

FEDERAL PRIORITIES



FISCAL YEAR 2017



COUNTY OF WILL

WILL COUNTY OFFICE BUILDING • 302 NORTH CHICAGO STREET • JOLIET, ILLINOIS 60432

Lawrence M. Walsh
Will County Executive

James G. Moustis
Will County Board Speaker

To the Illinois Congressional Delegation:

We are very pleased to present you with Will County's Fiscal Year (FY) 2017 Federal Agenda. Thanks to substantial support from the Illinois Congressional Delegation, Will County has compiled a record of cost-effective utilization of federal resources. As the national agenda continues to focus on economic growth, our 2017 Federal Agenda is designed to advance our most pressing priorities.

The FY 2017 agenda will focus on the passage and implementation of authorization bills, regional priorities that have a nexus with federal policies, program funding that is instrumental to the County's operations and projects important to Will County.

The Federal Agenda details key Will County priorities that were addressed in the five-year surface transportation authorization bill, the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015. The County is particularly interested in the implementation and allocation of the roughly \$11 billion in dedicated funding for freight related projects, a County priority for the last six years. The Federal Agenda also addresses the authorization of the Water Resources Reform Development Act (WRRDA).

As home to the largest inland port in North America, Will County is an ideal location for logistics investment and a key hub for moving commerce across the country. A vast amount of property can still be developed within the County, and this only bolsters the belief that there remains a significant growth opportunity for both business and housing in Will County. With ideal real estate locations and the inland ports experiencing exponential growth of agricultural exports out of the County, it is easy to understand why Will County is an economic engine for Illinois and the region.

While available federal funds will likely remain stagnant or slightly increase in FY 2017 due to the two-year budget agreement passed in 2015, Will County's needs continue to grow. Federal funding is critical to a number of Will County projects. Local facilities, such as the County's federally qualified community health center, emergency management agency and many others, benefit from several domestic discretionary programs. Will County continues to be an effective steward of federal dollars, and it would be unfortunate to jeopardize any of these resources while the County's population and economy grows.

Will County strives to be proactive with its Federal Agenda, but it is always interested in the congressional delegation's strategic insight and assistance in identifying available federal grant opportunities and other programs that may fit our needs.

Will County appreciates all that the Illinois Delegation has done and continues to do for the County. We look forward to your feedback on our Federal Agenda and believe that you will be impressed with the County's continued development and progress.

Sincerely,

Lawrence M. Walsh
Will County Executive

Jim Moustis
Will County Board Speaker



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

Establishing Will County FY2017 Federal Legislative Agenda & Priorities

WHEREAS, Will County's population has more than doubled (adding 349,049 residents) between 1985 and 2010, increasing from 328,511 to 677,560 (U.S. Census Bureau); and

WHEREAS, the U.S. Census Bureau lists Will County as one of the 100 fastest growing and one of the 100 largest counties in the nation; and

WHEREAS, Will County's growth has placed tremendous stress on our local infrastructure, both human and physical, and has created a back log of critical needs; and

WHEREAS, the Will County Board Legislative & Policy Committee has worked diligently to identify those priorities to be considered for inclusion in the FY2017 Federal Agenda of Will County, Illinois; and

WHEREAS, the Will County Board Legislative & Policy Committee and the Will County Executive recommend the attached list of priorities for inclusion in the Will County Federal Agenda for FY2017.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby establishes the attached list of priorities set forth as the FY2017 Federal Agenda for Will County, Illinois in substantially the same form as attached hereto.

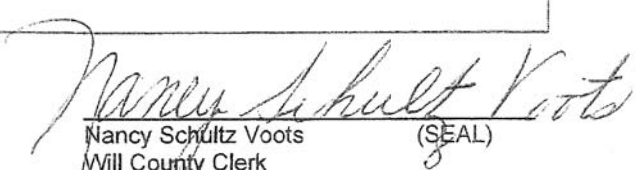
BE IT FURTHER RESOLVED, that the Preamble of this Resolution is hereby incorporated herein as if fully set forth. This Resolution shall be in full force and effect upon its passage and approval as provided by law.

Adopted by the Will County Board this 18th day of February, 2016.

AYES:	Howard, Ogalla, Moustis, Singer, Moran, Rice, Harris, Bennefield, Freitag, Gould, Fricilone, Brooks Jr., Winfrey, Parker, Staley-Ferry, Babich, Wilhelmi, Hart, Tuminello, Weigel, Collins, Ferry
NAYS:	Fritz
ABSENT:	Traynere, Balich, Maher

Result: Approved - [22 to 1]

Approved this 18th day of February, 2016


Nancy Schultz Voots
Will County Clerk

(SEAL)

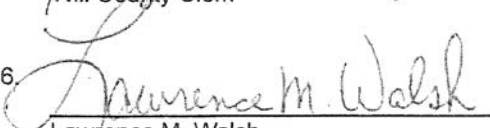

Lawrence M. Walsh
Will County Executive

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Section 1 - Authorizations

AUTHORIZATIONS

TRANSPORTATION

On December 4, 2015, the President signed the Fixing America's Surface Transportation (FAST) Act, H.R. 22, into law as Public Law 114-94. The five-year, \$305 billion federal surface transportation bill is the first long-term federal bill passed since 2005.

Will County commends Congress on its passage of the FAST Act. Successful implementation of the new law remains a top federal priority for the County, as does positioning itself for the new freight discretionary and formula funding programs.

Funding

The County supports the long-term nature of the FAST Act. Although, the FAST Act did not provide funding for federal highway and transit programs at robust levels, the bill does fund these programs at greater than inflation funding levels which is an accomplishment in the current austere environment in Washington.

The County will be looking to the Federal government to fund some of the critical regional projects, such as the widening of I-80 and I-55, the Houbolt Bridge and the redevelopment of the I-53/I-80 Interchange, with dollars from both the formula programs (National Highway Performance Program, Surface Transportation Block Grant Program, Highway Safety Improvement Program and the new National Highway Freight Program) and the new discretionary Nationally Significant Freight and Highway Projects Program.

The FAST Act did not address the sustainable funding issue but did include funding for the Department of Transportation Secretary to provide grants to States to demonstrate user based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund. Will County is hopeful that this important issue is addressed in the next transportation bill.

The County is happy that the FAST Act increases the percentage of funding sub-allocated to local governments under the Surface Transportation Block Grant Program (STBGP), which used to be referred to as the Surface Transportation Program. The local government sub-allocation under the STBGP goes from 51% to 55% over the 5-year bill. The County supports the increased funding levels over FY 2015 and higher percentage sub-allocated to local governments, but the County is disappointed that the old Transportation Alternatives Program funding is taken off the top of the STBGP dollars before the remaining dollars in the STBGP are allocated.

Freight Goods Movement

Will County has included dedicated freight funding as a top priority in its federal agenda for years. The County is pleased that the FAST Act includes roughly \$10.8 billion in funding (\$6.3 billion for freight formula program and \$4.5 billion for the competitive freight grant program) that will go to freight related projects. As a region with the largest inland port in North America, these dollars are critical to the County's efforts to mitigate congestion. The County is hopeful that the Department of Transportation can proceed through required processes so that these dollars can be made available as quickly as possible. The County also believes Congress got it right by establishing a multimodal freight policy and freight network as part of the FAST Act.

Multi-Modal Transportation Solutions

Will County is encouraged that the Transportation Alternatives Program (TAP, which was also newly named the STP set aside in the FAST Act) has its funding slightly increased over the course of the five-year bill. The county is pleased that \$85 million will be available annually for the Recreational Trails Program.

Under the FAST Act, the STP Set-aside will now be a sub-program of the Surface Transportation Program, which is a large and fairly flexible pot of funding that state departments of transportation and metropolitan planning organizations (MPOs) use for a wide range of transportation projects.

Will County believes the STP TAP set-aside could be improved by: (1) Significantly increasing total funding for the new Transportation Alternatives Program (TAP) and the Recreational Trails Program, since funding for all other modes of transportation in the FAST Act are increased at higher rates; (2) Ensuring that local governments that flex their TAP sub-allocation dollars for other STP-eligible projects that fall outside the "historical" TAP related project, which is allowed under the FAST Act, have adequate justification for doing so; (3) Reducing the inefficiencies in the regulatory process for approving STP set aside (TAP) projects.

CenterPoint Intermodal Center



AUTHORIZATIONS

WATER RESOURCES REFORM DEVELOPMENT ACT (WRRDA)

On June 10, 2014, the Water Resources Reform Development Act (WRRDA) was signed into law by President Obama. This was the first water resource authorization bill to become law since 2007.

Will County supports many of WRRDA's provisions, especially the sections of the 2014 law that set hard deadlines on the time and cost of studies, the specific section that requires concurrent reviews and the provisions that streamline environmental reviews.

When the House and Senate passed WRRDA in May of 2014, lawmakers promised to bring regular order to the water resource bill process, which means passing bills every 2-3 years. Will County hopes that Congress can live up to those promises and pass a bill in 2016 or 2017.

Will County is significantly impacted by the bodies of water within and near its borders. The DuPage River flooding continues to create problems for the County's economic development plans as well as for many of its residents. The County has also dealt with flooding issues because of its location in proximity to the Des Plaines River Watershed and Prairie Creek Watershed.

In the past, the County has requested WRDA authorizations to study their flooding issues. The County supports a new authorization, so that these problematic flooding issues can be identified and addressed. Authorization requests over the past couple years have included the DuPage River Flood Study, the Fiddymment Creek Maintenance Project and the Prairie Creek Watershed Flood Study.

One success resulting from the passage of the WRDA reauthorization was the DuPage River Feasibility Study being identified as one of only 10 new start feasibilities in President Obama's FY 15 budget, released in March 2014. Work on this feasibility study began in 2015 and will investigate structural measures to reduce flood risk to communities in the DuPage River watershed, such as levees, reservoirs, and diversions. Non-structural measures, such as buyouts and structure elevations, will also be evaluated. These measures will be evaluated using hydrologic, hydraulic, and economic models to evaluate the damages to residential and commercial properties that could be reduced by the proposed projects. Preliminary designs and cost estimates for proposed plans will also be developed and used in the comparison of the costs and benefits of proposed plans.

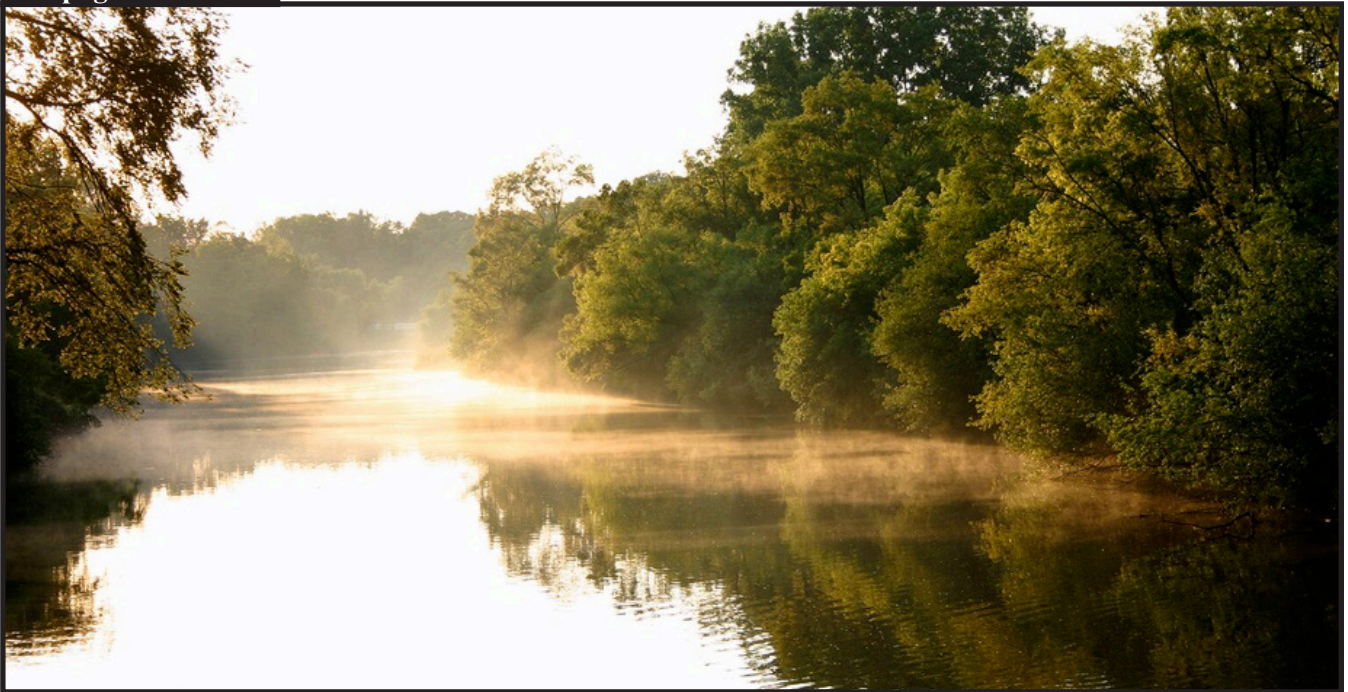
The maximum cost for the study is \$3 million and it will be completed within 3 years. Feasibility Studies are cost-shared 50% Federal/50% non-Federal. It is currently proposed that the non-Federal share of the cost be divided among the State of Illinois, DuPage County, and Will County. The study began with a scoping phase which resulted in a more detailed budget and schedule for the entire study.

