June.

Mayor Fleischer thanked Mr. Derwinski and his staff along with Representative McDermed, Representative DeLuca and Mayor Baldermann for their follow-up and concerns. He also asked Administrator Tomasoski to keep the residents and Board updated on any new developments.

Mayor Fleischer expressed his concerns regarding the first engineer that did not report the gate malfunction.

Mr. Derwinski informed the Board that on February 8th or 15th the signal system will be upgraded.

Trustee Richmond spoke about the quiet zone and asked that engineers blow the horn if they feel there is need for it.

Mr. Derwinski stated the engineers are empowered to blow the horn if they feel it is needed.

VILLAGE ADMINISTRATOR'S COMMENTS

Village Administrator Tomasoski requested Community/Economic Development Director Alan Zordan update the Board on development and business activities. Mr. Zordan provided an update on pending development projects and highlighted businesses providing supplies for Super Bowl parties.

Administrator Tomasoski spoke about utilizing the Village Hall as a warming center and exercising caution during the upcoming extreme cold temperatures.

TRUSTEES' COMMENTS

Trustee Hersted thanked Metra representatives for attending the meeting.

Trustee Budzyn reminded residents to lock their cars and keep their garage doors closed to help prevent crimes of opportunity. He also reminded snow plow drivers to not bury fire hydrants.

Trustee Siwinski asked residents to check on neighbors during the upcoming cold snap. He complimented the police department and commented on the increased police presence. He asked Chief Vaccaro to provide an update on what is going on with regard to vehicle burglaries.

Chief Vaccaro provided an update on recent vehicle burglaries and stolen vehicles and what is being done to identify those involved in the burglaries. He provided tips for residents to help prevent being a victim of burglaries and requested residents report any suspicious activity.

Trustee Metanias encouraged residents to lock their car doors and asked residents to help their elderly or handicapped neighbors shovel snow. He reminded residents to not blow snow into the street and to remove cars from on-street parking while streets are being plowed.

Trustee Engler reminded residents to check their garage doors to make sure they're closed. She also encouraged everyone lock their cars. She attended the Chamber inaugural and congratulated the new chamber president. She also welcomed Melissa Fedora back to the Chamber.

Trustee Richmond indicated he is looking forward to opening his pool.

CLERK'S COMMENTS

N/A

MAYOR'S COMMENTS

Mayor Fleischer reminded residents to move their cars from on-street parking while roads are being plowed. Tickets will be issued to those who do not comply.

ADJOURNMENT

Trustee Siwinski made a motion to adjourn the Regular Session at 9:03 p.m. Trustee Engler seconded.

AYES: (6) Budzyn, Engler, Hersted, Metanias, Richmond, Siwinski

NAYS: (0)

Absent: (0)

Motion carried

Respectfully submitted,

Frank A. Fleischer, Village President

ATTEST:

Judi Frieling, Deputy Village Clerk