

2018

STATE LEGISLATIVE AGENDA



**County Office Building
302 North Chicago Street
Joliet, IL 60432**



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

Establishing 2018 State Legislative Agenda & Priorities

WHEREAS, the Will County Board Legislative & Policy Committee has been diligently monitoring legislation affecting Will County and has prepared the 2018 Will County State Legislative Agenda; and

WHEREAS, in anticipation of the 100th Illinois General Assembly Spring Session, the Legislative & Policy Committee has summarized Will County's main legislative priorities and concerns; and

WHEREAS, with the assistance of Will County Elected Officials and department heads, the Legislative & Policy Committee has recommended the attached list of priorities for inclusion in the 2018 Will County State Legislative Agenda.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby establishes the list of priorities set forth as the 2018 Will County State Legislative Agenda, as attached, to move forward to the spring session of the Illinois General Assembly in substantially the same form as attached hereto.

BE IT FURTHER RESOLVED, that the Will County Clerk transmit copies of the attached 2018 Will County State Legislative Agenda & Priorities to members of Will County's State Legislative Delegation.

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

Adopted by the Will County Board this 21st day of December, 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, Ferry
ABSENT:	Militello, Kraulidis

Result: Approved - [Unanimous]

Nancy Schultz Voots
 Nancy Schultz Voots (SEAL)
 Will County Clerk

Approved this 29th day of December, 2017.

Lawrence M. Walsh
 Lawrence M. Walsh
 Will County Executive

WILL COUNTY LEADERSHIP



WILL COUNTY BOARD SPEAKER

JIM MOUSTIS (R)

WILL COUNTY EXECUTIVE

LAWRENCE M. WALSH (D)

MAJORITY LEADER

CHARLES "CHUCK" MAHER (R)

MINORITY LEADER

HERBERT BROOKS, JR. (D)

MAJORITY WHIP

MIKE FRICILONE (R)

MINORITY WHIP

LAUREN STALEY-FERRY (D)

THE WILL COUNTY BOARD

District 1

Judy Ogalla (R)
Laurie Summers (D)

District 2

Jim Moustis (R)
Cory Singer (R)

District 3

Donald A. Moran (D)
Beth Rice (D)

District 4

Kenneth E. Harris (D)
Jacqueline Traynere (D)

District 5

Darren Bennefield (R)
Gretchen Fritz (R)

District 6

Don Gould (R)
Debbie Militello (R)

District 7

Steve Balich (R)
Mike Fricilone (R)

District 8

Herbert Brooks Jr. (D)
Denise E. Winfrey (D)

District 9

Annette Parker (R)
Lauren Staley-Ferry (D)

District 10

Gloria Dollinger (R)
Tyler Marcum (D)

District 11

Suzanne Hart (R)
Charles "Chuck" Maher (R)

District 12

Ray Tuminello (R)
Tom Weigel (R)

District 13

Mark Ferry (D)
Tim J. Kraulidis (R)

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INTRODUCTION

Will County Board Legislative & Policy Committee

**SUZANNE HART, CHAIR
RAY TUMINELLO, VICE CHAIR
KENNETH E. HARRIS
TIM J. KRAULIDIS
TYLER MARCUM
DON MORAN
JUDY OGALLA
ANNETTE PARKER
LAUREN STALEY-FERRY**

The Legislative Agenda for 2018 is a product of the Will County Board's Legislative & Policy Committee and is endorsed by the Will County Board. The committee is charged with reviewing legislative proposals that may affect the county, and developing legislative proposals that enhance the ability of Will County Government to serve its citizens. The committee also takes positions on selected bills on behalf of the Will County Board.

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

In general, we ask the Governor and all legislators to adhere to the following principles:

- Oppose unfunded mandates imposed by State and Federal governments, and fund programs as mandated by state law;
- Oppose legislation that reduces our existing authority;
- Oppose legislation that erodes our existing revenue base;
- Honor all of the state's financial obligations;
- Do not divert dedicated revenues including, but not limited to, sales, gasoline, income and RTA taxes, that should come to the county.
- The County of Will opposes the 10 percent reduction in the LGDF and supports that it be restored in the 2019 budget.
- The County of Will opposes the service fee imposed on the collection of sales tax and supports a repeal of that fee.

