

## **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) 2018 Federal Agenda. As the national agenda continues to focus on economic growth, our 2018 Federal Agenda is designed to advance our most pressing priorities.

The FY 2018 agenda includes an examination of authorizations, 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 County priorities focus on the importance of the implementation of the current long-term surface transportation bill, the Fixing America's Surface Transportation (FAST) Act, and any type of potential action in Washington on a large infrastructure package. The Agenda also highlights a couple tax issues that the County hopes Congress and the Trump Administration will address if a comprehensive tax reform bill is passed in 2017.

Federal priorities and issues are always changing in Washington, D.C. In light of the continuing changes at the federal level, Will County has developed a focused and concise Federal Agenda to meet the challenges of these shifting conditions.

While available federal funds will likely remain stagnant or slightly increase in FY 2018, Will County's needs continue to grow. Federal funding is critical to a number of Will County operations. Local operations 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 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,

Kourence m Walsh

Lawrence M. Walsh Will County Executive

James G. Moustis Will County Board Speaker



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

#### Establishing FY2018 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 (US 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 FY2018 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 Will County's Federal Agenda for FY2018.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby establishes the attached list of priorities set forth as the FY2018 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 16th day of February, 2017.

AYES: Ogalla, Summers, Moustis, Singer, Moran, Rice, Harris, Traynere, Bennefield, Fritz, Gould, Balich, Fricilone, Brooks Jr., Winfrey, Parker, Staley-Ferry, Dollinger, Marcum, Hart, Maher, Tuminello, Weigel, Kraulidis
 ABSENT: Freitag, Ferry

Result: Approved - [Unanimous]

day of , 2017.

Nancy Schultz Voots 3 (SEAL) Will County Clerk

Approved this

Lawrence M. Walsh Will County Executive



### AUTHORIZATIONS

I. II. III. IV.	Infrastructure Investment Lewis University Airport Implementation of the FAST ACT and Potential Large Infrastructure Comprehensive Tax Reform	1 2 3 6								
V.	Tax Treatment of Municipal Bonds	7								
VI.	Online Sales Tax Collection Legislation	9								
<b>Regional Priorities</b>										
I.	MPO Coordination and Planning Area Reform Final Rule	11								
II.	Agricultural Exports	13								
III.	Substance Abuse Issues in Will County	14								
IV.	Waters of the United States Definition	17								
FEDERAL PROGRAMS										
I.	Will County Emergency Management	19								
II.	Port Security & Hazardous Materials Grant	20								
III.	Urban Area Security Initiative (UASI)	21								
IV.	Will County Community Health Center	22								
V.	Community Development Block Grants	24								
VI.	Will County Workforce Investment Board Programs	25								
VII.	PILT and Secure Rural Schools Program Support	26								
	COUNTY PROJECTS									
I.	Laraway Road Corridor Improvement	27								
II.	Integrated Justice Initiative	30								
III.	Law Enforcement Complex	31								
IV.	In-Car Squad Cameras and Laptops	32								
WILL COUNTY INFORMATION										
I.	Will County Overview Demographic Sheet WIOA Information Where are the Jobs? Will County Economic Update ELECTED OFFICIALS	33								
	PALACCERTY VERTCLALS									

Elected officials and key contacts

SECTION 1 - AUTHORIZATIONS



#### Infrastructure Investment

#### Federal Aviation Administration Reauthorization

In 2016, both the House and Senate moved FAA authorization bills forward through the legislative process. The Aviation Innovation, Reform, and Reauthorization Act (AIRR) passed the House Transportation & Infrastructure Committee in February 2016 and the Federal Aviation Administration Reauthorization Act of 2016 passed the Senate in April of 2016. However, the long term reauthorization stalled and Congress had to pass an extension of the current law. The current FAA reauthorization expires on September 30, 2017.

This expiration means that Congress will be focused again on passage of a long-term bill in 2017 or an extension of the current law.

The FAA's annual forecast fact sheet, which is usually published in late March and covers twenty-years of projections, indicates that domestic travel will continue to grow at a fast rate. According to the March 24, 2016 report, domestic enplanements on mainline and regional air carriers increased from 669.0 million in 2014 to 696.4 million in 2015, which is a 4.1% increase. The growth in aviation traffic and the strain the increased traffic puts on the domestic system should provide Congress the needed urgency to pass legislation.

Will County supports passage of a long-term FAA authorization bill or extension of current law that includes:

- Funding to support a permanent or remote tower at Lewis University Airport (see more information below)
- Language that ensures the Essential Air Service (EAS) program that provides dollars to airlines that serve small communities remains adequately funded (Fiscal Year 2016 funding levels were \$283 million)
- An increase in authorized funding levels for the Small Community Air Service Development Program (SCASDP) that helps small communities address air service and airfare issues (SCASDP is authorized to receive \$6 million annually but only received \$5 million in FY 2016)
- The establishment of a remote tower pilot program that is similar to the pilot programs created by Section 616 of the House AIRR Act or Section 1206 of the Senate passed FAA Reauthorization Act of 2016



#### 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.

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, including 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 500,000 gallons of jet fuel are sold annually to corporate jet users.





#### Support for a Permanent or Remote Control Tower

Will County supports Lewis University Airport's efforts to build and operate a permanent or remote control tower. This tower will 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 with a high level traffic mixture of corporate and training traffic. This tower will 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.



#### Implementation of the FAST Act and Priorities for a Potential Large Infrastructure Package -

On December 4, 2015, President Obama 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.

The passage of the FAST Act has brought more certainty to transportation planning and created transportation programs that align well with Will County's transportation priorities. The County will seek to utilize federal dollars from the FAST Act's first ever formula program designed to target freight system improvements and the new competitive grant program, FASTLANE. Improvements will be focused on making investments in large freight and highway projects. County projects such as the widening of I-80 and I-55 and the redevelopment of the I-53/I-80 Interchange are ripe for federal dollars out of these two new programs.



Will County is a vital part of the United States freight system with five major interstates, multiple regional and Class I railroads, intercity and commuter rail services, inland waterways, aviation facilities and major intermodal freight yards -- the largest Inland Port in North America is located in the County.

To address the exponential growth in freight related congestion and strategically plan future infrastructure investments, the County and the State of Illinois have funded an approximate \$1.3 million freight plan titled the Will County Community Friendly Freight Mobility Plan. The County will use inputs from the Plan to help prioritize local investments that will help mitigate the County's lack of adequate surface transportation infrastructure and support further economic development activities.