The ultimate study will result in detailed hydrologic and hydraulic models for the DuPage River, an inventory and assessment of flood risks, preliminary designs and costs for alternative plans, and potentially a report from the Chief of Engineers recommending Congressional authorization of a plan to address flood risk in the watershed. Will County will be seeking assistance when these authorizations come before the Congress.

Water Resource Issues Supported by the County

- While WRRDA included provisions that helped non-federal sponsors of water resource projects have fewer hurdles when trying to study and construct projects that have traditionally been in the exclusive jurisdiction of the U.S. Army Corps of Engineers, Will County requests that Congress provide even more flexibility when it comes to non-federal sponsors ability to engage in studies and construction.
- Smaller projects (both in cost and size) should be targeted for inclusion in water resource bills.
- The County supports the Army Corps' water resource needs submission process that requests projects from non-federal interests on an annual basis.
- Will County applauds Congress for increasing the Inland Waterway User Fee that finances the Inland Waterways Trust Fund from 20 cents to 29 cents per gallon on fuel used for transportation in commercial waterways. Significant agricultural product is moved through Illinois inland waterways, so the additional funding is crucial for improving infrastructure that helps with freight goods movement in the region.

Dupage River



Section 2 - Regional Priorities

REGIONAL PRIORITIES

INVESTING IN MANUFACTURING COMMUNITIES PARTNERSHIP DESIGNATION (IMCP)

In February 2014, Will County, Will County Workforce Investment Board, and the Will County Center for Economic Development (CED) worked on the Investing in Manufacturing Communities Partnership (IMCP) initiative application as part of a larger collaborative with Cook County and other Chicago collar counties.

The IMCP designation process was extraordinarily competitive. Roughly one hundred and thirty groups have applied over the two designation competitions, and only twelve applications were successful in each of the two rounds. The Chicago Metro Metal Consortium was successful in the first round that was announced on May 28, 2014. As part of the successful Chicago Metro Region application, Will County will receive coordinated support for their strategies from eleven agencies with \$1.3 billion available in federal economic development assistance. Additionally, as a designated Manufacturing Community, Will County has a dedicated federal liaison at each of the eleven agencies to help navigate available federal resources.

The IMCP designation has already been utilized in applications by the County and the designation will continue to be a tremendous asset as competitive grants remain a significant source of federal dollars. Additionally, the designation has helped with collaboration on local and regional issues and projects.

The IMCP designation is a two-year designation, which means that it will lapse for the Consortium on May 28, 2016. The Economic Development Agency (EDA) has stated that designees can reapply. Will County prefers that the designation be extended through the end of 2016 to get the awarded groups to the next Administration, rather than a formal reapplication process.

One positive outcome of the application for IMCP designation was the creation of a regional economic development effort. The development effort, led by Toni Preckwinkle, Cook County President, was launched at the Federal Reserve Bank of Chicago in December 2013. This group of county executive leadership, private sector business leaders, and others heard examples of successful regional partnerships from around the country. The group considered what were the most promising and practical initiatives that could be pursued by county leaders and the City of Chicago, along with the private sector, to grow the Chicagoland regional economy.



www.willcountyillinois.com

CHICAGO METRO
METAL
CONSORTIUM



www.chicagometrometal.org

REGIONAL PRIORITIES

Suggested efforts coming out of this initial meeting included: transportation and logistics, exports, food manufacturing, workforce development, and business attraction/recruitment. The leaders agreed to meet regularly and to establish working committees to explore the ideas and specific issues the seven counties and Chicago could pursue together.

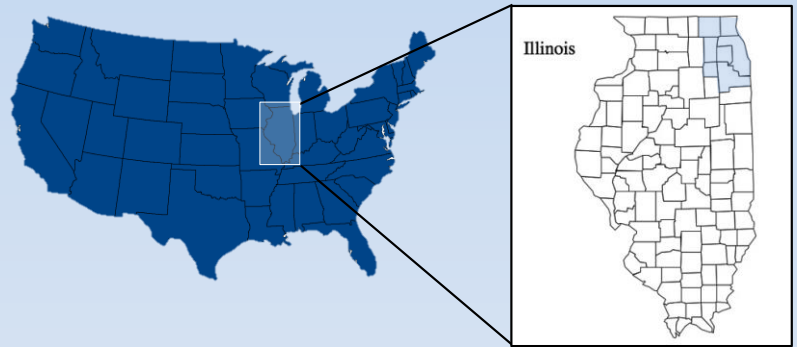
Since this initial launch, regional meetings have been held throughout the collar counties and working groups continue their efforts on improving exports, regional truck permitting, and the metal cluster that was part of the IMCP designation. Hopes are high that this spirit of regional cooperation will continue on many fronts in the years ahead.



www.metrochicagoexports.com

Investing in Manufacturing Communities Partnership

Chicago Metro Metal Consortium Manufacturing Community



The Community

The Chicago metro region has long been considered one of the nation's top metal manufacturing regions. With more than 3,700 firms in the region representing a combined \$30 billion of annual revenues supporting this cluster, along with 100,000 people working in the region, the industry is poised to further grow and strengthen the regional economy. In particular, the region will build off its strengths in transportation – with six Class 1 railroads, seven interstate highways, and the second busiest international cargo airport – and in workforce development, the result of an existing efforts by twelve regional community colleges in the Illinois Network for Advanced Manufacturing.

The Vision

The region's more than 3,700 firms in the metals industry and supply chains employ more than 100,000 people and generate more than \$30 billion in revenues. Building on the region's metal base, transportation network, and workforce development partnerships, the Consortium proposes integrated investments across six key pillars which will create a virtuous cycle of development in the region.

The Strategy

Workforce and Training: Over the last several years, the Region's public workforce system, community colleges, employers, and training institutions have formed a network and are refocused on manufacturing in response to renewed industry growth and increased demand for skilled workers. Twelve regional Illinois Network for Advanced Manufacturing ("INAM") community colleges are expanding the network's ability to prepare manufacturing workers with an industry-recognized certificates or associates degree. The colleges' work includes developing a "learn and earn" model that connects students directly to jobs. The Consortium plans to expand upon this existing collaboration and better integrate it with other regional workforce efforts.

Supplier Network: Metal manufacturers are often situated in more than one supply chain. The Illinois Manufacturing Excellence Center has the proven ability to complete complex supply chain mapping to identify gaps and undertake efforts to strengthen the Chicago region supply chain. In particular, the Consortium plans to assess whether a metals specific industrial park could better connect its diverse supply chain. In addition, the Consortium will work with regional manufacturing alliances to raise the capabilities of small manufactures up to the global cutting edge.

Research and Innovation: The Chicago Metals Region is one of only four regions nationwide that have at least two national labs, and its strong network of research universities conducts over \$2 billion a year in science and engineering R&D. The Consortium has identified research transfer as an area where, despite recent improvements, other states still outperform Illinois. A key partner in the Consortium and recent manufacturing innovation institute winner, UI Labs will help the Consortium identify “open innovation” strategies metal manufacturing and facilitate the adoption of applied research.

Infrastructure and Site Development: CMAP, the region’s planning agency, has identified opportunities to leverage the region’s 354 brownfields sites for manufacturing. Planned investments in transportation infrastructure, guided by GO TO 2040, Chicago’s first comprehensive regional plan in more than 100 years, will reduce traffic congestion and accelerate the region’s connections. Congestion today costs the region \$7.3 billion a year. Each of the proposed projects in the GO TO 2040 directly benefits manufacturers.

Trade and International Investment: Metals and machinery are the largest exports from Chicago, but too few small and medium sized manufacturers export. World Business Council’s Chicagoland Trade Accelerator will act as a front door for small- and medium-sized metal enterprises to access the support services needed to increase exports.

Operational Improvement and Capital Access: Two existing institutions and Consortium members – the Alliance for Illinois Manufacturing (“AIM”) and IMEC– will work with metal manufacturers to assess business operational capability and identify key areas for improvement. Sustainability efforts will be coordinated by the Cook County Department of Environmental Control (“CCDEC”) with participation from Illinois Sustainable Technology Center (“ISTC”) and Elevate Energy (“EE”). Consortium Member, the AIM and its sister organization, the North Business and Industrial Council (“NORBIC”) will provide counsel to manufacturers regarding access to capital, business development, and equity and debt financing through the Illinois Small Business Development Center (“ISBDC”) at NORBIC.

The Partnership

Local Governments: Counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties; Cities of Chicago and Joliet

Higher Education Institution: University of Illinois (UI)

Private Sector: Funk Linko Private Member Organizations: Alliance for Illinois Manufacturing (“AIM”)

Public Private Partnerships: Choose DuPage, Lake County Partners, World Business Chicago (WBC) ;Illinois U.S. Commerce NIST

Manufacturing Extension Partnership Center: Illinois Manufacturing Excellence Center

(IMEC); National Network for Manufacturing Innovation; UI Labs

Regional Planning Agency: Chicago Metropolitan Agency for Planning (“CMAP”); State; Illinois

Department of Commerce and Economic Development

Workforce Agencies and Training Colleges: Chicago Cook Workforce Partnership (“CCWP”); DuPage Workforce

Board, Harper College, Illinois Network for Advanced Manufacturing (“INAM”), McHenry

County Workforce Net Board, Will County Workforce Investment Board

REGIONAL PRIORITIES

AGRICULTURAL EXPORTS

Will County remains the fastest growing County in Illinois by total population numbers and has become a major hub in the national transportation system with five major interstates, multiple regional and Class I railroads, inland waterways, aviation facilities, and intermodal freight yards. These factors have resulted in Will County becoming one of the largest Inland Ports in the world and a vital part of the global supply chain.

The County's inland ports are fast becoming a huge agricultural export hub for the entire Midwestern United States. It is projected that over 85 million bushels of grain will be shipped out to foreign markets this year through two local intermodal facilities (the Joliet intermodal yard and the Elwood intermodal yard). These figures represent approximately 20 percent of all corn and soybean exports from Illinois.

The large growth in agricultural exports in the region over the last decade has made developing freight goods movement networks critically important. Investment in the region to relieve congestion and traffic bottlenecks must be a regional and national priority due to the amount of freight traffic and exports going through the County. As discussed in earlier sections of the federal agenda, Will County believes the region is poised to effectively compete for the new federal freight program dollars that are part of the FAST Act.

Farm in Will County



HOUBOLT ROAD BRIDGE PROJECT

As home to the largest inland port in the United States, consisting of two existing intermodal rail yards located in the City of Joliet (Union Pacific Railroad) the Village of Elwood (BNSF) and a third facility emerging near Wilmington (Ridgeport Logistics Center), the growing presence of trucks on local roadways remains a serious challenge for the region.

Significant regional growth in a relatively short period of time has placed enormous strains on the local roadways and existing infrastructure. Illinois Route 53 is the main north-south route that many trucks are required to take to get from Interstate 80 to the entrances of intermodal facilities. The Rt. 53 interchange on I-80 was never designed to handle the heavy truck traffic that now occurs daily.

The approximately 15 mile trip south from I-80 to the intermodal facilities requires numerous traffic light stops and passage through residential areas. Due to the heavy use, the State of Illinois is regularly repairing the road.