OUR LEGISLATIVE PRIORITIES

I. PROPERTY TAX ASSESSMENT, COLLECTION & FORECLOSURE

Property Tax Assessment

SB851

An increase in exemptions is always portrayed to help our taxpayers, but in reality it actually massively reduces the base EAV and causes tax rates to increase. Therefore, increased tax rates outweigh the exemptions that qualified individuals receive as well as those taxpayers who don't qualify for the new exemptions. Every taxpayer will see increases in their tax bill.

(General Homestead from 6,000 to 10,000, Senior Homestead from 5,000 to 8,000, and Longtime Owner Occupied based on \$100,000 income or less and eight years ownership) The increased exemptions along with a levy or rate freeze will seriously impair all taxing bodies.

193,690 General Homesteads \$1,160,903,802 increased to \$1,936,900,000
40,194 Senior Homesteads \$201,245,428 increased to \$321,552,000

Census data will be used to estimate the impact of a Longtime Owner Occupied Exemption.

Will County opposes unfunded State mandates and legislation that erodes the County's existing tax revenue base.

Pollution Control Devices

It is the policy of this State that Pollution Control Facilities shall be valued at 33.33% of the fair cash value of their economic productivity to their owners. Legislation that changes how Pollution Control Facilities are defined, assessed and valued will be actively opposed by the Will County Board. It is the Board's intent to maintain a fair and equitable process for all affected parties.

II. ENVIRONMENTAL

Clean Construction and Demolition Debris

Public Act 96-1416 allows the disposal of so-called *clean construction and demolition debris* in *Will County and other state quarries*. Will County participated in the Pollution Control Board's rulemaking to ensure that the rules would provide for groundwater monitoring and effectively protect our citizens and environment. The promulgated rules did not, and although approved by JCAR (Joint Committee on Administrative Rules) the PBC (Pollution Control Board) was asked to revisit the issue of groundwater monitoring. The Pollution Control Board has rejected this matter and the State's Attorney's Office has appealed to the Appellate Court. While we await the appeal process, Will County needs to request legislative action to ensure Clean Construction & Demolition Debris facilities are monitoring groundwater and stormwater

discharge effectively. Additionally, a loophole whereby hillside filling of CCDD at non CCDD sites can take place needs to be closed.

III. PUBLIC HEALTH

Chronic Disease Prevention Funding

Funding for any Chronic Disease prevention and education program including, but not limited to obesity, diabetes, heart disease, etc., and funding to support education and outreach for Health Equity or Health Literacy programs. Also, an increase in the DMH SASS (Screening and Assessment Services) reimbursement rate.

IV. TRANSPORTATION & INFRASTRUCTURE

Weber Road & Interstate 55

The area around the Weber Road/I-55 interchange has experienced tremendous population and employment growth since the interchange was constructed in 1990, mainly within the Villages of Bolingbrook and Romeoville. The high concentration of manufacturing, warehousing and distribution companies located along I-55 depend on safe and efficient truck access to the interstate highway system. Due to increased traffic, severe congestion at peak travel times and delays, the interchange has become a chokepoint for commuters and freight. Additional manufacturing and distribution space is available in the I-55 and Weber Road corridors and important to local economic development.

The improvements to the Weber Road corridor from 119th Street south to 135th Street consists of two separate contracts on the same letting schedule. The section north of Normantown Road, which includes the I-55 interchange and the section south of Normantown Road are both scheduled for a March 2018 letting.

Interstate 55

Will County supports the programming of funds for add-lanes on I-55 from I-80 south to at least IL 129 to provide safer and more efficient travel by the public, and to accommodate significant truck traffic traveling to and from intermodal developments within the region.

Interstate 80

Will County supports the programming of additional funds to construct add-lanes on I-80 from Route 30 to Ridge Road in order to provide safer and more efficient travel for the public and to accommodate significant truck traffic traveling through the Midwest.

I-80 is an important link in the nation's interstate system, connecting California to New Jersey, and is an important east-west corridor for moving freight across the country and through Chicago.