AUTHORIZATIONS FEDERAL PRIORITIES FY 2018

There is a significant amount of discussion coming from President Trump and Congress that a large infrastructure package will be passed in 2017. Will County supports the following transportation policies and projects in a new comprehensive infrastructure package or any large legislative vehicle that may address federal transportation funding and policy needs:

- Prioritization of funding allocated to surface transportation projects that target freight system improvements
- Greater transparency to U.S. DOT's FASTLANE decision-making process, so that applicants and interested stakeholders gain a better understanding of where the DOT is prioritizing these dollars and what makes a successful application
- Either repeal the FHWA/FTA December 15, 2016 Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform final rule or rewrite it so some MPOs can be completely exempt from its application because it will have a profoundly negative impact on transportation investment and planning in numerous regions across the United States
- Funding critical regional projects such as the widening of I-80 and I-55, the Houbolt Bridge, redevelopment of the I-53/I-80 Interchange, County Highway 88 (Weber Road) Corridor and County Highway 83 (80th Avenue) Reconstruction
- Continued development of the National Multimodal Freight Network (NMFN) with the final NMFN including the Union Pacific's G4 Joliet Intermodal Terminal, Houbolt Road from I-80 to Schweitzer to CenterPoint Way, CenterPoint Way from G4 entrance to Arsenal Road and the start point of I-355 on the Primary Highway Freight System (PHFS) beginning at I-80 instead of I-55
- Language that addresses the long-term solvency of the Highway Trust Fund (HTF) to ensure that federal surface transportation programs remain sustainable and robust
- Reestablishment of the now-dissolved National Freight Advisory Committee that would bring stakeholders from the public and private sectors together to recommend policy proposals, keep the U.S. DOT updated on the latest trends in freight goods movement and advise senior level agency officials on issues impacting federal freight policy
- Significant funding plus-ups for all federal surface transportation programs, but especially for the freight formula program and competitive freight grant program



• Increases in the percentage of funding that is sub-allocated to local governments under programs like the Surface Transportation Block Grant Program (STBGP)

The STP TAP set-aside program should be changed so that:

- (1) Total funding is significantly increased for the new STP TAP set-aside program and the Recreational Trails Program, since funding for all other modes of transportation in the FAST Act are increased at higher rates;
- (2) Local governments ensure that when they 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, the local governments have adequate justification for doing so;
- (3) The inefficiencies in the regulatory process for approving STP set aside (TAP) projects are reduced.





#### **Comprehensive Tax Reform**

Comprehensive tax reform was a top priority in the last 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. In June 2016, Speaker Paul Ryan (R-WI) and House Ways & Means (W & M) leaders released their outline for tax reform called 'A Better Way.'

In 2017, with Congress and the White House controlled by Republicans, and public indications that both branches want to move a comprehensive tax reform plan forward, the opportunity to move the first comprehensive tax bill since 1986 may exist.

The Trump tax plan and tax proposals being developed by House Speaker Paul Ryan (R-WI) and House Ways & Means Chairman Kevin Brady (R-TX) would reduce taxes for individuals and businesses. The elimination of many deductions, tax "loopholes" and changes in the treatment of taxes on goods and services imported and exported are how these proposals are able to lower the overall rates.

Federal tax reform is a top priority for President Trump and the incoming Congress. Changes to the federal tax code through comprehensive legislation are likely to impact many current deductions and treatment of different types of income and benefits. Under President Trump's tax plan, itemized deductions including charitable contributions, interest, medical expenses and taxes are limited to \$200,000 for married couples filing joint returns. The limits under President Trump's tax plan could alter incentives for high-income taxpayers to purchase certain types of investment vehicles like municipal bonds, which could impact bond rates and increase the cost of issuance.

A Better Way, the House tax plan, states that it will maintain some version of a deduction for charitable contributions and mortgage interest but lacks specifics. The remaining traditional deductions will likely be eliminated. The House tax reform outline also relies on income generated from a new border adjustment tax that would tax imports but allow the revenue from exports to remain untaxed. The Senate has not put a tax proposal forward.





#### Tax Treatment of Municipal Bonds

Will County is concerned that the municipal bond tax benefit could be changed either by being eliminated altogether or having the deduction capped. Several past budgets and tax reform plans have included language that capped the deductibility of municipal bonds which would likely result in higher costs to borrow money. Both President Trump's tax plan and A Better Way also appear to limit the deduction in a way that would likely result in issuers paying more to borrow.

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 feasible.



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 \$10 million or lower—because it would have a real impact on the County.

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 public safety complex that could cost approximately \$32.5 million, a new court house that could cost approximately \$195 million and a new health center that is estimated to cost \$12 million. Will County will be bonding to pay for the bulk of these critically needed projects and the projects could be hindered if there are negative changes to the tax exempt municipal bond market laws.





#### Online Sales Tax Collection Legislation

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. In December 2016, the U.S. Supreme Court turned away a case that would have examined this federal law and its earlier precedents.

The exponential 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. The National Conference of State Legislatures estimated that the loss for state and local governments in 2012 alone was approximately \$23 billion, the most recent figures available.

For local governments like cities and counties, that increasing level of lost revenue means less money for critical core 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.

In the last Congress, a bipartisan group of Senators led by Senator Enzi (R-WY) introduced the Marketplace Fairness Act of 2015, S. 698. 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 that Congress address the online sales tax collection issue in a comprehensive tax reform measure. Including provisions in a tax reform bill that replicate the impact of the MFA will resolve the issue of lost sales tax revenue. MFA related provisions in a tax reform bill will bring additional revenue to state and local government and level the playing field for all retailers without adding to the federal deficit, establishing new taxes or increasing existing taxes.

SECTION 2 - REGIONAL PRIORITIES



#### MPO Coordination and Planning Area Reform Final Rule

The Thursday, December 15, 2016 Federal Register publication included the Department of Transportation's (DOT) final Metropolitan Planning Organization (MPO) Coordination and Planning Area Reform Rule. Will County submitted an August 16, 2016 strongly worded comment to the rulemaking as did many in the Chicago region because of the potential impact on the planning and functioning of the Chicago Metropolitan Agency for Planning (CMAP). Unfortunately, the final rule did not heed Will County's request to create an exception for MPOs that would be negatively impacted by the rule, so the County requests that the rule be eliminated, funding to execute the rule is prohibited in the annual spending bill or the rule is rewritten so MPOs can get a true waiver from application of the rule.

In the comment to the Notice of Proposed Rulemaking, Will County stated that the two choices the NPRM creates for MPOs that share a Metropolitan Planning Area (MPA) will have a profoundly negative impact on transportation investment and planning in the Chicagoland region. The rule "require[s] that the MPA, at a minimum, include the entire urbanized area and the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan."

The County went on to state that it has real concern that either of the two new structures proposed under this rule:

(1) A super merged MPO that is made up of three MPOs (CMAP, Northwest Indiana Regional Planning Commission (NIRPC) and Southeastern Wisconsin Regional Planning Commission (SEWRPC)) in four states or

(2) The MPOs remaining separate but being required to jointly develop unified planning products—will harm the efficiency and effectiveness of the region's current transportation planning decision making process.