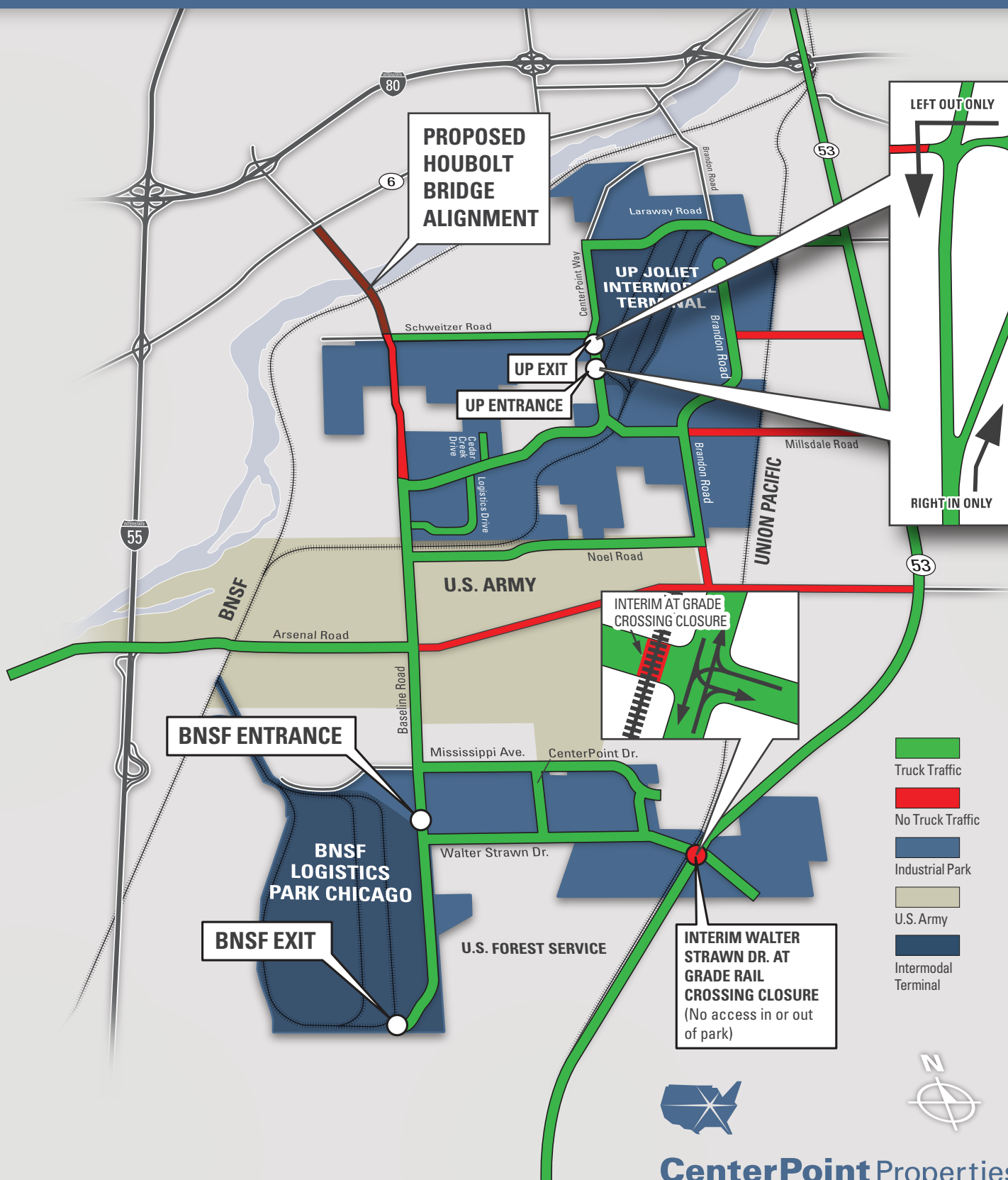
A regional effort is taking shape to design and build a high level bridge that would connect I-80 from the Houbolt Road interchange directly south to the northern entrance to the region's intermodal facilities. This route would significantly reduce the mileage that trucks will need to get from I-80 to the intermodal facilities and back. It would also get these trucks off Rt. 53 and allow local traffic to flow more smoothly.

Will County is working with the City of Joliet and private sector partners to identify funding to begin Phase I engineering and are reviewing TIGER grant and TIFIA loans as a possible aid to the project. The County believes with local, State and private resources in play to fund the project, the Houbolt Bridge should be highly competitive for federal funding dollars, whether that is through the new FAST Act freight funding programs or traditional federal funding program dollars. Whether the bridge becomes a candidate for a Public-Private Partnership, requiring fewer public resources, also still remains a question.

Regardless of the funding and financing decisions, the continually growing truck traffic in this part of the County is dangerous, and the congestion that could be relieved by the construction of the Houbolt Bridge is important to the local, regional and national economy. The Houbolt Bridge construction remains an important priority to Will County.

CenterPoint Intermodal Center – Joliet / Elwood

Truck Traffic Flow



LEWIS UNIVERSITY AIRPORT

Background

The Lewis University Airport is Will County's only corporate airport, which is owned and operated by the Joliet Regional Port District. The airport is located within the Village of Romeoville and serves Will County and the Southwest Chicago Metro region. This airport was named by the Illinois Department of Transportation as the Reliever Airport of the Year in 2015.

The Airport is home to over 160 aircraft – including ten corporate jets, with annual aircraft operations of over 105,000. The facility is a designated reliever airport for the congested O'Hare and Midway Airports.

Over twenty Fortune 500 companies – Caterpillar, Citgo, Dow, Harrah's, Exxon Mobil, the NASCAR air force – own and operate aircraft and have offices and plants located within 30 minutes of the Airport. Additionally, over a 500,000 gallons of jet fuel are sold annual to corporate jet users.

Support for a Control Tower

Will County supports Lewis University Airport's efforts to build and operate a permanent control tower. This tower would increase the efficiency and effectiveness of the airport's operations and make it a more attractive destination for other aircraft visiting the region.

Lewis Airport serves one-third of Chicago's airspace in Southwest Chicago and with a high level traffic mixture of corporate and training traffic a tower would offer a higher level of safety at an airport with two intersecting runways. It should be noted that this airport is in the top 5 busiest airports in the State of Illinois and among the top 1/3 in the nation.

In 2008, Lewis Airport was accepted into the FAA's Federal Contract Tower (FCT) program with an approved Benefit-Cost ration of 1.23:1. The FCT program would provide a level of federal operating assistance for a control tower accepted into this program.

The airport currently creates 385 aviation related jobs, and the addition of the control tower is estimated to add an additional 10 new permanent positions (federally funded). In addition, locally purchased goods and services would increase with the increased use of the airport.

Will County is a county that continues to see its role in all forms of transportation grow each year. The economic benefits of these types of infrastructure investments have proven to have a multiplier effect on the local economy. Will County strongly supports the Lewis University Airport request for federal aid for construction of a Control Tower and believes Congress has an opportunity to address this need as they reauthorize federal aviation programs in 2016.

REGIONAL PRIORITIES

TAX EXEMPT MUNICIPAL BONDS

Comprehensive tax reform was a top priority in the first session of the 114th Congress. On July 8, 2015, the Senate Finance Committee released reports from five working groups on tax reform (The Business Income Bipartisan Tax Working Group Report, The Community Development & Infrastructure Bipartisan Tax Working Group Report, The Individual Tax Bipartisan Tax Working Group Report, The International Tax Bipartisan Tax Working Group Report, and The Savings & Investment Bipartisan Tax Working Group Report). The reports were developed to provide the Committee with materials to consider as it works towards reforming our nation's tax system. The Ways & Means (W & M) Committee continued to hold hearings on the topic of tax reform but did not develop any formal guidance or reports.

While the prospect of passing a large tax bill, or even a smaller corporate tax reform bill, seems unlikely, Will County is concerned that municipal bond tax benefits could be changed. The President's FYs 2013-2016 budgets have included language that capped the deductibility of municipal bonds, while former W & M Chairman Camp's late 2014 tax reform included a surtax on wealthy individual's municipal bond interest earnings.

Will County hopes that its congressional delegation will support and advocate for maintaining the treatment of municipal bonds as tax exempt because it is critical to economic growth and local infrastructure development. Maintaining the current treatment of municipal bonds especially rings true for the County as it looks to build a new courthouse and law enforcement complex that will take advantage of bonding.

Additionally, capping the deductibility of municipal bonds at a 28 percent rate instead of the current top level, now 39.6 percent, will also make bonding more expensive for municipalities.

The County utilizes bonds for capital expenditures that otherwise could not be financed because the exemption substantially lowers the cost of these big dollar investments. The use of bonds is a catalyst for regional growth and the exemption makes bonding more likely.

The County Board and County Executive have been formalizing plans for a new, modern, efficient judicial campus in downtown Joliet. After years of planning, the culmination of this work will be a new court house that could cost approximately \$160 million. Will County will be bonding to pay for the bulk of this critically needed project, and the project would be hindered if there are negative changes to the tax exempt municipal bond market regulations.

MARKETPLACE FAIRNESS ACT

As a result of two Supreme Court cases in 1967 and 1992, federal law states that it is too much of a burden for out-of-state retailers to collect sales taxes in all the jurisdictions they conduct business.

The increased use of the Internet for purchases through online sales has magnified the issue of the collection of sales tax on out-of-state retailers. Since state and local governments are still unable to enforce their existing sales tax laws on many of those purchases, billions of local tax dollars are lost each year. It is estimated that the loss for state and local governments in 2015 alone is approximately \$23 billion.

For local governments like cities and counties, the increasing level of lost revenue means less money for basic services, such as roads and public safety.

In the last Congress, there were overwhelmingly large and bipartisan votes supporting the Marketplace Fairness Act (MFA) in the Senate. Both Democrats and Republicans, in large numbers, believe the MFA is a good legislative fix to the online sales problem.

On March 10, 2015, a bipartisan group of Senators led by Senator Enzi (R-WY) introduced the Marketplace Fairness Act of 2015, S. 698. On June 15, 2015, Rep. Jason Chaffetz (R-UT) introduced the Remote Transactions Parity Act of 2015, H.R. 2775, which closely mirrored the bill introduced in the Senate. It appeared that the MFA may be attached to a tax bill moving through Congress at the end of 2015, but that unfortunately did not happen.

It will be important for Congress to pass the MFA in 2016. These bills (S.698 and H.R. 2775) will resolve the issue of lost sales tax revenue. The MFA will level the playing field for all retailers without adding to the federal deficit, establishing new taxes or increasing existing taxes.

The current sales tax system favors online retailers over their brick and mortar counterparts. Will County has nearly 690,000 residents and is home to numerous brick and mortar businesses whose taxes help pay for the police and fire services, schools and street maintenance. The County strongly supports the passage of the MFA, as long as it includes an exemption for small businesses with annual revenue of \$5 million or lower, because it would have a real impact on the County.

REGIONAL PRIORITIES

WATERS OF THE UNITED STATES DEFINITION

On April 21, 2014, the U.S. Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE) jointly released a new proposed rule that would amend the definition of “Waters of the U.S.” and which may expand the range of waters that fall under federal jurisdiction. The proposed rule was open for public comment until November 14, 2014.

On June 29, 2015, the EPA and USACE came out with a new rule that will define what is considered a “Waters of the United States.” The rule was to become final 60 days after it was published in the Federal Register. Thirty-one states sued to have the rule overturned, and the 6th Circuit Court agreed to a nationwide stay until they could decide whether or not they have jurisdiction. The 6th Circuit was scheduled to release that ruling in December of 2015, but the decision has been delayed.

On October 2, 2014, Will County submitted a formal comment to the rulemaking. The County requested that the United States Environmental Protection Agency (EPA) and United States Army Corps of Engineers (USACOE) specifically take a closer look at the impact that an expanded definition of “waters” could have on isolated wetlands.

The “significant nexus” determination for jurisdictional waters, coupled with the September 2013 (EPA) draft peer-review study, Connectivity of Streams and Wetlands to Downstream Waters: A Review and Synthesis of the Scientific Evidence, makes it logical to believe the new “waters” definition could be expanded to designate additional isolated wetland areas within Federal jurisdiction.

Due to the 2001 Solid Waste Agency of Northern Cook County v. United States Army Corps of Engineers ruling, many isolated wetland areas are not subject to Federal wetlands regulations. Instead, these isolated wetlands fall within the local regulations adopted by a particular community. Will County has strong isolated wetland regulations. Once the final rule was released on June 29, 2015, the County’s concerns that isolated wetlands could be included under the new “waters” definition became a reality.