The 16-mile corridor of I-80 through Will County from US Route 30 to Ridge Road carries over 110,000 vehicles, including up to 30% trucks. Within the 2-lane corridor, there are eight interchanges, over 40 structures, and four waterway crossings. In the center of the project is the Des Plaines River Bridges, aging structures anticipated to require over \$250 million for replacement.

Significant population and employment growth in the region and Will County have contributed to increased travel demand through the corridor. The segment of I-80 through Will County is the only location in the country to have a reduced 45 mph speed limit and is a recognized bottleneck for national freight movement. Since 2002, two rail intermodal terminals have begun operating in Will County, attracting new warehousing and distribution facilities to the area. Container trucks access Will County's Inland Port from I-80 at Route 53, an interchange not designed for large trucks and currently a high accident location. Plans to construct a new bridge over I-80 directly connecting the northern end of the Inland Port with the existing Houbolt Road interchange have been discussed among local stakeholders as an alternative point of access from I-80. Future projections show truck traffic volumes growing dramatically on I-80 through Will County in future years without new east west alternatives, like the proposed Illiana Expressway.

IDOT initiated a Phase I study in this corridor in 2009. The project study team has been working with local stakeholders to develop and evaluate improvement alternatives with particular attention to the interchanges at Center Street, Chicago Street (IL Route 52/53) and Richards Street. Phase II funding included for I-80 in IDOT's FY 2013-2018 Multi-Modal Transportation Improvement Program is intended for near term corridor needs mainly focusing on bridge rehabilitation and is likely not sufficient for long term capacity type improvements. IDOT completed a resurfacing project on I-80 between US 30 and the Will/Grundy County line in 2011, in addition to an add-lanes project on I-80, east of US 30 to IL Route 45.

The Will County Board adopted the Will County Community Friendly Freight Mobility Plan on September 22, 2017. This Plan emphasized the need for improvements to Interstate 80.

V. JUDICIAL

Proposed Legislation to Change the Language on the Unlawful Use of a Weapon Statute

The current first exemption for UUW statute (720 ILCS 5/24-2) reads as follows:

1. "Peace officers, and any person summoned by a peace officer to assist in making arrests or preserving the peace, while actually engaged in assisting such officer."

There are 13 further subsections with similar exemptions. We propose additional language after exemption (14) to read: **"(15) County Corrections Officer as defined by the Illinois Police Training Act."**

See 50 ILCS 705/2 (IL Police Training Act) definition stated below:

“County Corrections Officer” means any sworn officer of the sheriff who is primarily responsible for the control and custody of offenders, detainees or inmates.

Proposed Legislation for the Retail Sale of Dogs, Cats, and Rabbits

1. Any pet shop operator located within the boundaries of Will or DuPage Counties shall not sell a live dog, cat, or rabbit in a pet store unless the dog, cat or rabbit was obtained from:
 - a) A animal shelter or an animal control facility that is licensed under 225 ILCS 605 or 510 ILCS 5, or an animal shelter or animal control facility that is duly licensed in their state or is a not-for-profit organization, or
 - b) An animal rescue organization – Any not-for-profit organization which has tax-exempt status under Section 501(c)(3) of the United States Internal Revenue Code, whose mission and practice is, in whole or in significant part, the rescue of animals and the placement of those animals in permanent homes. This term does not include any entity which is, or is housed on the premises of, a breeder or broker, obtains dogs from a breeder or broker in exchange for payment or compensation, or resells dogs obtained from a breeder or broker and provides payment or compensation to such breeder or broker.
2. A pet shop operator shall not offer of sale a dog, cat or rabbit that is younger than eight weeks old.
3. Each pet store operator shall maintain records sufficient to document the source of each dog, cat, or rabbit the pet store operator sells or provides space for, for at least one year following the date of acquisition. Additionally, each pet store operator shall post, in a conspicuous location on the cage or enclosure of each animal, a sign listing the name of the public animal control agency or shelter or not-for-profit organization from which the dog, cat or rabbit was obtained. Public animal control agencies or shelters may periodically require pet store operators engaged in the sales of dogs, cats, or rabbits to provide access to these records.
4. A pet store operator who violates this section shall be subject to a civil penalty of \$500. Each animal offered for sale in violation of this section shall constitute a separate violation.
5. This section does not prohibit a local governing body from adopting requirements that are more protective of animal welfare than those set forth in this section.
6. Any local governing body has the option of not adhering to this section if and only if that governing body institutes its own local rule explicitly stating such.