Will County has serious concerns regarding the two likely options proposed. The first would mean a new structure of a super merged MPO that will result in three (or possibly four) states developing a governance structure. The second would involve the MPOs remaining separate but being required to jointly develop a "metropolitan transportation plan, TIP, performance targets and procedures for joint decision making, including a process for resolving disagreements. Will County has serious concerns that neither option is viable in the Chicagoland region, and that stakeholders outside of Illinois could veto critical local transportation investment that negatively impact economic development and quality of life measures.



Will County's comment also stated that the County has trouble understanding how a long range metropolitan transportation plan, single TIP and unified performance targets of an area that could potentially cover 500 municipalities, more than 10 million people and dozens of counties could be developed efficiently under the potential new structures. All three of these very complex and complicated issues would need to be approved by multiple Governors, MPOs, FHWA divisions, local elected officials, transit agencies and any other stakeholders. Even more daunting is the prospect that potential delays resulting from the new multi-layered approval process could jeopardize access to federal funding.

A testament to the pushback on the final rule was shown through the numbers of negative comments received by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) who were overseeing this rulemaking. These two modal agencies received 299 comments in opposition to the Notice of Proposed Rulemaking (NPRM). Of the 299 received, 249 requested that the modal agencies withdraw the rulemaking. Only sixteen commenters supported the NPRM.

Two significant changes were made in the final rule. The first change moved the implementation date from 6-months to "not later than 2 years after the date the Census Bureau releases its notice of Qualifying Urban Areas following the 2020 census." This means implementation will be somewhere around 2024. The second change created an exception to the rule that must be approved by the Secretary of DOT. The change would "allow multiple MPOs in an Metropolitan Planning Area (MPA) to continue to generate separate planning products if the affected Governor(s) and all MPOs in the MPA submit a joint written request and justification to FHWA and FTA that (1) explains why it is not feasible for the MPOs to produce unified planning products for the MPA, and (2) demonstrates how each MPO is already achieving the goals of the rule through an existing coordination mechanism with all other MPOs in the MPA that achieves consistency of planning documents." Applying for the "waiver" or exception will be as cumbersome as the original NPRM's requirements for separate MPOs.

As many of you know, CMAP, if this rule is not reversed or stopped, would likely apply for the exception because of the difficulty of merging all of the MPOs in the regional MPA.

Will County requests the congressional delegation help overturn this rule, defund it through the appropriations process or redraft it with a legitimate exception for large metropolitan areas.



#### 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 UP intermodal yard and the Elwood BNSF 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. These investments are also critical to keeping motorists safe navigating both the highway and local road systems.

Will County's infrastructure is feeling the strain from the growth in freight goods traffic and the dangerously high levels of congestion and bottlenecks. To address the exponential growth in freight related congestion and strategically plan future infrastructure investments, the County and the State of Illinois have funded an approximately \$1.3 million freight plan titled the Will County Community Friendly Freight Mobility Plan. This study will examine employer data and performance measures, workforce trends, local, state and federal governing information and financing and funding availability, and use these inputs to help prioritize local investments that will help mitigate the County's lack of adequate surface transportation infrastructure.



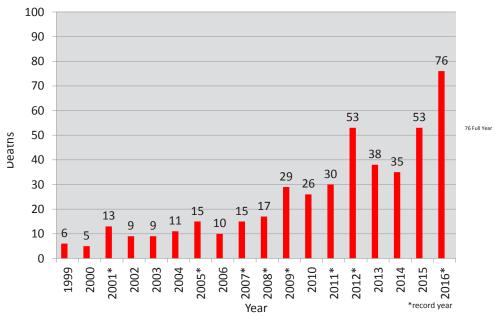




#### Substance Abuse Issues in the County

Drug overdoses have surpassed automobile accidents as the leading cause of accidental deaths in the United States. The Center for Disease Control has classified drug overdose as an epidemic. The Chicago suburbs have been particularly hard hit by heroin/opioid overdoses. Will County continues to see heroin overdose deaths and has started providing first responders with the opiate overdose antidote Narcan/Naloxone. The coroner in Will County stated that heroin overdose deaths in his jurisdiction were up more than 40 percent in 2016 over 2015. In 2016, Will County had 75 heroin or fentanyl deaths. Fentanyl is a more lethal heroin substitute. That number is 42 percent higher than the previous record of 53 reported in 2015.

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.



#### Heroin Overdose Deaths in Will County

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



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. Programming is targeted at students, parents, and other community members by delivering the critical message of prevention through schools across the county.

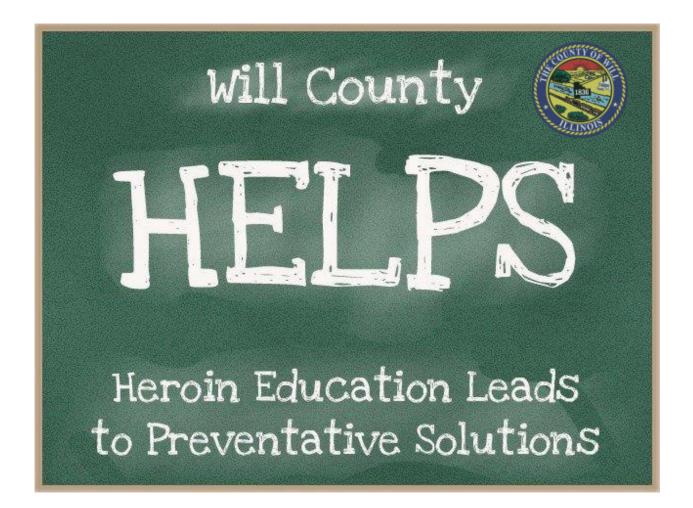
Since 2012, Will County HELPS has partnered with HERO to host annual heroin prevention forums. The day-long conferences included keynote addresses from experts in the field of drug abuse and prevention. In addition, the forum includes educational sessions to address the legal, medical, educational and 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.

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. This group sought 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.

In early 2017, Gateway, the largest nonprofit provider of addiction services in Illinois, opened a facility in Joliet. The Joliet Gateway outpatient facility is expected to ultimately treat between 80 and 100 clients.

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. Will County commends Congress for passage of the December 13, 2016 21st Century Cures Act that included \$1 billion over two years for opioid abuse response. Congress included \$500 million of the \$1 billion for FY 2017 in the Continuing Resolution passed on December 9, 2016. The resources included in the Cures Act will allow states to expand access to treatment to help individuals seeking help to find it and to start the road to recovery, with preference given to states with an incidence or prevalence of opioid use disorders that is substantially higher relative to other states.





# www.herohelpsevent.com



#### 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. In October 2015, thirty-one states sued to have the rule overturned with the 6th Circuit Court agreeing to a nationwide stay until they could decide whether or not they have jurisdiction. In early November 2016, 31 states and industry groups filed briefs in the Sixth Circuit stating that the Obama Administration lacks authority to expand federal jurisdiction over streams and wetlands. The EPA and Army Corps have until late January 2017 to respond to the challengers in court. A hearing is unlikely to occur before April 2017.