An increase in the federal regulation of isolated wetlands could result in costs to the community. If additional wetlands are subject to the USACE jurisdiction because the definition of “waters” has expanded the Federal reach, then it is possible that property owners could be subject to additional fees and time constraints when starting new construction projects or marking repairs because they would need to engage the local USACOE district. Additionally, it is plausible that a particular area could be deemed protected and not available for development based on USACE standards.

Congress has equally shown their concern with the rule. Rep. Paul Gosar (R-AZ) introduced the Waters of the United States Regulatory Overreach Protection Act of 2015, H.R. 594, on January 29, 2015. The bill would halt the final rulemaking and currently has 186 co-sponsors. Senator Barrasso (R-WY) introduced the Federal Water Quality Protection Act, S. 1140, on April 30, 2015. The bill would require the EPA and USACE to re-purpose the U.S. Waters rule and adhere to certain principles when

REGIONAL PRIORITIES

considering a new rule. Neither bill passed in 2015, however, the Regulatory Integrity Protection Act of 2015, H.R. 1732, passed the House on May 12, 2015. This bill gives the EPA and the USACE 30 days to withdraw the current final rule that defines waters of the United States under the Clean Air Act and charges the two agencies with developing a new proposed rule.

President Obama has promised to veto any legislation changing the rule that comes to his desk, and Congress does not have the votes to override the veto. Stakeholders hoping the rule is stopped will likely have to rely on the 6th Circuit Court of Appeals decision because it appears there are not enough votes to change the rule legislatively. The County will be closely monitoring the situation.

REGIONAL PRIORITIES

CADILLAC TAX

The Patient Protection and Affordable Care Act (PPACA) passed in 2010, but several of its most significant provisions take effect in the next few years. Will County is concerned that several provisions that have yet to be implemented will have a significant monetary impact on local businesses and possibly on local government budgets.

The top concern for the County is the implementation of the high costs plans tax also called the “Cadillac Tax.” This tax is based on the single and family premium in 2018. If the health plan exceeds \$10,200 single or \$27,500 family in 2018, any dollar over that will be taxed at 40% and charged to the plan. The law calls for a higher threshold for higher risk industries of \$11,850 for single and \$30,950 for family, but more clarification is needed to determine how that would apply.

The County understands that the tax was put in place to pay for portions of the PPACA. However, the detrimental impact the tax could have on employers and employees in both the private and public sector could cause serious problems for local economies. Will County was pleased that the Cadillac Tax implementation date of 2018 was recently delayed until to 2020 as part of the \$1.8 trillion omnibus spending deal, the Consolidated Appropriations Act, 2016 that was signed by the President on December 18, 2015. While the delay was helpful, the County wants Congress to consider repealing the provision altogether, or at the very least, come up with a legislative alternative that would mitigate the effects of the tax.

SUBSTANCE ABUSE ISSUES IN WILL COUNTY

Drug overdoses have surpassed automobile accidents as the leading cause of accidental deaths in the United States, and The Center for Disease Control has classified drug overdose as an epidemic. The Chicago suburbs have been particularly hard hit by heroin overdoses. Will County continues to see heroin overdose deaths and has started providing first responders with the opiate overdose antidote Narcan/Naloxone.

HERO (www.theherofoundation.org) was founded in 2010 by John Roberts and Brian Kirk after their two sons, Billy and Matt, were tragically taken from them while battling heroin addictions. HERO set out to call attention to the heroin epidemic spreading throughout similarly affluent middle class communities, to connect with and build a support network of families who have also lost children to heroin, and to work to see the day when no parent has to experience the loss of a child to addiction again.

Will County HELPS (Heroin Education Leads to Prevention Solutions) was formed by Will County Executive Larry Walsh in April of 2011 in response to continued growth in the number of heroin overdose deaths in Will County. Walsh reached out to Will County State's Attorney James Glasgow, Will County Coroner Pat O'Neil, and former Will County Health Department Executive Director John Cicero and other local leaders to develop the program. HELPS' mission is to create a campaign to educate the public about heroin abuse. The campaign includes public service announcements regarding the health, legal, and family effects of heroin abuse. In addition, the program delivers the critical message of prevention to schools across the county.

Since 2012, Will County HELPS has partnered with HERO to host annual heroin prevention forums. The day-long conferences included a keynote addresses from experts in the field of drug abuse and prevention. In addition, the forum includes educational sessions to address the legal, medical, educational and social implications of heroin use. In 2013, Michael Botticelli, deputy director of the Office of National Drug Control Policy was a featured speaker at the Will County HERO HELPS forum.

Will County continues to take a proactive approach to fighting the heroin and opiate addictions. Will County leaders have embraced that this fight is a public health emergency, not just a law enforcement issue. With this philosophy, Will County has used recent Justice Assistance Grant (JAG) awards to fund preventive educational efforts in several local high schools and junior highs. Partnering with the Robert Crown Center for Health Education, Will County has utilized proven methods to track the progress of these efforts and educate young people about the dangers about ever starting to use these drugs.

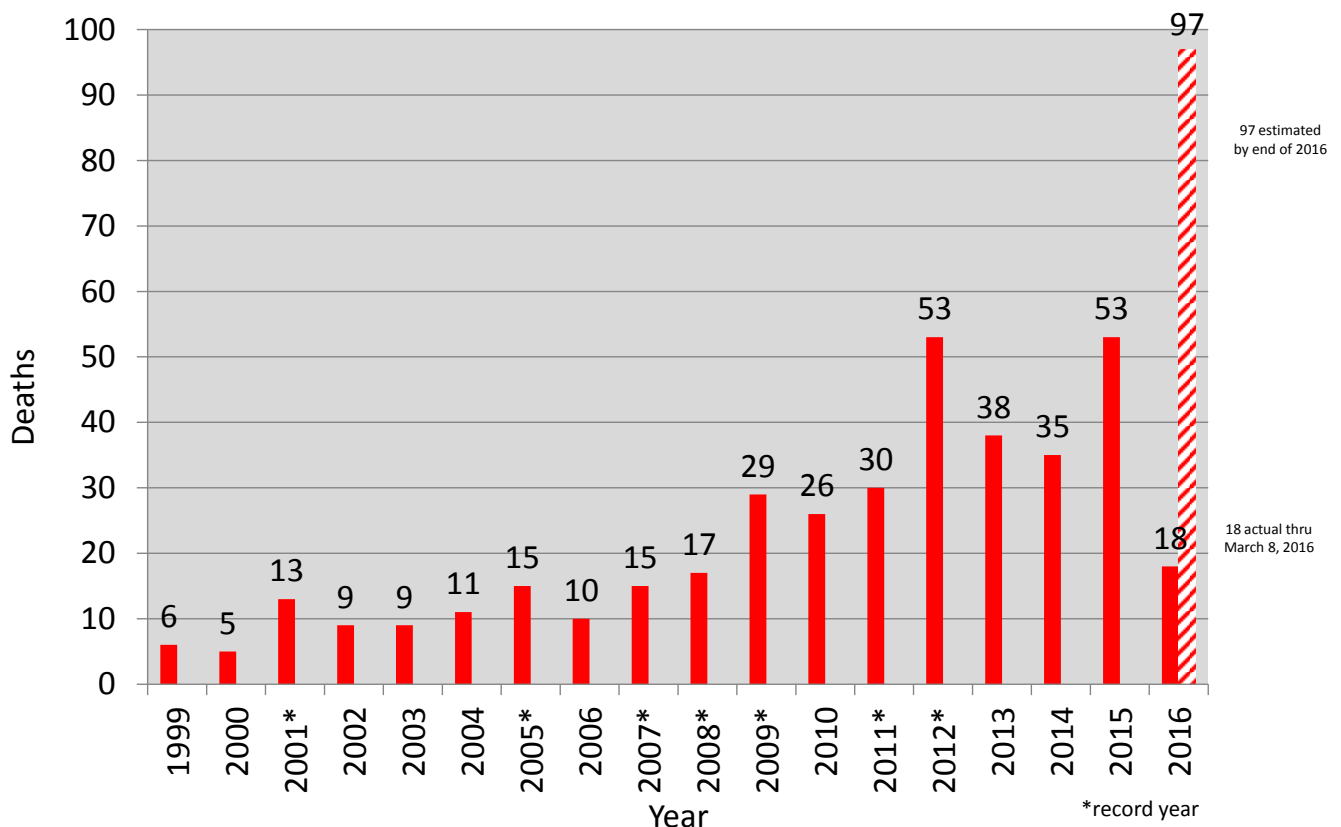
Additionally, the County initiated a NARCAN training program for first responders so that they are able to carry this life saving drug when responding to emergency calls. This program is still in its early stages, but many believe saving an overdosing resident is the first step towards a positive recovery.

REGIONAL PRIORITIES

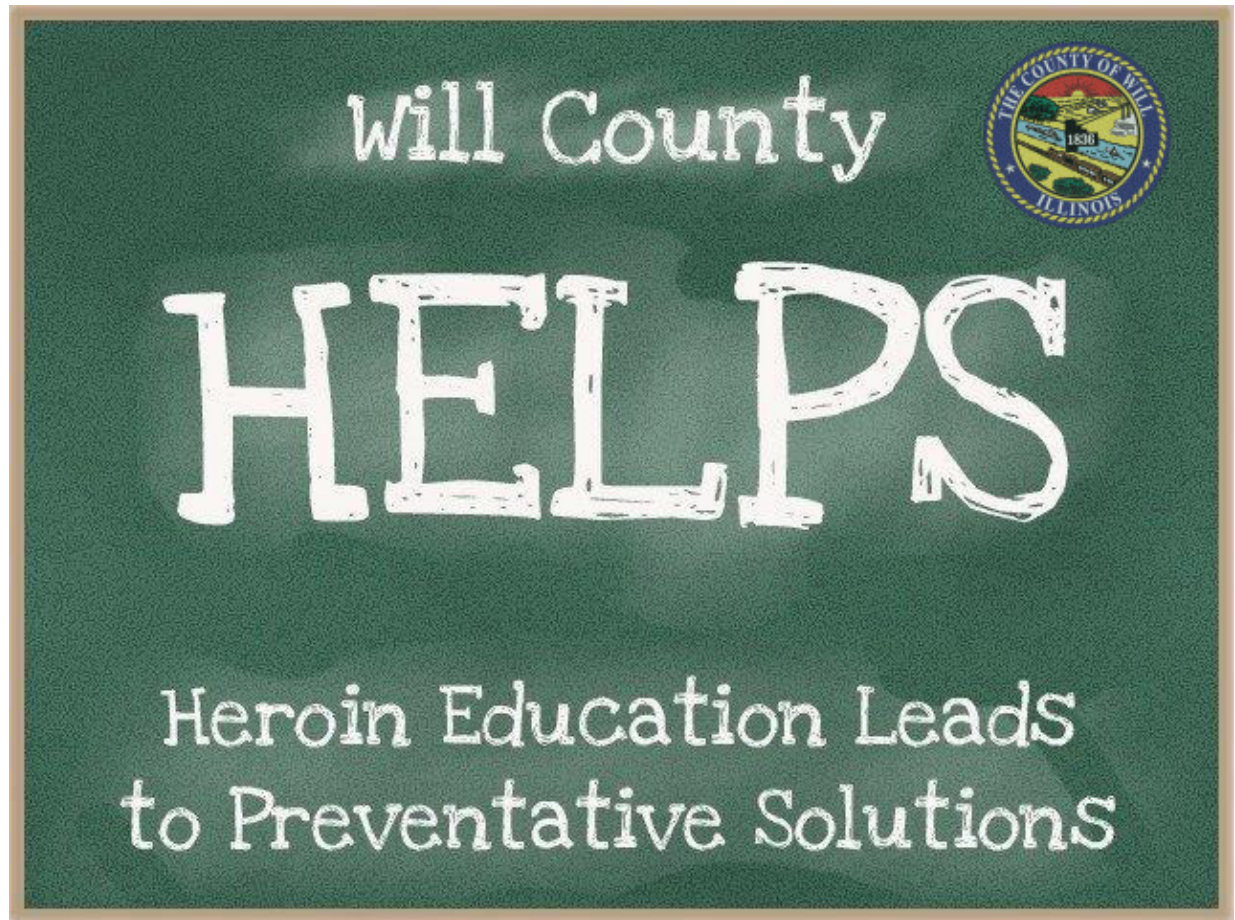
Will County is looking at ways to sustain this program into the future. To date, officers from 24 law enforcement agencies across Will County have been trained to administer this important antidote.

