

LEGISLATIVE

& POLICY

COMMITTEE

RESOLUTIONS



Legislative & Policy Committee
Resolution #09-39

RESOLUTION OF THE COUNTY BOARD
WILL COUNTY, ILLINOIS

***RE: SUPPORTING WILL COUNTY'S
2009 STATE LEGISLATIVE AGENDA & PRIORITIES***

WHEREAS, the Will County Board Legislative Committee has been diligently monitoring legislation affecting Will County and has prepared the 2009 State Legislative Agenda, and

WHEREAS, as the spring session of the Illinois General Assembly gets underway, the Legislative Committee has also summarized Will County's main legislative priorities and concerns, and

WHEREAS, with the assistance of Will County's Lobbyist and Will County Elected Officials, the Legislative Committee has recommended **SUPPORT** of the 2009 State Legislative Agenda.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby SUPPORTS Will County's 2009 State Legislative Agenda, as attached, to move forward to the spring session of the Illinois General Assembly.

BE IT FURTHER RESOLVED, that the Will County Clerk transmits copies of the attached 2009 State Legislative Agenda to all Will County Legislators.

BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby incorporated as if fully set forth herein. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Adopted by the Will County Board this 19th day of February, 2009.

Vote: Yes___ No___ Pass_____ (SEAL)

Nancy Schultz Voots
Will County Clerk

Approved this _____ day of _____, 2009.

Lawrence M. Walsh
Will County Executive

**WILL COUNTY BOARD
LEGISLATIVE COMMITTEE**

**LEE ANN GOODSON, CHAIRMAN
STEVE WILHELMI, VICE-CHAIRMAN
HERBERT BROOKS, JR.
KATHLEEN KONICKI
DEBORAH ROZAK
LAURIE SMITH
JACQUELINE TRAYNERE**

The Legislative Agenda for 2009 is a product of the Will County Board's Legislative Committee. The committee is responsible for the review of all legislative proposals that may affect Will County. The committee takes positions on selected bills on behalf of the Will County Board.

It is the County Board's policy to support legislation granting additional authority to Counties. We also may support legislation which allows counties to expand non-property tax revenue sources.

The following are guidelines for your consideration:

- Oppose unfunded mandates imposed by State and Federal governments;
- Oppose legislation that reduces our existing authority;
- Oppose legislation that erodes our existing revenue base.

The Legislative Committee meets on the second Tuesday of each month at 8:30 a.m. at the Will County Office Building, 302 N Chicago St., Joliet, IL 60432



Larry Walsh, Will County Executive
Jim Bilotta, Majority Leader

Jim Moustis, Chairman, Will County Board
Walter Adamic, Minority Leader

WILL COUNTY REGIONAL AIRPORT

Will County has been interested in the development of the South Suburban Airport (*also known as the Will County Regional Airport*) in the eastern portion of our County for approximately 20 years. When state and federal processes began moving toward the actual development of the airport with the Tier I EIS Record of Decision in 2002, Will County formally announced its desire to be named the official local airport sponsor. The Illinois Department of Transportation was and still is the official airport sponsor for planning and environmental purposes. IDOT is not however, in the business of operating airports and therefore will not be the developer, owner or operator of the actual airport facilities. During June and October of 2003, Will County sent letters and passed resolutions indicating to the Illinois Department of Transportation and the Federal Aviation Administration that co-sponsorship with IDOT would be an appropriate mechanism for transitioning the County in to the ultimate sponsorship role. IDOT has not chosen a local sponsor or co-sponsor to date.

Demonstrating the seriousness of our sponsorship request, Will County has drafted legislation that creates a governing authority for the airport. This legislation provides the governing body with the authority, powers and regional membership representation necessary for effectively operating the airport. Additionally, a financial model has been created to fund the construction and operation of the airport. This financial model affords proven methods and all of the necessary flexibility required to insure that the airport can be successfully financed through a public-private partnership.

The Will County Regional Airport site lies entirely within Will County and due to both the positive and negative aspects of airport development, Will County is committed to making sure this airport is developed with the best business, governance and planning methods possible. It is our intent to do this in order to insure the protection of our citizens **and** a successfully operating airport. Understanding the regional effects of airport development, we support O'Hare modernization and are completely willing to work with our neighboring communities on issues related to the development of this airport. Will County is and always has been open to private investment and/or development at the airport so long as it is based on a sound business plan and provides for the protection of the public interest.

As Will County Leadership we respectfully request the following from our local legislators and the Illinois General Assembly:

- Work with Will County to introduce airport governance legislation that will **effectively** operate the airport and **protect** the citizens most affected by negative airport impacts
- Work with Will County to insure that the finance plan chosen for the development of the airport is based on a **sound, long-term** business plan
- Urge IDOT and the FAA to **coordinate and share information** on airport master planning with Will County and local communities to prevent duplication of work, unnecessary expenditure of tax dollars and inconsistent plans

LEGISLATIVE PROPOSALS FOR 2009

AUTHORITY TO SITE WIRELESS COMMUNICATIONS TOWERS

The FCC licenses wireless communications services in a geographic area but preserves state and local authority over zoning and land use decisions. As long as legislation does not discriminate amongst providers or regulate to the point that wireless services are prohibited, we are free to apply zoning standards to the construction of these towers.