The Supreme Court agreed on January 13, 2017 to hear a case over a specific issue arising from the Clean Water rule—the fight over the proper federal court venue for challenging the rule. The Supreme Court is not concerned with the merits of the regulation. However, President Trump indicated on the campaign trail that he would repeal the Waters of the United States regulation when he became President so the dispute on venue and legality may soon become moot.

The Supreme Court decided to hear the venue case because in February 2016, a fractured Court of Appeals for the Sixth Circuit ruled that the Circuit court, and not lower federal district courts, had the authority to be the first court to hear industry group's lawsuits that the rule went too far.

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.

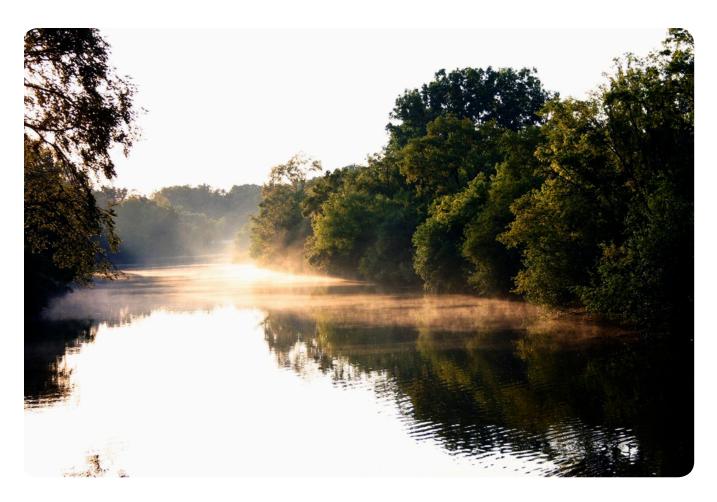
The "significant nexus" determination for jurisdictional waters coupled with the September 2013 (EPA) draft peer-review study, Connectivity of Streams and Wetlands to Downstream Waters: A Review and Synthesis of the Scientific Evidence, makes it logical to believe the new "waters" definition could be 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 increased costs to the local 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 with several House and Senate members introducing legislation to stop or eliminate the rule.



SECTION 3 - FEDERAL PROGRAMS



#### Will County Emergency Management

#### **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 over the last couple years, it has become more difficult for local EMAs to receive federal dollars. The EMPG program was funded at \$350 million in FY 2016 and FY 2017 final numbers have not been determined at this time. Will County requests that funding levels are increased or at the very least remain at current levels in FY 2018.



#### 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.

#### 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 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 jurisdictions 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.







<image>

#### 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 (FQHC).

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 Will County Health Department has an annual budget of roughly \$30 million. The FQHC receives roughly \$10 million annually. The Affordable Care Act (ACA) resulted in the uninsured population in Will County going from 50% to roughly 30%.

Outside of adequate funding to serve the community, the biggest concern for the Will County Health Department is lack of funding and understanding of how important it is to address behavioral and mental health issues. Behavioral health is a difficult issue because it has not been a priority in the medical community until very recently and many people's insurance do not cover these types of services. The Will County Health Department believes that behavioral health should be more closely integrated with primary care. Currently, behavioral health wait times are too long and people are unable to get into see doctors and counselors. The Health Department strongly believes there is a correlation between chemical abuse in the community and behavioral health problems and the majority of the time only treatment can address these serious issues.



#### **Community Development Block Grants**

Nationally the Community Development Block Grant Program (CDBG) 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, \$3 billion, for this important program in FY 2016 and the FY 2017 levels have not yet been determined.

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 FY 2017 and FY 2018 spending bills 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, approximately \$51 million federal CDBG funds have been invested in the County's long-standing neighborhood improvement projects that could 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 that are not served by those municipalities. Almost every township in the County has a "fringe" neighborhood that has received benefit from this program.

#### Impact of CDBG Cuts in Will County

In FY 2016, CDBG funding levels remain below those of FY 2011. The reduction in funding decreases the multiplier effect of leveraging local federal with local dollars. 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 .



#### Will County Workforce Investment Board Programs

Funding for workforce programs in Will County under the Workforce Innovation and Opportunity Act (WIOA) ranges from approximately \$4.2 million to \$5.0 million per year (see chart for annual funding levels). These funds are used to provide workforce services and training to low income adults and youth and dislocated workers. Services include, but are not limited to, occupational skill training, job search assistance, resume preparation, job search workshops, math and reading skill enhancement and work readiness training. Additionally, funds were previously used to assist Will County businesses with training that they need for their current workforce to ensure that local companies remain productive and competitive, and most importantly, that they stay in business. \$2.709 billion.

WIOA related programs in Will County are administered through a partnership between the Workforce Investment Board of Will County, the Will County Executive and the Will County Board. The Workforce Investment Board is made up of a diverse group of business and community leaders in Will County and they set the policies for the WIOA programs offered in the County. These local programs are developed to ensure that the residents and employers of Will County are the main focus of the funds and that there is flexibility to change those programs and initiatives to meet rapidly changing local workforce needs.

The County strongly supports robust funding of WIOA related programs because of the direct impact it has on its employment base and economy. WIOA programs received \$2.709 billion in FY 2016 and FY 2017 numbers have yet to be determined. Will County hopes that WIOA related programs will receive at least \$2.709 billion in both FY 2017 and FY 2018.

Program	PY16 Allocation	PY15 Allocation	PY15-PY16 Net Change	PY15-PY16 Percent Change
Adult	\$1,642,465	\$1,709,653	-\$67,188	-3.93%
Dislocated Worker	\$2,258,026	\$2,431,487	-\$173,461	-7.13%
Youth	\$1,736,848	\$1,807,285	-\$70,437	-3.90%
TOTAL	\$5,637,339	\$5,948,425	-\$311,086	-5.23%

#### PY16 ALLOCATIONS (July 1, 2016 through June 30, 2017)

Program	PY16	PY15	PY14	PY13	PY12	PY11
Adult	\$1,642,465	\$1,709,653	\$1,589,809	\$1,459,608	\$1,322,644	\$1,389,059
Dislocated Worker	\$2,258,026	\$2,431,487	\$2,332,892	\$1,968,755	\$1,934,629	\$2,069,020
Youth	\$1,736,848	\$1,807,285	\$1,680,836	\$1,531,731	\$1,418,038	\$1,508,368
Total	\$5,637,339	\$5,948,425	\$5,603,537	\$4,960,094	\$4,675,311	\$4,966,447



#### PILT and Secure Rural Schools Program Support

Payments in Lieu of Taxes (PILT) provides payments to local governments to offset reduced property tax revenue due to federal lands within the local government's jurisdictions. The current PILT funding that was part of the December 2016 Continuing Resolution funds the PILT program at \$452 million but the Department of Interior estimates \$480 million will be needed to fully fund the program. Will County supports full funding of the program in FY 2017 and FY 2018 because it provides funding for essential services like law enforcement, education and public works.