Will County strongly supports federal funding programs that help address the heroin crisis. In FY 2016, the Federal Government will allocate \$7 million to fund anti-heroin task forces within the COPS program. Federal funding will also be provided through competitive grants for drug enforcement, including investigations and activities related to stopping the distribution of heroin or unlawful diversion and distribution of prescription opioids. Funding for drug treatment (\$12 million), prescription drug monitoring (\$13 million) and drug courts (\$42 million) were part of the FY 2016 federal Justice spending bill as well. Will County applauds Congress for funding programs important to ending the heroin crisis and hopes funding will increase in FY 2017.

Heroin Overdose Deaths in Will County



Grateful appreciation to Will County Coroner Pat O'Neil and Staff for providing these statistics.



www.herohelpsevent.com

Section 3 - Important Federal Programs

IMPORTANT FEDERAL PROGRAMS

WILL COUNTY COMMUNITY HEALTH CENTER

The Will County Health Department and Community Health Center focuses on traditional public health programs, multi-disciplinary behavioral health programs and comprehensive primary healthcare services delivered through a public entity model Federally Qualified Community Health Center.

The organization depends on a variety of federal funding. The most significant of which includes: Title X family planning funding, Women, Infants and Children (WIC) funding, Maternal and Child Health Block Grant funding, Vaccine for Children (VFC) funding, Emergency Preparedness and Response funding and Community Health Center 330 Grant funding.

The Affordable Care Act's (ACA) Impact on Community Health Centers

The Health Center is concerned with how it and other federally qualified community health centers will fit into the Affordable Care Act (ACA) framework being created and developed over the next few years. The ACA will afford a shift from the traditional fee for service medical model to an outcomes based medical model where funding is allocated based on achieving certain outcome metrics.

Overall, the Department is concerned that its services could be negatively impacted by changes resulting from the ACA which might lead to fewer federal dollars from current federally funded programs.



COMMUNITY DEVELOPMENT BLOCK GRANTS

Over the past several years, the Community Development Block Grant (CDBG) program has assisted over 16 million low and moderate income households and created or retained over 300,000 jobs for low and moderate income residents.

The Community Development Block Grant Program (CDBG) experienced a net increase in funding from FY 2012 to FY 2013. Approximately \$3.07 billion was provided for CDBG formula funding in FY 2013. Recently, the CDBG program has been slightly reduced due to the mandatory reductions that are part of sequestration and an across-the-board recession. The program was slightly increased in FY 2014 to \$3.1 billion, but the total allocation for FY 2015 again saw a decrease for a total funding level of \$3 billion. Funding remained flat at \$3 billion for this important program in FY 2016.

As overall funding levels continue to be a challenge for many domestic discretionary federal programs, it is important to protect the CDBG program because of the positive and direct impact it has on a community's ability to fund unique housing, infrastructure and economic development needs. Many of the beneficiaries of the program also happen to be low and moderate income households. Will County hopes that the CDBG program is spared from any cuts in the upcoming FY 2017 spending bill and believes the County provides a strong example of what can be accomplished on a local level through the leveraging of CDBG dollars.

CDBG in Will County

Since 1982 when Will County first qualified as an entitlement community, over \$50 million of federal CDBG funds have been invested in the County's long-standing neighborhood improvement projects that would not be supported by the local tax base. The major program goal is "to benefit Low and Moderate income" households. Implicit in this program goal is the reality that low income neighborhoods do not generate a sufficient tax base necessary to pay for the many neighborhood improvements. That being the case, CDBG leverages local and other federal funds to bring about the necessary improvements.

Over the past 20 years, the Will County CDBG entitlement grant has leveraged funds at a 4.4 to 1 ratio. In other words, an annual grant of \$1.5 million has generated other public and private funds of \$6.5 million into these same neighborhoods.

Will County has focused its priorities on neighborhood improvements that concentrate on unincorporated "fringe" neighborhoods that border incorporated municipal boundaries, but are not served by those municipalities. Almost every township in the County has a "fringe" neighborhood that has received benefit from this program.

IMPORTANT FEDERAL PROGRAMS

Impact of CDBG Cuts in Will County

In FY 2016, CDBG funding levels remain below those of FY 2011. In practical terms, the reduction in funding decreases the multiplier effect of leveraging impact in even greater terms. Any loss in funding may force the County to scale back its focus on large scale projects, such as the Ridgewood and Lockport Heights sewer and water projects. Even with full funding, projects of this nature take years to materialize.

It is estimated that projects, such as the replacement of sub-standard drinking water systems in the Lockport Heights subdivision of Homer Township would take 5 to 7 years to fully fund at the current funding levels. If substantial cuts are made to the CDBG program, this type of project becomes impossible to fund. Most often, these types of projects impact between 150 and 350 homes per project. Will County strongly supports an increase in CDBG funding for FY 2017 so that important projects for low income individuals can be completed.

EMERGENCY MANAGEMENT AGENCY FUNDING**Emergency Management Performance Grant Program (EMPG)**

The EMPG program provides funding on a matching basis via the states to help support local emergency management programs. The program has existed in one form or another for over 40 years. There are three issues of importance to Will County regarding this program:

1. Ensure that EMPG remains distinct from other funding programs so it may continue to be directed specifically to emergency management programs. There have been efforts in recent years to “bundle” EMPG with other Homeland Security related grant programs.
2. Increase the level of EMPG funding. The program is intended to fund up to 50% of eligible administrative costs for a local emergency management program. However, typical funding levels allow Will County to receive funding for approximately 15% of its eligible costs.
3. Add requirements for states to provide a greater portion of funding to local programs. The states, including Illinois, are allowed to determine the funding amounts they will pass through to local emergency management programs. As their budgets tighten, they will find it more difficult to pass funding to the local programs. This is especially an important point in Illinois. With the completion of a state budget in flux, it has become more difficult for local EMAs to receive federal dollars. The EMPG program was funded at \$350 million in FY 2016. Will County requests that funding levels are increased, or at the very least remain at current levels in FY 2017.

Port Security Grant Program (PSG)

The PSG program provides funding for various initiatives intended to help prevent, detect, deter, and respond to threats to the nation’s ports and waterways. Will County has successfully obtained grant funding for various projects over the course of several federal fiscal years. These projects have benefitted Will County and improved our readiness posture in several key areas.

PSG is one of the few Homeland Security related grant programs to which Will County may directly apply without going through the State. Over the last two federal fiscal years, PSG funding has remained stagnant at \$100 million per year. Will County encourages the continued funding of the PSG program at higher levels.

IMPORTANT FEDERAL PROGRAMS

Hazardous Materials Emergency Preparedness Grant Program (HMEP)

The HMEP program provides funding for planning and related preparedness activities for hazardous materials, fixed facilities and transportation risks. HMEP funding is administered through the State. Program changes at the Federal and State levels have caused this funding to fluctuate from year to year. Funding is apparently also allocated based on somewhat subjective criteria. Will County would like to see changes in the program to allocate funding to counties based upon the degrees of fixed facility and transportation risk.

Urban Area Security Initiative (UASI)

The UASI program provides funding directly to designated major urban areas for use in supporting Homeland Security related initiatives. The Chicago Metropolitan Area is designated as a “Tier I” Urban Area, typically receiving approximately \$55,000,000 annually.

Based upon prior federal policies governing the UASI program, the entire Chicago Metropolitan Area, except for Chicago and Cook County, were excluded from participation in the program. Subsequently, federal policies were changed, making it possible for Will County to be included in the Chicago Tier I Urban Area. However, the current federal policies leave the decision to add jurisdiction to the Urban Area that is the direct recipient of the funding. Since it would be financially disadvantageous for Chicago and Cook County to add other jurisdictions to the Chicago Urban Area, they continue to exclude Will County.

Changes in federal policy, either through existing authority or modified through legislation or an appropriations bill, are needed that would require the Chicago Urban Area to incorporate Will County into the Chicago Urban Area Working Group (UAWG). Will County may wish to pursue this initiative in concert with other counties in the Chicago Metropolitan Area.



Section 4 - County Projects for Federal Grant Funding

COUNTY PROJECTS FOR FEDERAL GRANT FUNDING

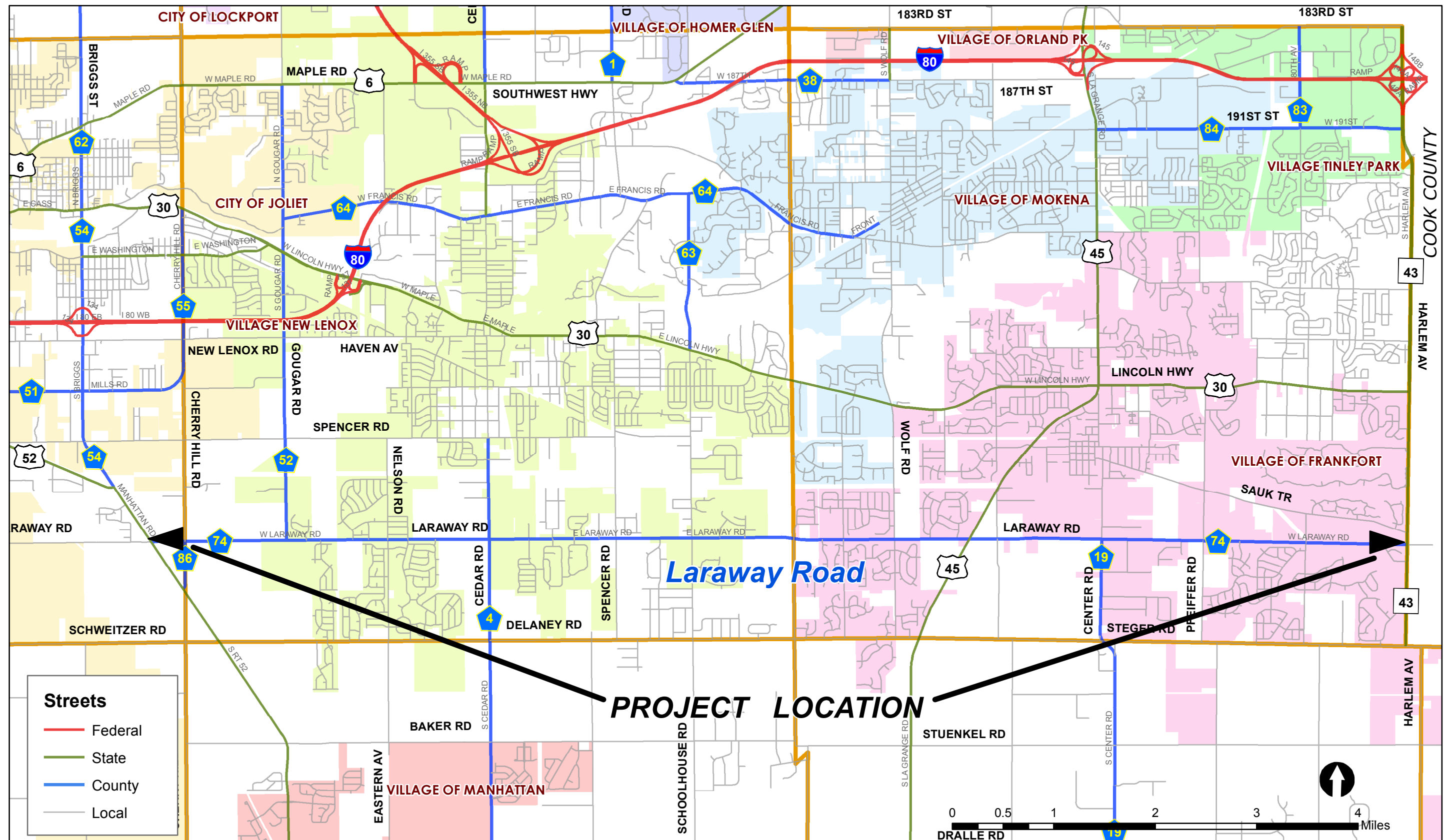
LARAWAY ROAD CORRIDOR IMPROVEMENT

The County's Laraway Road Corridor project includes conducting the environmental review and developing the Phase I engineering for reconstructing the existing 2-lane facility to a 5-lane facility. The entire scope of the project also includes the development of design plans, the acquisition of required right-of-way, and the construction of the corridor. County Highway 74 (Laraway Road) is a 12.5-mile corridor running on an east- west alignment from US Route 52 to IL Route 43 (Harlem Avenue) through the middle of Will County.