Last year, we were successful in passing HB4936 introduced by Rep. Kosel (public act 95-0815) that increased notification requirements to adjacent property owners by telecom carriers of a proposed tower. We plan to build on that success by introducing legislation that grants counties the authority to establish setback requirements for the siting of cell towers near a residential development.

CANADIAN NATIONAL RAILWAY ACQUISITION OF THE EJ & E RAILROAD

This proposal has been under review by the U.S. Surface Transportation Board for many months. Many Will County communities will realize as much as 10 times more train traffic through their towns as a result of this merger. An extensive campaign to either deny the merger or require a financial commitment to mitigate the disruption and safety concerns has not been successful to this point.

It appears that the federal government will be making an enormous financial commitment to an infrastructure authorization bill. We will be introducing a resolution seeking the support of Illinois' congressional delegation to include at-grade rail crossing improvements in this bill that are needed as a result of this merger.

CAPITAL BILL & STATE BUDGET

It is probable that a capital bill will be needed to provide a local match for the federal infrastructure initiative that published reports have an economic stimulus package costing as much as a trillion dollars. In most drafts of our much discussed state capital bill, local roads have been earmarked for funding by \$500 million thanks to the insistence of Rep. Tom Cross. With the federal authorization highlighting funding for local roads, we believe that this is an opportunity for Counties. We would like to see the state's capital bill increase local road funding to \$1 billion.

We also believe that the budget shortfall in Illinois for the next fiscal year will be shocking. The temptation by the State to divert revenue that is allocated to local governments will be intense. We strongly insist that the Illinois General Assembly not balance their budget by withholding our dedicated revenue,

PROBATION SERVICES

The State of Illinois mandates that counties provide probation services. The program is administered through the Illinois Supreme Court. This State mandated program is supposed to provide 100% reimbursement to counties for the cost of probation, detention and pretrial positions in the 22 circuit courts in Illinois. The Illinois Supreme Court has admitted that "state funding only accounts for 1 / 3 of the cost for probation services."

The Supreme Court Task Force has been studying the issue with no resolution. We believe that it is time for the General Assembly to increase funding to meet their statutory mandate, Each year, Will County continues to pay a greater percentage of the cost as state reimbursements shrink.



**Legislative & Policy Committee
Resolution #09-40**

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

**RESOLUTION AMENDING WILL COUNTY'S 2009
FEDERAL AGENDA & PRIORITIES TO ADD REQUEST FOR FUNDING FOR CANAL
CORRIDOR ASSOCIATION AS OFFICIAL COORDINATING ENTITY
FOR I & M CANAL NATIONAL HERITAGE CORRIDOR**

WHEREAS, at its January 15, 2009 Board Meeting the County Board set forth its 2009 Federal Agenda and Priorities, and

WHEREAS, since that meeting a request has been brought forth to include in Will County's 2009 Federal Agenda and priorities funding for the Canal Corridor Association as the Official Coordinating Entity for our I & M Canal National Heritage Corridor, and

WHEREAS, the Will County Board Legislative Committee has worked diligently to identify those priorities to be considered for inclusion in the 2009 Federal Agenda of Will County, Illinois, and

WHEREAS, the Will County Board Legislative Committee and the Will County Executive recommend that Will County's 2009 Federal Agenda & Priorities be amended to include the request for funding for the Canal Corridor Association as the Official Coordinating Entity for our I & M Canal National Heritage Corridor.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby adds the request for funding for the Canal Corridor Association as the Official Coordinating Entity for our I & M Canal National Heritage Corridor to its 2009 Federal Agenda & Priorities for Will County, Illinois.

BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby incorporated herein as if fully set forth. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Adopted by the Will County Board this 19th day of February, 2009.

Vote: Yes ___ No ___ Pass _____ (SEAL)

Nancy Schultz Voots
Will County Clerk

Approved this _____ day of _____, 2009.

Lawrence M. Walsh
Will County Executive

Kathleen Konicki

Fax

To:	James Moustis, Chair Executive Committee c/o Melissa	From:	Kathleen Konicki
Fax:	815/740-8395	Fax:	708/301-7873 [call first]
Phone:	815/740-4602	Phone:	708/301-7873
Date:	02-02-09	Pages:	This page only

I am requesting that the following matter be considered at the next Executive Meeting, 02/05/09, for assignment to the Legislative Committee:

AMENDING OUR FEDERAL LEGISLATIVE AGENDA TO INCLUDE A FUNDING REQUEST FOR THE CANAL CORRIDOR ASSOCIATION AS THE OFFICIAL COORDINATING ENTITY FOR OUR I&M CANAL NATIONAL HERITAGE CORRIDOR.

As the official Coordinating Entity, the Association is federally authorized to receive up to \$10 million dollars over 15 years. To date, it has received about \$300,000 of its authorized amount and needs additional appropriation.

Importantly, an appropriation would not compete with dollars for other projects, such as roads. National Heritage Corridors have their own funding set-aside. To get its needed share of dollars, our Canal Corridor Association competes only with the Coordinating Entities of other National Heritage Corridors. It has been over-looked for a number of years and requests help in raising its profile in Washington and competing more effectively for its fair share of the dollars that already have been set-aside for the purpose of supporting and funding National Heritage Corridors.