Will County was allocated its last fully funded PILT disbursement in June. Will County has 18,717 acres of nontaxable federal land and received \$6,806 in 2016. While the sum is not great, it goes hand-in-hand with supporting the overall program and the program's nexus with the Secure Rural Schools (SRS) program, which provides funding to communities that have federal forest lands that cannot be taxed at the local level.

The SRS program expired on September 30, 2015 with the last payment, in 2016, to Will County totaling \$227,223. This funding was critical to the community because it provided additional resources to the local school district. Will County requests that Congress and the Administration reauthorize the SRS program in FY 2018 and beyond so that these important dollars can continue to support the local school districts.



SECTION 4 - COUNTY PROJECTS



#### 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.

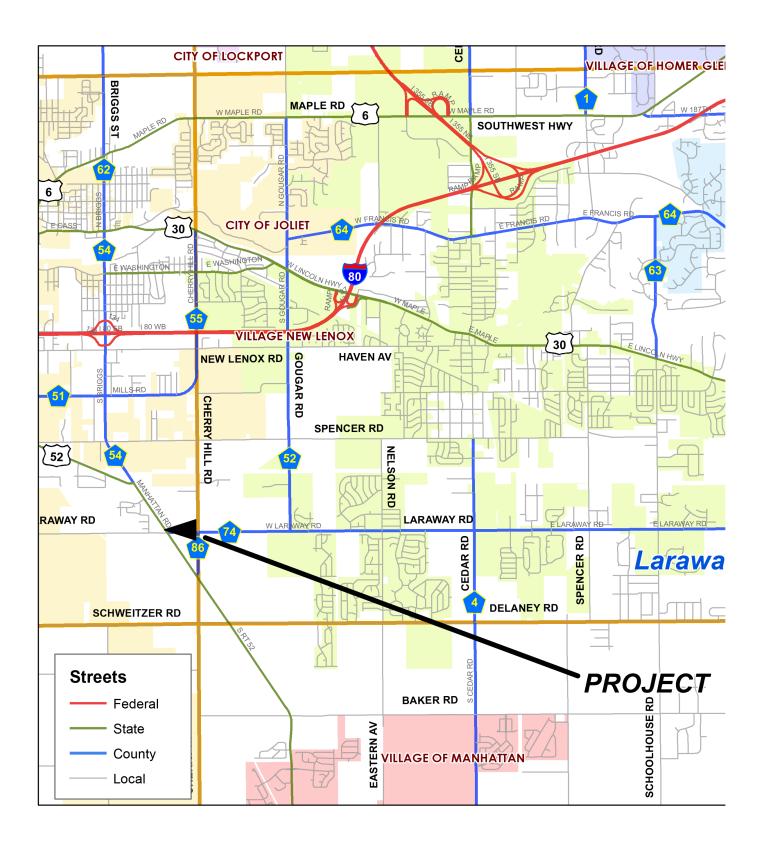
To minimize the effects of projected increased traffic, Will County's 2030 Plan widens Laraway Road to a four-lane highway with a center median. Many of the intersections will be upgraded to include channelization and in some instances traffic signals. The County has identified some local funding to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



## Laraway Road Project

Will County, Illinois ~ 2017

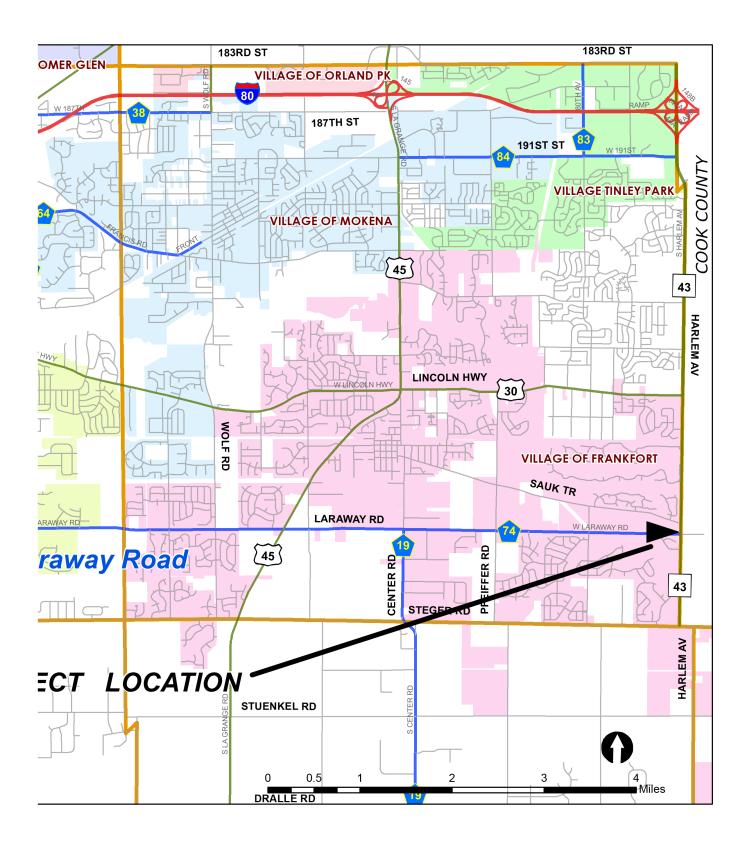




## Laraway Road Project

Will County, Illinois ~ 2017







#### Integrated Justice Initiative

The Will County Integrated Criminal Justice Initiative is an on-going, multi-phased, and multijurisdictional 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.

Will County supports continued funding of the COPS technology program, and related technology funding sources, that will assist in further integration and coordination of local judicial information sharing networks.





## Law Enforcement Complex

The Will County Sherriff'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 WSCO 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.



## In-Car Squad Cameras and Laptops

One of the top priorities for the Will County Sheriff's Office (WCSO) is to acquire 85 additional incar 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.