Laraway Road is a main east-west route providing commuters with direct access to I-57 and IL Route 394, as well as indirect access to I-80. Currently, Laraway Road carries between 7,000 and 11,000 vehicles daily. Traffic projections for this corridor range from 16,000 to 29,000 vehicles daily by 2030. As the County continues to experience both residential and commercial growth, the County highways will have to carry a majority of the increase in traffic. Without construction, Laraway Road's two-lane configuration will be overwhelmed, creating congestion and increasing crash rates.

To minimize the effects of projected increased traffic, Will County's 2030 Plan widens Laraway Road to a four-lane highway with a center median. Many of the intersections will be upgraded to include channelization and, in some instances, traffic signals. The County has identified some local funding to begin Phase I engineering, but it continues to require outside financial assistance to begin the process. The total cost of Phase I engineering is \$12.5 million.

Will County, Illinois ~ 2016



COUNTY PROJECTS FOR FEDERAL GRANT FUNDING

INTEGRATED JUSTICE INITIATIVE

The Will County Integrated Criminal Justice Initiative is an on-going, multi-phased, and multi-jurisdictional project with goal of facilitating the integration of disparate information systems among Will County criminal justice departments into a core system capable of data sharing under a Global Justice XML Model. The integration initiative represents a cooperative venture between county, local, and state criminal justice entities, each with representatives on the Will County Criminal Justice Integration Ad-hoc Committee.

The Will County Integrated Criminal Justice effort includes the Chief Judge of the 12th Judicial Circuit Court, Clerk of the Court, States Attorney, Sheriff, Public Defender, Probation Services, Will County 911 (ETSB), County Executive, and the Will County Police Chief's Association.

The mission of the Will County Integrated Criminal Justice Information System is to enhance public safety, improve services to the community, and promote justice and law enforcement decision-making by sharing information that is timely, secure, reliable, and comprehensive. Cost savings via expanded efficiencies are also a high priority as Will County continues to face enormous population growth but constrained funds for this work.

The Integration Ad-hoc Committee previously hired a vendor who did an overall assessment of data exchanges between the various criminal justice entities and made specific recommendations for improving this communication and data transfers between the various justice stakeholders. This criminal justice blueprint will guide future project decisions and will be the basis for future federal funding requests as Will County continues to improve the operations of its criminal justice system.

LAW ENFORCEMENT COMPLEX

The Will County Sheriff's Office (WCSO) employs roughly 650 people. The Sheriff's Office provides a myriad of services, including police patrol, police investigations, traffic enforcement, court services, civil process, undercover police investigations and police training for other agencies.

Will County has been working for many years to design and construct a new law enforcement facility to consolidate the County Sheriff's operations onto one campus. Currently, the WCSO operates out of ten buildings spread across six separate geographic locations. Consolidation of the operations would allow better interoffice communications and a more efficient work environment.

The new complex will incorporate innovative "green" energy and building techniques to reduce energy and environmental costs, will ensure complete compliance with the Americans with Disability Act (ADA) and Illinois accessibility standards, and provide adequate physical security, so that unauthorized persons cannot enter restricted or secured areas.

As part of this on-going effort, and in part due to a recently passed state law, Will County is working with a variety of partners in the first responder and public safety community to consolidate several of the County's 911 dispatch centers into a new 3rd regional dispatch center alongside the new Sheriff's facility. Currently, Will County has a total of 6 dispatch centers, which now must be consolidated down to three physical locations. Through the leadership of County government, it is likely that 3 or 4 of the existing dispatch centers will combine into this new regional dispatch center. The goal of this consolidation is to improve efficiency and reduce the number of call transfers, which should result in quicker response times for the public.

Finally, as part of these collaborative efforts, the administrative offices of the Emergency Telephone Safety Board (ETSB) will also be relocated to the County's Laraway Road campus. This office is currently housed separately offsite. Through this proposed consolidation, further efficiencies can be realized through colocation on the same campus and shared common areas.



COUNTY PROJECTS FOR FEDERAL GRANT FUNDING

IN-CAR SQUAD CAMERAS AND LAPTOPS

One of the top priorities for the Will County Sheriff's Office (WCSO) is to acquire 85 additional in-car cameras for the Sheriff's Office, which would increase both the safety and effectiveness of the members of the Will County Sheriff's Office. The addition of the new cameras would completely outfit the Patrol Fleet. However, at the present time, only 64 of the 270 squad cars have in-car cameras.

As part of the WCSO's effort to provide its patrolmen with effective equipment, it will be necessary to purchase roughly 80 new Panasonic Laptops. Approximately 60% of the fleet's laptops are outdated, which makes it more difficult to perform standard operations and wastes time.

In recent years, in-car camera systems in squad cars have proven to be invaluable in providing evidence of criminal activity. Police officers with in-car cameras in their squad cars have been able to provide prosecutors with factual evidence of criminal activity for a myriad of offenses, ranging from drunk drivers to felonious acts.

In light of recent acts of international and domestic terrorism, it greatly behooves law enforcement to have the tools necessary to record and document police encounters and law enforcement activities. The ability of local and state law enforcement to record encounters with the public has enhanced law enforcement. In-car cameras record probable cause for making an arrest, an individual's demeanor or activity, and also documents actions taken by a police officer during an encounter with an individual or individuals.



Section 5 - Will County Information



WILL COUNTY

Demographic Fact Sheet

Fall/Winter 2015-2016

Lawrence M. Walsh
Will County Executive

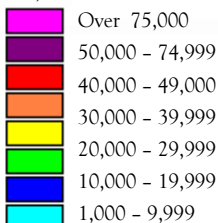
"Will County will establish itself as a regional repository of information including... growth forecasting [and] transportation..."

2002 Will County Land Resource Management Plan
Intergovernmental Cooperation Strategy #5

WILL COUNTY TOWNSHIP

2010 Census Count (with 2000 Census Count)

Wheatland 81,472 (44,349)	DuPage 87,793 (71,745)				
Plainfield 80,318 (45,691)	Lockport 60,010 (42,048)	Homer 39,059 (28,992)			
Troy 45,991 (27,970)	Joliet 87,398 (86,468)	New Lenox 40,270 (29,730)	Frankfort 57,055 (42,048)		
Channahon 10,322 (8,339)	Jackson 4,100 (3,541)	Manhattan 9,218 (5,615)	Green Garden 4,010 (2,556)	Monee 15,669 (13,294)	Crete 23,774 (23,589)
Wilmington 6,193 (6,050)	Florence 933 (642)	Wilton 841 (819)	Peotone 4,431 (3,938)	Will 1,821 (1,568)	Washington 6,263 (3,948)
Reed 6,948 (6,051)	Custer 1,430 (1,463)	Wesley 2,535 (2,568)			



2010 Census Count



WILL COUNTY LAND AREA

849 square miles

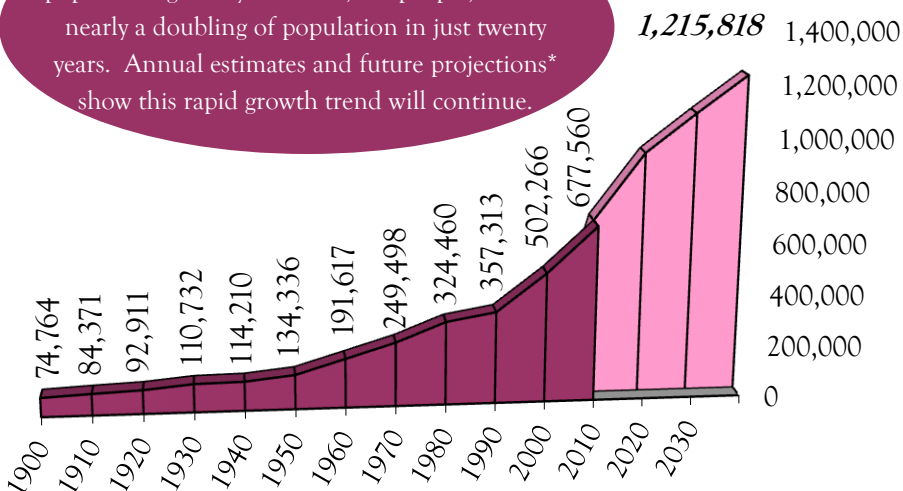
13th largest county in the state

2nd largest in the 6 county Chicago

Metro region (Cook is larger)

37 municipalities 24 townships

Between 1990 and 2010, Will County's population grew by over 320,000 people, which is nearly a doubling of population in just twenty years. Annual estimates and future projections* show this rapid growth trend will continue.



"Is Will County one of the 'Fastest' growing counties in the US?"

Population Growth is measured two ways:

- 1) Percent Change; and
- 2) Numeric Change

2010 Census		Change from 2000	
Count		Census Estimate	
677,560		+ 175,349 (+ 25.88%)	
Rankings	in	% Change	2
	IL	# Change	1
	in	% Change	109
	US	# Change	27

102 counties in IL

3,142 counties/county equivalents in US

Lawrence M. Walsh - Will County Executive

Jim Moustis - County Board Speaker

Land Use & Development Committee

Tom Weigel - Chair

Robert Howard - Judy Ogalla

Steve Balich - Ray Tuminello

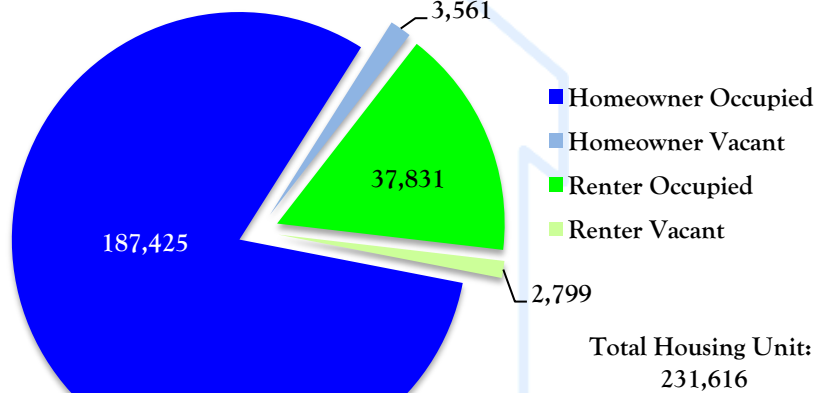
Lauren Staley-Ferry - Denise Winfrey

Steve Lazzara, AICP - Kimberly Phillips

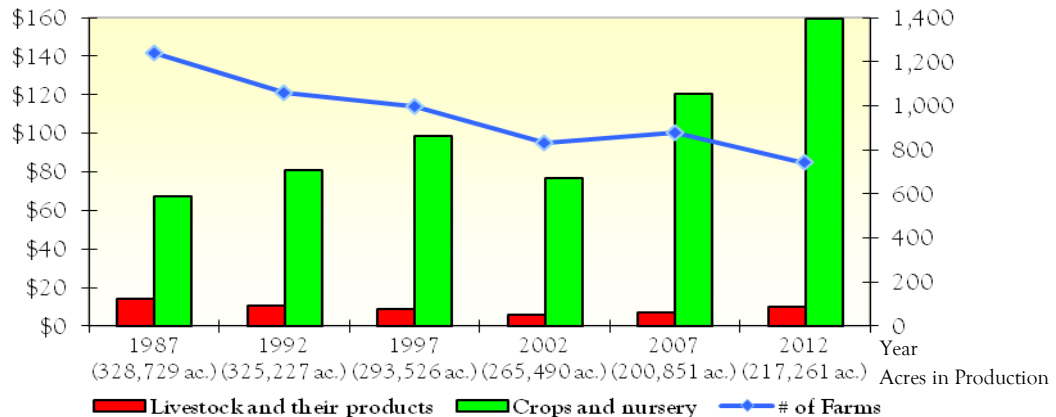
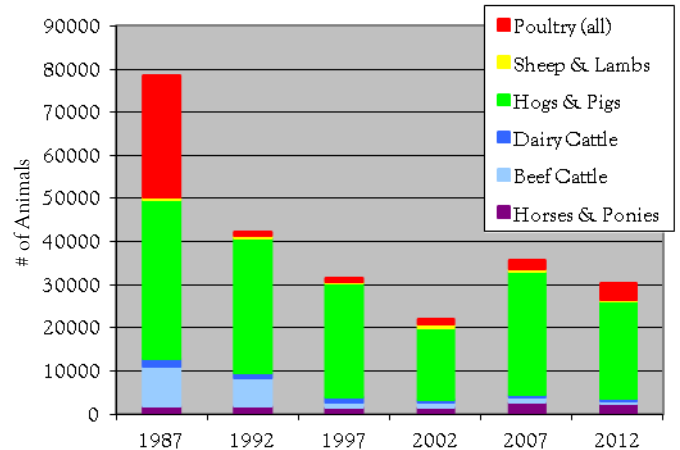
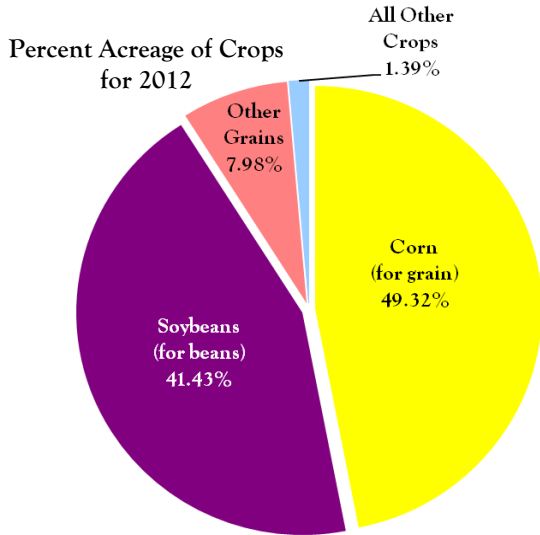
Colin Duesing - Natalie Kubik

Janine Wilkosz - Historic Preservation Manager

Will County 2010 Housing Units



Agricultural Census in Will County



Will County Economy

~~UNEMPLOYED~~



December 2010
Unemployment Rate: 10.0%
35,124 unemployed
Labor force = 315,245

December 2015
Unemployment Rate: 5.8%
20,698 unemployed
Labor force = 334,954

December 2010

215,909 jobs



December 2015

240,331 jobs

- Will County employment increase in 5 years = 11%
- Chicago Metro Region employment increase = 7%
- State of Illinois employment increase = 5%
- National employment increase = 8%

WHERE ARE THE JOBS? – WILL COUNTY, ILLINOIS MARCH 2016



The Workforce Investment Board analyzed 6,186 recent postings pulled from internet job boards to develop an understanding of current job demand and employer needs. The jobs summarized here were posted online from 3/1/16 through 3/31/16. The data source, Help Wanted Online, uses web spider crawler technology to scour online job boards and assigns an occupational code to each job posting.

Total Job Postings by Month		
March	February	January
6,186	6,165	6,014

Top 20 Occupations by Number of Job Postings				
Occupation	Job Postings	Entry-Level Wage	Average Wage	Experienced Wage
Truck Drivers, Heavy and Tractor-Trailer	558	\$14.45	\$21.14	\$29.80
Registered Nurses	170	\$23.35	\$32.94	\$44.33
Retail Salespersons	167	\$8.53	\$11.85	\$17.20
Laborers and Freight, Stock, and Material Movers, Hand	166	\$8.50	\$12.21	\$18.74
First-Line Supervisors of Production and Operating Workers	145	\$15.48	\$27.34	\$41.39
First-Line Supervisors of Retail Sales Workers	136	\$10.04	\$16.30	\$23.18
First-Line Supervisors of Office & Administrative Support Workers	119	\$13.76	\$24.53	\$37.23
Supv. of Transp. & Material-Moving Mach & Vehicle Operators	117	\$16.28	\$27.68	\$38.81
Industrial Truck and Tractor Operators	105	\$9.38	\$14.31	\$21.25
Stock Clerks - Stockroom, Warehouse, or Storage Yard	101	\$8.34	\$11.67	\$16.95
Customer Service Representatives	97	\$9.85	\$16.55	\$25.12
First-Line Supervisors of Food Preparation and Serving Workers	94	\$8.63	\$13.27	\$20.73
Maintenance and Repair Workers, General	94	\$10.05	\$18.88	\$29.40
Sales Representatives, Wholesale & Manufacturing	89	\$13.34	\$32.23	\$56.97
Accountants	76	\$18.30	\$30.65	\$44.98
Combined Food Preparation and Serving, including Fast Food	73	\$8.26	\$9.07	\$10.76
Industrial Engineers	72	\$22.67	\$35.95	\$52.36
Bus & Truck Mechanics & Diesel Engine Specialists	68	\$14.40	\$22.65	\$32.18
Cashiers	65	\$8.28	\$10.01	\$13.47
Helpers – Production Workers	65	\$8.56	\$12.07	\$17.32

EMSI 2016.1

Occupation Categories	
Transportation & Material Moving	1,096
Office & Administrative Occupations	893
Sales and Related Occupations	756
Healthcare Practitioners & Technical Production	466
Production	368
Management Occupations	348
Installation/Maintenance/Repair	344
Education, Training, and Library	304
Food Preparation & Serving Related	270
Computer & Mathematical Occs.	231
Business and Financial Operations	228
Building and Grounds Cleanings	152
Architecture & Engineering	143
Healthcare Support	111
Construction & Extraction	106
Arts, Design, Entertainment, Sports	96
Personal Care & Service	82
Protective Service	65
Community and Social Services	58
Life, Physical, and Social Science	55
Others	14
Total	6,186

Where are the Jobs? – Will County, March 2016

Source: Help Wanted Online (HWOL), a service of The Conference Board www.conference-board.org. Job posting data summarized here covers Will County, IL. Data has been retrieved from hundreds of online job boards and company websites. The following postings are excluded: (1) Bulk Employers (includes work at home opportunities, training opportunities, and companies that re-post ads from other employers on their own site, obscuring the name of the employer) and (2) Third Party Postings (job boards that simply re-post opportunities from other sites already collected by HWOL). This report should not be used as a comprehensive list of available jobs in Will County. Some industries use other methods for hiring and may not be reflected in this report.



Return on Investment

Workforce Innovation & Opportunity Act Works: Return on WIOA/WIA Title IB Investments in Will County

Workforce Services Division of Will County

Total investments in training from July 1, 2012 through June 30, 2015 with WIA/WIOA funds

\$13,159,096

Total wages earned by WIA/WIOA customers after receiving training
(those exiting in same time period)

\$23,757,224

RETURN ON EVERY DOLLAR INVESTED

\$1.81

This ROI does not include decrease in Unemployment Insurance payments, decrease in TANF payments, increase in income taxes paid on wages, or increase in FICA contributions (employee and employer) on wages

**Average Annual Wage of customers who obtained a
job after training = \$35,618**

Return on Investment

Return on Investment calculations

- Time Frame: July 1, 2012 through June 20, 2015 (PY12, PY13, and PY14)
- Training services under WIA/WIOA Title 1B (Workforce Services Division of Will County)
- Post program wages from Illinois Workforce Development System (IWDS) Performance Management Report: **\$23,757,224**

- Total WIA/WIOA Allocations for PY12, PY13, and PY14: \$15,238,942
Minus non-Career Scholarship (training) operating costs: \$ 2,079,846
Total Investment: **\$13,159,096**

(Total operating costs = \$6,499,520 and approximately 32% of operating costs (\$2,079,846) can be attributable to costs unrelated to Career Scholarships/Training – ie youth, resource room, MWC, etc. so they were removed from the calculation).

$$\text{ROI} = \$23,757,224 \text{ divided by } \$13,159,096 = \$1.81$$



Will County Economic Update

October – December (4th Quarter) 2015

Employment Changes by Industry Growth

Industry Description	2015 Jobs	2016 Jobs	2015–2016 Growth	2015–2016 Percent Growth
Health Care and Social Assistance	26,611	27,853	1,242	5%
Government	33,911	34,940	1,029	3%
Transportation and Warehousing	15,621	16,522	901	6%
Administrative, Support, Waste Management	15,467	16,273	806	5%
Wholesale Trade	15,572	16,355	783	5%
Retail Trade	29,175	29,924	749	3%
Accommodation and Food Services	19,145	19,732	587	3%
Professional, Scientific, and Technical Services	11,792	12,263	471	4%
Other Services (except Public Administration)	12,532	12,882	350	3%
Educational Services	5,198	5,468	270	5%
Finance and Insurance	5,469	5,637	168	3%
Management of Companies and Enterprises	1,722	1,866	144	8%
Utilities	1,803	1,888	85	5%
Information	2,791	2,861	70	3%
Manufacturing	19,091	19,159	68	0%
Real Estate and Rental and Leasing	2,968	3,018	50	2%
Unclassified Industry	336	351	15	4%
Crop and Animal Production	1,073	1,081	8	1%
Mining, Quarrying, and Oil and Gas Extraction	203	187	(16)	(8%)
Arts, Entertainment, and Recreation	4,519	4,426	(93)	(2%)
Construction	15,330	15,132	(198)	(1%)
	240,331	247,817	7,486	3%

Source: QCEW Employees, Non-QCEW Employees, Self-Employed EMSI 2015.4 Class of Worker



Will County Economic Update

Employment Changes by Occupation Growth

Occupation Description	2015 Jobs	2016 Jobs	2015–2016 Change	2015–2016 Percent Change	2015 Average Hourly Earnings
Office and Administrative Support Occupations	32,108	33,162	1,054	3%	\$16.31
Transportation and Material Moving Occupations	23,657	24,642	985	4%	\$15.77
Sales and Related Occupations	28,314	29,175	861	3%	\$17.81
Education, Training, and Library Occupations	18,539	19,308	769	4%	\$24.17
Food Preparation and Serving Related Occupations	19,712	20,296	584	3%	\$10.06
Healthcare Practitioners and Technical Occupations	12,590	13,159	569	5%	\$35.06
Management Occupations	14,483	14,907	424	3%	\$44.41
Business and Financial Operations Occupations	9,120	9,472	352	4%	\$31.34
Production Occupations	15,689	16,022	333	2%	\$16.84
Healthcare Support Occupations	6,331	6,643	312	5%	\$14.05
Building, Grounds Cleaning and Maintenance Occ.	8,573	8,878	305	4%	\$13.36
Installation, Maintenance, and Repair Occupations	8,583	8,835	252	3%	\$22.72
Computer and Mathematical Occupations	4,820	5,061	241	5%	\$33.97
Personal Care and Service Occupations	8,083	8,299	216	3%	\$11.69
Protective Service Occupations	4,683	4,778	95	2%	\$23.95
Community and Social Service Occupations	2,888	2,977	89	3%	\$21.67
Arts, Design, Entertainment, Sports, and Media Occ.	3,186	3,256	70	2%	\$20.41
Architecture and Engineering Occupations	2,816	2,867	51	2%	\$34.26
Life, Physical, and Social Science Occupations	1,043	1,089	46	4%	\$29.48
Legal Occupations	1,210	1,236	26	2%	\$38.82
Military occupations	1,400	1,401	1	0%	\$15.89
Farming, Fishing, and Forestry Occupations	511	505	(6)	(1%)	\$15.30
Construction and Extraction Occupations	11,991	11,848	(143)	(1%)	\$27.85
	240,331	247,817	7,486	3%	\$21.29

Source: QCEW Employees, Non-QCEW Employees, Self-Employed EMSI 2015.4 Class of Worker