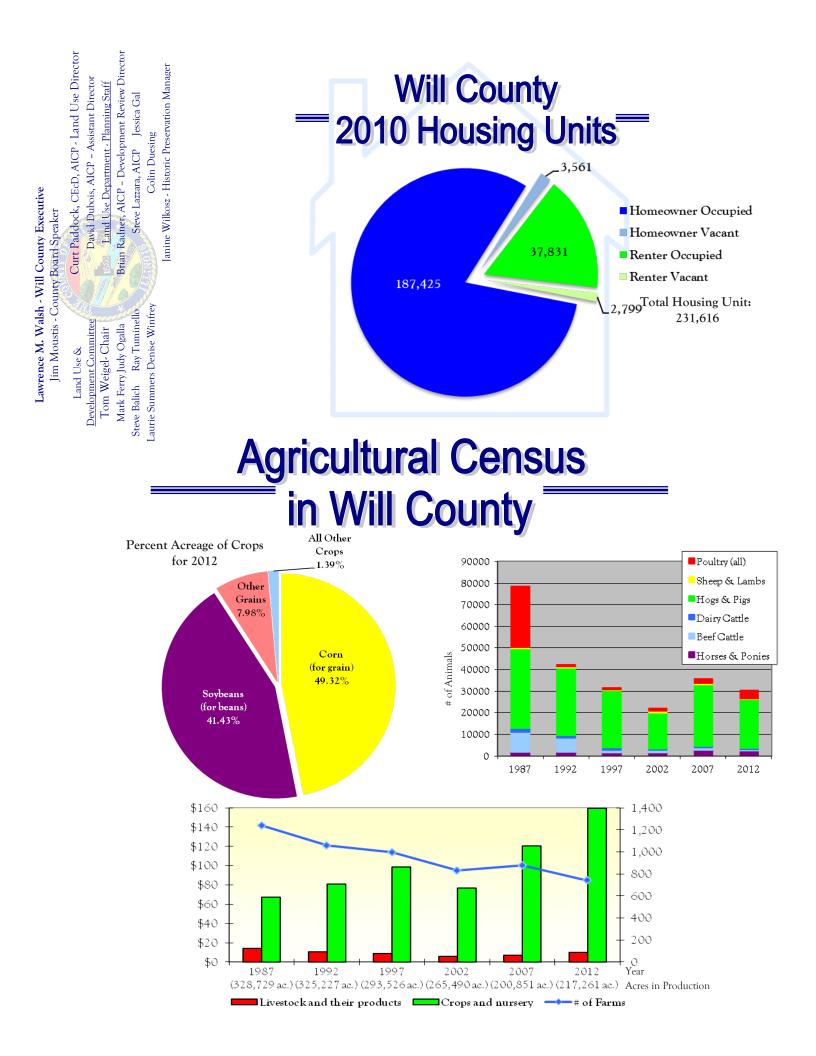
In light of recent acts of international and domestic terrorism, it greatly behooves law enforcement to have the tools necessary to record and document police encounters and law enforcement activities. The ability of local and state law enforcement to record encounters with the public has enhanced law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



SECTION 5 - WILL COUNTY INFORMATION

	1836 INO15			emo	<b>LL COU</b> graphic Fa ing/Summer	ct Sheet 2017
Lawrence Will Coun					inforr	"Will County will establish itself as a regional repository of nation including growth forecasting [and] transportation" 2002 Will County Land Resource Management Plan Intergovernmental Cooperation Strategy #5
Wheatland $81, 472$ $(44, 349)$ Plainfield $80, 318$ $(45, 691)$ Troy $45, 991$ $(27, 970)$ Channahon $10, 322$ $(8, 339)$ Wilmington $6, 193$ $(6, 050)$ Reed       Custer $(43, 60, 51)$ $(1, 430)$ $(1, 463)$	DuPage 87,793 (71,745) Lockport 60,010 (42,048) Joliet 87,398 (86,468) Jackson 4,100 (3,541) Florence 933 (642) Wesley 2,535 (2,568)	(with Homer 39,059 (28,992) New Lenox 40,270 (29,730) Manhattan 9,218 (5,615) Wilton 841 (819)	<b>DUNTY T O Census 2000 Census Frankfort 57,055</b> (42,048) <b>Green</b> Garden           4,010           (2,556)           Peotone           4,431           (3,938)	Count	HIP $200$	<b>Diddeensus Count</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentiation</b> <b>Differentia</b>
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Will County Land Use Department 58 East Clinton Street - Suite 100 Joliet, IL 60432





# Workforce Investment Board of Will County Key WIOA policy areas

#### Investments

Invest more and more effectively: We need greater and more effective public investments in workforce education and training tied to market-outcomes. Business leaders have varying opinions about government spending, but many of us feel a greater public investment in skills development is a must. Investing small amounts of money in an issue this large is not effective and does not produce the type of return on investment that impact real change. If businesses are going to continue to grow the economy, we need public investments in workforce development activities.

#### Local Flexibility

Continue to give local Workforce Development Boards the flexibility to address what is most critical in our local area. Allowing for flexibility ensures that the system is agile enough to modify programs and strategies to quickly respond to economic changes in an area. Local flexibility in how funds are spent and what strategies are implemented is the most responsive approach to addressing business and community needs.

#### **Accountability**

The WIOA includes some very strong accountability measures for customers who obtain occupational skill training (skill attainment, credential attainment, employment, wages, etc), however the accountability measures for successfully serving business customers are not yet fully developed. We would advocate for a measure that does more than just "count" the number or percentage of business customers. Business satisfaction surveys and return on investment can be better indicators of how successfully the system is meeting business needs.

#### Work-Based Learning

Continue to support the emphasis on work-based learning experiences but eliminate the disincentive to leverage non-federal/private resources. Work-based learning opportunities are a critical skill development avenue for many job seeking youth and adults. In fact, the WIOA encourages the use of work-based learning opportunities and even requires 20% of youth funds be spent on these activities. However, this mandatory percentage does not permit Boards to leverage and count non-WIOA funds (i.e. wages an employer pays a youth directly rather than accessing WIOA subsidy) toward the 20 percent requirement. Allowing this locally would expand resources to allow for service to a larger number of youth.



# Will County Economy



December 2010 Unemployment Rate: 10.0% **35,124 unemployed** Labor force = 315,245 December 2016 Unemployment Rate: 5.6% 19,966 unemployed Labor force = 356,162





# UNEMPLOYMENT RATES CHICAGO METRO COUNTIES, ILLINOIS, AND UNITED STATES

	Dec	Change over month	16- Nov	16- Oct	16- Sep	16- Aug	16- July	16- June	16- May	16- Apr	16- Mar	16- Feb	16- Jan	15- Dec	Change over Year
COOK COUNTY	5.6	-0.1	5.7	6.0	5.5	5.7	5.8	6.4	5.7	6.5	6.8	6.9	6.7	5.7	-0.1
JUPAGE COUNTY	4.3	-0.1	4.4	4.7	4.2	4.4	4.5	5.1	4.4	5.1	5.3	5.5	5.3	4.4	-0.1
<b>SRUNDY COUNTY</b>	6.6	0.8	5.8	5.9	5.5	5.9	6.2	7.1	6.0	7.0	8.3	8.7	9.0	6.7	-0.1
(ANE COUNTY	5.8	1.0	4.8	4.9	5.2	5.1	5.1	5.2	5.3	5.8	6.9	7.2	7.6	6.5	-0.7
<b>ANKAKEE COUNTY</b>	6.5	0.0	5.6	5.8	6.2	6.1	6.1	6.1	6.4	6.8	7.7	8.0	8.7	7.3	-0.8
KENDALL COUNTY	4.8	0.0	4.8	5.0	4.5	4.7	4.9	5.6	4.7	5.5	6.0	6.1	6.0	4.9	-0.1
-AKE COUNTY	5.6	1.0	4.6	4.7	5.0	4.8	4.8	4.9	5.0	5.5	6.7	6.9	7.2	6.2	-0.6
ACHENRY COUNTY	5.1	0.3	4.8	5.0	4.4	4.6	4.8	5.4	4.8	5.7	6.3	6.5	6.3	5.2	-0.1
WILL COUNTY	5.6	0.2	5.4	5.6	5.1	5.4	5.7	6.4	5.6	6.4	7.0	7.2	7.0	5.7	-0.1
SIONIS	5.6	0.3	5.3	5.5	5.4	5.5	5.6	0.9	5.6	6.2	6.8	7.0	7.1	6.0	-0.4
JNITED STATES	4.5	0.1	4.4	4.7	4.8	5.0	5.1	5.1	4.5	4.7	5.1	5.2	5.3	4.8	-0.3