Will County Economic Update

Largest Growth Occupations and Wages

Description	2015 - 2016 Change	2015 - 2016 % Change	Avg. Hourly Earnings	Entry Level Wages	Experienced Wages
Office and Administrative Support Occupations	1,054	3%			
Secretaries and Administrative Assistants	169	3%	\$18.33	\$10.93	\$26.95
Office Clerks, General	152	3%	\$14.48	\$8.61	\$21.50
Customer Service Representatives	140	4%	\$16.51	\$9.58	\$25.37
Stock Clerks and Order Fillers	130	3%	\$11.66	\$8.28	\$17.02
Transportation and Material Moving Occupations	985	4%			
Laborers and Material Movers, Hand	531	5%	\$11.73	\$8.34	\$17.83
Driver/Sales Workers and Truck Drivers	210	3%	\$19.91	\$12.16	\$30.76
Industrial Truck, Tractor and Forklift Operators	99	5%	\$14.31	\$9.35	\$21.27
Bus Drivers	45	3%	\$15.70	\$9.04	\$22.75
Sales and Related Occupations	861	3%			
Retail Salespersons	283	3%	\$11.72	\$8.34	\$17.25
Sales Representatives, Wholesale and Manufacturing	211	5%	\$30.94	\$12.71	\$54.60
Cashiers	151	2%	\$10.02	\$8.27	\$13.50
First-Line Supervisors of Sales Workers	87	3%	\$19.26	\$10.59	\$29.27
Education, Training, and Library Occupations	769	4%			
Elementary and Middle School Teachers	232	5%	\$27.88	\$17.48	\$41.30
Teacher Assistants	107	4%	\$12.67	\$8.36	\$17.10
Secondary School Teachers	104	4%	\$32.73	\$19.83	\$48.55
Postsecondary Teachers	90	4%	\$28.35	\$10.37	\$51.12
Food Preparation and Serving Related Occupations	584	3%			
Fast Food and Counter Workers	198	3%	\$9.09	\$8.26	\$10.80
Cooks	107	3%	\$10.32	\$8.29	\$13.12
Waiters and Waitresses	98	3%	\$9.94	\$8.25	\$14.27
Supervisors of Food Preparation and Serving Workers	48	3%	\$14.24	\$8.99	\$22.31
Healthcare Practitioners and Technical Occupations	569	5%			
Therapists	129	7%	\$34.83	\$20.47	\$49.65
Registered Nurses	117	4%	\$33.01	\$23.35	\$44.48
Emergency Medical Technicians and Paramedics	73	6%	\$28.48	\$12.07	\$49.01
Health Practitioner Support Technologists/Technicians	35	3%	\$14.25	\$9.93	\$19.77

Source: QCEW Employees, Non-QCEW Employees, Self-Employed EMSI 2015.4 Class of Worker

Will County Economic Update

Average Monthly and New Hire Wages 2012–2014

Geographic Area	Average Monthly Wages			Average Monthly Wages – New Hires		
	2012	2013	2014	2012	2013	2014
Will County	\$3,965	\$4,051	\$4,195	\$2,210	\$2,532	\$2,570
Chicago Metro Region	\$5,078	\$5,224	\$5,231	\$2,933	\$2,881	\$3,123
State of Illinois	\$4,689	\$4,680	\$4,863	\$2,680	\$2,659	\$2,818

Source: U.S. Census, Local Employment Dynamics

Average Monthly Wages by Industry 2012–2014

Industry	Average Monthly Wages				Average Monthly Wages – New Hires			
	2012	2014	2012–2014 Change	2012–2014 Percent Change	2012	2014	2012–2014 Change	2012–2014 Percent Change
Accommodation and Food Services	\$1,392	\$1,436	\$44	3.2%	\$917	\$986	\$69	7.5%
Admin., Support, Waste Mgmt	\$3,055	\$3,124	\$69	2.3%	\$1,910	\$2,083	\$173	9.1%
Agriculture, Forestry, Fish, Hunt	\$3,264	\$3,145	(\$119)	-3.6%	\$1,317	\$2,434	\$1,117	84.8%
Arts, Entertainment and Recreation	\$2,128	\$2,040	(\$88)	-4.1%	\$1,151	\$924	(\$227)	-19.7%
Construction	\$5,638	\$6,207	\$569	10.1%	\$4,131	\$4,671	\$540	13.1%
Education Services	\$3,391	\$3,622	\$231	6.8%	\$2,077	\$2,435	\$358	17.2%
Finance and Insurance	\$5,126	\$5,353	\$227	4.4%	\$3,616	\$3,458	(\$158)	-4.4%
Health Care and Social Assistance	\$4,032	\$4,231	\$199	4.9%	\$2,456	\$2,829	\$373	15.2%
Information	\$3,794	\$3,860	\$66	1.7%	\$2,078	\$2,212	\$134	6.4%
Management of Companies	\$5,109	\$4,237	(\$872)	-17.1%	\$3,739	\$3,094	(\$645)	-17.3%
Manufacturing	\$5,906	\$6,038	\$132	2.2%	\$3,884	\$4,393	\$509	13.1%
Mining	\$6,728	\$7,605	\$877	13.0%	\$5,592	\$6,287	\$695	12.4%
Other Services (except Public Admin)	\$2,772	\$2,867	\$95	3.4%	\$1,725	\$1,739	\$14	0.8%
Prof, Scientific, Technical Services	\$4,903	\$5,132	\$229	4.7%	\$3,637	\$5,775	\$2,138	58.8%
Public Administration	\$5,273	\$5,619	\$346	6.6%	\$2,428	\$2,910	\$482	19.9%
Real Estate and Rental and Leasing	\$3,376	\$3,600	\$224	6.6%	\$2,244	\$2,910	\$666	29.7%
Retail Trade	\$2,369	\$2,471	\$102	4.3%	\$1,391	\$1,467	\$76	5.5%
Transportation and Warehouses	\$4,014	\$4,043	\$29	0.7%	\$2,660	\$2,984	\$324	12.2%
Utilities	\$9,494	\$9,892	\$398	4.2%	\$6,007	\$5,037	(\$970)	-16.1%
Wholesale Trade	\$5,963	\$6,511	\$548	9.2%	\$3,810	\$4,152	\$342	9.0%

Source: U.S. Census, Local Employment Dynamics



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Will County Economic Update

Unemployment Rates

Geographic Area	December 2013	December 2014	December 2015
National	6.7%	5.6%	5.0%
Illinois	8.2%	5.8%	5.9%
Cook County	8.5%	5.8%	5.8%
DuPage County	6.4%	4.4%	4.5%
Grundy County	9.9%	6.6%	6.8%
Kankakee County	9.6%	6.8%	7.0%
Kendall County	7.2%	4.9%	5.0%
Will County	8.6%	5.8%	5.8%

Source: Illinois Department of Employment Security – Local Area Unemployment Statistics (LAUS), Bureau of Labor Statistics

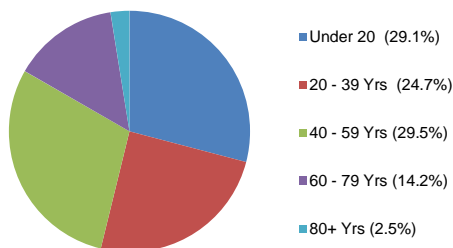
Job Stats

Indicator	Previous Nov 2015	Current Dec 2015	Improved/Weaker
Total Residents in Labor Force	353,128	355,652	Improved 
Total Residents Employed	334,685	334,954	Improved 
Total Residents Unemployed	18,443	20,698	Weaker 
Unemployment Rate	5.2%	5.8%	Weaker 
Initial Unemployment Claims	3,149	4,715	Weaker 

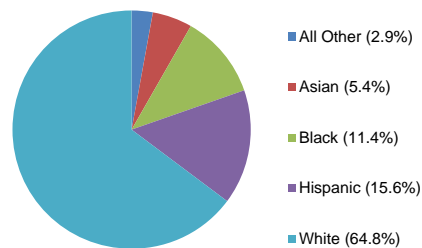
Source: Illinois Department of Employment Security

Will County Economic Update

2015 Age Demographics¹



2015 Race Demographics¹



Demographics

People & Income Overview	Value	Rank in State of 102 Counties
Population (2014)	685,419	4
Growth (%) since 2010 Census (to 2012)	1.2%	8
Households (2014)	223,379	4
Per Capita Personal Income (2014)	\$43,864	17
Median Household Income (2014)	\$75,176	5
Poverty Rate (2014)	8.1%	96
Education Attainment	Value	Rank in State of 102 Counties
H.S. Diploma or More - % of Adults 25+ (2014 ACS 5yr)	90.5%	25
Bachelor's Deg. Or More - % of Adults 25+ (2014 ACS 5yr)	32.6%	10
Industry Overview (2013) - (By place of work)	Value	Rank in State of 102 Counties
Manufacturing - % all jobs in County	9.4%	57
Transportation & Warehousing - % all jobs in County	6.4%	16
Health Care, Social Assis. - % all jobs in County	11.6%	44
Finance & Insurance - % all jobs in County	2.4%	72

Source: ¹EMSI 2015.4; STATS America



Key Industries and Occupations

KEY INDUSTRY SECTORS



Healthcare



Manufacturing



Professional/Financial/Information
Technology Services



Transportation/Distribution/Logistics

Employment by major industry sector Will County, Illinois 2010-2015

Description	2010 Jobs	2015 Jobs	2010 - 2015 Change	2010 - 2015 % Change
Transportation and Warehousing	10,823	15,621	4,798	44%
Administrative and Support/Waste Management/Remediation Services	11,299	15,467	4,168	37%
Health Care and Social Assistance	23,095	26,611	3,516	15%
Professional, Scientific, and Technical Services	8,869	11,792	2,923	33%
Accommodation and Food Services	16,517	19,145	2,628	16%
Wholesale Trade	13,014	15,572	2,558	20%
Construction	13,517	15,330	1,813	13%
Other Services (except Public Administration)	10,944	12,532	1,588	15%
Retail Trade	27,874	29,175	1,301	5%
Educational Services	4,133	5,198	1,065	26%
Management of Companies and Enterprises	1,290	1,722	432	33%
Manufacturing	18,876	19,091	215	1%
Crop and Animal Production	867	1,073	206	24%
Real Estate and Rental and Leasing	2,803	2,968	165	6%
Utilities	1,753	1,803	50	3%
Unclassified Industry	365	336	(29)	(8%)
Mining, Quarrying, and Oil and Gas Extraction	244	203	(41)	(17%)
Arts, Entertainment, and Recreation	4,683	4,519	(164)	(4%)
Information	3,200	2,791	(409)	(13%)
Government	34,984	33,911	(1,073)	(3%)
Finance and Insurance	6,760	5,469	(1,291)	(19%)
Total	215,909	240,331	24,422	11%

Will County Board

County Board District #1

Robert Howard	Legislative & Policy Committee – Vice-Chair Land Use & Development Committee
Judy Ogalla	Public Health & Safety Committee – Chair Land Use & Development Committee – Vice-Chair Executive Committee

County Board District #2

Jim Moustis Will County Board Speaker	Executive Committee – Chair Capital Improvements Committee Ex-Officio Member of All Committees
Cory Singer	Finance Committee Public Works & Transportation Committee

County Board District #3

Donald A. Moran Democratic Caucus Whip	Capital Improvements Committee Executive Committee Legislative & Policy Committee Public Works & Transportation Committee
Beth Rice	Capital Improvements Committee Legislative & Policy Committee

County Board District #4

Kenneth E. Harris	Finance Committee Judicial Committee Legislative & Policy Committee
Jacqueline Traynere	Finance Committee Public Health & Safety Committee

County Board District #5

Darren Bennefield	Judicial Committee – Chair Finance Committee – Vice-Chair Executive Committee
Gretchen Fritz	Capital Improvements Committee Judicial Committee

County Board District #6

Ragan Freitag	Capital Improvements Committee –Chair Judicial Committee – Vice-Chair Executive Committee
Don Gould	Public Works & Transportation Committee – Chair Public Health & Safety Committee – Vice-Chair Executive Committee

County Board District #7

Steve Balich	Judicial Committee Land Use & Development Committee Legislative & Policy Committee
Mike Fricilone Republican Caucus Whip	Finance Committee -- Chair Capital Improvements Committee – Vice-Chair Executive Committee

County Board District #8

Herbert Brooks, Jr. Democratic Caucus Chair	Executive Committee Ex-Officio Member of All Committees
Denise E. Winfrey	Capital Improvements Committee Land Use & Development Committee

County Board District #9

Annette Parker	Legislative & Policy Committee Public Health & Safety Committee Public Works & Transportation Committee
Lauren Staley-Ferry	Judicial Committee Land Use & Development Committee

County Board District #10

Joseph M. Babich	Public Health & Safety Committee Public Works & Transportation Committee
Stephen M. Wilhelmi	Finance Committee Judicial Committee

County Board District #11

Suzanne Hart	Legislative & Policy Committee – Chair Executive Committee
Charles E. “Chuck” Maher Republican Caucus Chair	Capital Improvement Committee Executive Committee – Vice-Chair Ex-Officio Member of All Committees

County Board District #12

Ray Tuminello	Capital Improvements Committee Finance Committee Land Use & Development Committee Legislative & Policy Committee
Tom Weigel	Land Use & Development Committee – Chair Public Works & Transportation Committee – Vice-Chair Executive Committee

County Board District #13

Liz Collins	Legislative & Policy Committee Public Health & Safety Committee
Mark Ferry	Public Health & Safety Committee Public Works & Transportation Committee

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