Month/Year	WILL COUNTY UNEMPLOYMENT RATE/PARTICIPATION RATE Unemployment Labor Force Empl Rate	WILL COUNTY T RATE/PARTICIPATIO	N RATE Employed	Unemployed Number
December 2016	5.6%	356,162	336,196	19,966
November 2016	5.4%	356,492	337,278	19,214

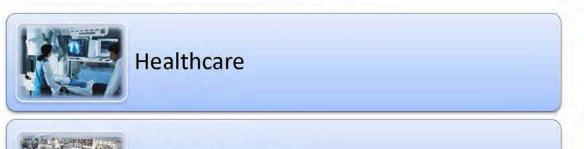


# Employment by major industry sector Will County, Illinois 2010-2016

Description	2010 Jobs	2016 Jobs	2010 - 2016 Change	2010 - 2016 % Change
Transportation and Warehousing	10,826	17,654	6,828	63%
Administrative/Support/Waste Management/Remediation Services	11,307	16,280	4,973	44%
Accommodation and Food Services	16,516	20,105	3,589	22%
Professional, Scientific, and Technical Services	8,824	12,200	3,376	38%
Wholesale Trade	13,028	16,338	3,310	25%
Health Care and Social Assistance	23,091	25,995	2,904	13%
Construction	13,495	16,107	2,612	19%
Retail Trade	27,873	30,110	2,237	8%
Other Services (except Public Administration)	10,939	12,702	1,763	16%
Manufacturing	18,880	20,520	1,640	9%
Educational Services	4,136	5,440	1,304	32%
Real Estate and Rental and Leasing	2,781	3,025	244	9%
Unclassified Industry	365	494	129	35%
Crop and Animal Production	857	958	101	12%
Utilities	1,753	1,802	49	3%
Mining, Quarrying, and Oil and Gas Extraction	244	241	(3)	(1%)
Arts, Entertainment, and Recreation	4,685	4,601	(84)	(2%)
Management of Companies and Enterprises	1,290	993	(297)	(23%)
Information	3,203	2,371	(832)	(26%)
Government	34,983	33,622	(1,361)	(4%)
Finance and Insurance	6,586	4,902	(1,684)	(26%)
TOTAL	215,663	246,459	30,796	14%
EMSI 2017.1 - QCEW Employees, Non-QCEW Employees, and Self-Emplo	byed			



# KEY INDUSTRY SECTORS





Manufacturing



Professional/Financial/Information Techology Services



Transportation/Distribution/Logistics

## DEMAND OCCUPATIONS 2016-2017

### HEALTHCARE

Dental Assistants Dental Hygienists **Diagnostic Medical Sonographers** Licensed Practical Nurses Medical and Clinical Laboratory Technicians Medical Assistants/Patient Care Technicians Medical Secretaries Medical Records and Health Information Technicians Nursing Assistants **Occupational Therapy Assistants** Paramedics Pharmacy Technicians Physical Therapist Assistants/Aides Radiologic Technologists Registered Nurses Respiratory Therapists Secretaries and Administrative Assistants Supervisors of Office and Administrative Support Workers Surgical Technologists Veterinary Technologists and Technicians

#### PROFESSIONAL/FINANCIAL/INFORMATION TECHNOLOGY

Accountants and Auditors Bookkeeping, Accounting, and Auditing Clerks Claims Adjusters, Examiners, and Investigators Computer and Information Systems Managers **Computer Network Architects Computer Network Support Specialists Computer Programmers Computer Systems Analysts Computer User Support Specialists Database Administrators** Information Security Analysts Network and Computer Systems Administrators Paralegals and Legal Assistants Secretaries and Administrative Assistants Supervisors of Office and Administrative Support Workers Supervisors of Personal Service Workers Software Developers, Applications Software Developers, Systems Software **Tax Preparers** Web Developers

#### MANUFACTURING

Chemical Plant Operators Computer-Controlled Machine Tool Operators Food Machine Operators Industrial Machinery Mechanics Machine Operators Machinists Maintenance Machinery Workers Secretaries and Administrative Assistants Supervisors of Production, Mechanics, Operating, Repair Workers Tool and Die Makers Welders

#### TRANSPORTATION/DISTRIBUTION/LOGISTICS (TDL)

Truck, Airplane, Engine Mechanics and Specialists Bus Drivers Heavy and Tractor-Trailer Truck Drivers Truck or Delivery Service Drivers Mobile Heavy Equipment Mechanics Secretaries and Administrative Assistants Supervisors of Transportation and Vehicle Operators Supervisors of Laborers and Material Movers Transportation and Distribution Managers



# WHAT IS THE WORKFORCE INVESTMENT BOARD OF WILL COUNTY

## **Our Purpose**

The Workforce Investment Board of Will County plays a key role in the economic vitality of our County. The Board brings together a myriad of

employment, training, and educational services, transforming them into a comprehensive

<u>Vision</u> The Board envisions Will County with a vibrant economy bolstered by a workforce ready for today and tomorrow's careers.

and easily accessed system that supports the development of a world-class workforce. The Board builds the workforce system to develop quality employees for employers and to develop quality opportunities for employees. This system makes it easy for business to make connections with a qualified pool of applicants and to access other workforce development services. This system is also intended to make it easy for people to learn about and access a broad range of employment, education, and related services.

## **Our Members**

There are 35 business and public sector executives that make up the Workforce Investment Board. They represent a diverse group of stakeholders in sectors such as health care, manufacturing, government, and education. The members share a vision to ensure the economic vitality of the County and are advocates for an integrated workforce development system.

### **Our Activities**

The Workforce Investment Board of Will County has four committees steering this group towards accomplishing its vision and mission:

Communications, Executive, System & Trends, and Youth. These committees support industry-based workforce development strategies, workforce transportation initiatives, labor market analysis and community planning, and other advisory groups that support the mission.

> The Workforce Investment Board of Will County helps build a system supporting an education and workforce

system aligned with the skills that business' need, ensuring continued local and regional economic vitality.

## **Our Regional Collaboration**

The Workforce Investment Board of Will County is involved in a consortium comprised of the seven Workforce Boards in the Chicago metropolitan area. This consortium focuses on a number of regional initiatives aimed at supporting business, the community, and the region's economic prosperity, such as technology, healthcare, and manufacturing industries.

These initiatives provide broader career awareness for individuals at all levels, development of occupational career awareness for youth, and model initiatives that help the current workforce advance skills relevant to the labor market.

#### <u>Mission</u>

The Board, in collaboration with our private and public sector partners, will lead the creation and implementation of systems that meet our community's workforce needs.

#### Values

The Board endorses workforce initiatives that conform to high standards of excellence and accountability.

The Board will Expect collaboration and encourage innovation in all workforce initiatives.



116 N. Chicago Street, Suite 101 Joliet, IL 60432 815-727-5670 www.willcountyworkforceboard.com

# Workforce Innovation & Opportunity Act Works: Return on Workforce Investments in Will County

Total investments in training from July 1, 2013 through June 30, 2016 with WIA/WIOA funds

\$9,043,977

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

\$23,950,462

# **RETURN ON EVERY DOLLAR INVESTED**

# \$2.65

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 = \$37,248





# **Return on Investment calculations**

- Time Frame: July 1, 2013 through June 30, 2016 PY13, PY14, and PY15)
- Post program wages from Illinois Workforce Development System (IWDS) Performance Management Report: \$23,950,462
- Total WIA/WIOA Allocations for PY13, PY14, and PY15: Minus non-Career Scholarship (training) operating costs: Total Investment:

\$11,518,703 \$ 2,474,726 \$ **9,043,977**—

(Total operating costs = \$8,249,087 and approximately 30% of operating costs (\$2,474,726) can be attributable to costs unrelated to Career Scholarships/Training – ie youth, resource room, MWC, etc. so they were removed from the calculation).

ROI = \$23,950,462 divided by \$9,043,977 = \$2.65





## PY16 ALLOCATIONS (July 1, 2016 through June 30, 2017)

Program	PY16 Allocation	PY15 Allocation	PY15-PY16 Net Change	PY15-PY16 Percent Change
Adult	\$1,642,465	\$1,709,653	-\$67,188	-3.93%
Dislocated Worker	\$2,258,026	\$2,431,487	-\$173,461	-7.13%
Youth	\$1,736,848	\$1,807,285	-\$70,437	-3.90%
TOTAL	\$5,637,339	\$5,948,425	-\$311,086	-5.23%

Program	PY16	PY15	PY14	PY13	PY12	PY11
Adult	\$1,642,465	\$1,709,653	\$1,589,809	\$1,459,608	\$1,322,644	\$1,389,059
Dislocated Worker	\$2,258,026	\$2,431,487	\$2,332,892	\$1,968,755	\$1,934,629	\$2,069,020
Youth	\$1,736,848	\$1,807,285	\$1,680,836	\$1,531,731	\$1,418,038	\$1,508,368
Total	\$5,637,339	\$5,948,425	\$5,603,537	\$4,960,094	\$4,675,311	\$4,966,447

#### **Customer numbers**

PY15 customers in training (Adults and Dislocated Workers only)	456
PY15 customers continuing into PY16	286
PY16 new customers in training	320
TOTAL Customers in Training in PY16	606

- Average cost per customer in PY15 was estimated at \$4,360.66

## FUNDS AVAILABLE FOR NEW CUSTOMERS IN TRAINING

	Adult	DW	Total
PY16 allocation (minus 10% admin.)	\$1,478,219	\$2,032,224	\$1,563,164
PY16 training budget (after operating expenses)	\$817,998	\$1,335,770	\$2,153,768
PY15 balance	\$583,488	\$632,562	\$1,216,050
Training Funds Available	\$1,401,486	\$1,968,332	\$3,369,818
Total Estimated Expenditures <sup>1</sup>	\$899,258	\$1,018,059	\$1,917,317
·			
Estimated training balance for new customers	\$502,228	\$950,273	\$1,452,501

<sup>'</sup> Includes PY16 Work Certified classes, Incumbent Worker, On-the-Job Training, and career scholarship training costs for **286** current customers

ELECTED OFFICIALS & KEY CONTACTS

# Will County Board

Judy Ogalla	Public Health & Safety Committee – Chair
	Land Use & Development Committee – Vice-Chair
	Executive Committee
	Legislative Committee
Laurie Summers	Land Use & Development Committee
	Public Health & Safety Committee

## **County Board District #1**

## **County Board District #2**

Jim Moustis Will County Board Speaker	Executive Committee – Chair
Cory Singer	Finance Committee Public Works & Transportation Committee

## **County Board District #3**

Donald A. Moran	Capital Improvements Committee
	Legislative & Policy Committee
	Public Works & Transportation Committee
Beth Rice	Capital Improvements Committee
	Judicial Committee
	Public Health & Safety Committee

## **County Board District #4**

Kenneth E. Harris	Finance Committee
	Judicial Committee
	Legislative & Policy Committee
Jacqueline Traynere	Finance Committee
	Public Works & Transportation Committee

## **County Board District #5**

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

## **County Board District #6**

Don Gould	Public Works & Transportation Committee – Chair Public Health & Safety Committee – Vice-Chair Executive Committee
Debbie Militello	Judicial Committee Public Health & Safety Committee

## **County Board District #7**

Steve Balich	Finance Committee
	Land Use & Development Committee
	Public Works & Transportation Committee
Mike Fricilone	Finance Committee – Chair
Majority Whip	Capital Improvements Committee – Vice-Chair
	Executive Committee

## **County Board District #8**

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

## **County Board District #9**

Annette Parker	Capital Improvements Committee
	Executive Committee
	Legislative & Policy Committee
	Public Works & Transportation Committee
Lauren Staley-Ferry	Executive Committee
Minority Whip	Finance Committee
	Legislative & Policy Committee

# **County Board District #10**

Gloria Dollinger	Capital Improvements Committee
	Finance Committee
	Public Health & Safety Committee
Tyler Marcum	Judicial Committee
	Legislative & Policy Committee

# **County Board District #11**

Suzanne Hart	Legislative & Policy Committee – Chair
	Executive Committee
	Public Works & Transportation Committee
Charles E. "Chuck" Maher	Capital Improvement Committee
Majority Leader	Executive Committee – Vice-Chair
	Ex-Officio Member of All Committees

# **County Board District #12**

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

# **County Board District #13**

Mark Ferry	Land Use & Development Committee
	Public Health & Safety Committee
	Public Works & Transportation Committee
Tim Kraulidis	Judicial Committee
	Legislative & Policy Committee

## **Key Contacts**

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