Proposed Legislation for Rescue of Companion Animals from a Motor Vehicle; Immunity from Civil and Criminal Liability

a) Any person who enters or attempts to enter a locked and unattended motor vehicle for the purpose of removing a companion animal, as defined by 501 ILCS 70/2.01(a), is immune from civil and criminal liability if that person's actions satisfy all of the following criteria:

1. Has a good faith and reasonable belief that the companion animal has been confined in a motor vehicle in such a manner that places it in a life or health threatening situation by exposure to a prolonged period of extreme heat or cold, without proper ventilation or other protection from such heat and cold as set forth in 510 ILCS 70/7.1; and
2. Notifies an animal control officer, law enforcement officer, or Department of Agriculture investigator before entering the motor vehicle. However, such notice is not necessary if it reasonably appears that death or permanent disability is imminent; and
3. Enters the motor vehicle by any reasonable means under the circumstances; and
4. Removes the companion animal to a safe location, and immediately surrenders the companion animal upon the arrival of an animal control officer, law enforcement officer, or Department of Agriculture investigator.

b) This section does not prohibit an animal control officer, law enforcement officer, or Department of Agriculture investigator from removing a companion animal from a locked and unattended motor vehicle if the officer or investigator has a good faith and reasonable belief that the companion animal has been confined in a motor vehicle in such a manner that places it in a life or health threatening situation by exposure to a prolonged period of extreme heat or cold, without proper ventilation or other protection from such heat and cold as set forth in 510 ILCS 70/7.1.

Probation Funding

In accordance with the *Probation and Probation Officers Act (730 ILCS 110)*, probation services are mandated by the State of Illinois as part of the Court Services program.

“Although an increase in salary reimbursement funding has been realized for SFY 2015, adequate funding for Probation and Detention services throughout the State of Illinois remains a critical issue. The continuation of the support for this positive trend in Probation and Detention funding is essential in order to maintain safer communities by insuring offender accountability. A reduction in funding will only serve to diminish the capability of Court Services Departments to accomplish the mission of creating safer communities and insuring offender accountability.”

While Will County supports legislation for alternative funding mechanisms, we urge the legislature to fully fund probation services without diminishing other county revenues.

VI. ELECTIONS

Polling Places

A Polling place is where voters cast their ballots in elections. Polling places are located in facilities used for other purposes, such as schools, churches, neighborhood community centers, senior centers, sports halls, and local government offices, or even private homes. The polling place is staffed by county officials and election judges who monitor the voting procedures and assist voters with the election process.

Currently Will County utilizes many of the facilities mentioned above, including 83 schools as sites for polling places for federal, state and local elections. However, many school districts have expressed security concerns about having polling places located at their school buildings and recently notified the Will County Clerk that their schools will no longer be available to be used as a polling location for future elections.

In an effort to preserve many of the Polling Places that are currently located in school buildings, the Will County Board is supportive of efforts that could include legislative solutions that would require school districts to utilize a Teacher Institute Day for all elections authorized under the Illinois Election Code.

Election Board Hearings

The County Clerk in each county has the responsibility to prepare, have printed and mail the primary ballot of each political party for each precinct in their respective jurisdiction to members of the United States Service who have filed application for a ballot under the provisions of Article 20 of the Election Code. Unfortunately, many County Clerks fail to meet this mandated deadline because local election boards do not complete hearings on petition challenges in a timely manner. The Will County Board is supportive of legislation that amends the Election Code to include language that mandates that local election boards timely adjudicate petition challenges prior to the certification of ballots to the County Election Authority.

HB1452 – Foreign Language Ballots.

Will County opposes requiring that ballots and other elections material be available in a second language in any precinct that overlaps a census tract where at least 10% of the population is considered limited in English proficiency. The expenses far outweigh the benefits and managing multiple languages by precinct will increase the risk of errors.

VII. ZONING

Cell Towers

The County's lack of authority over the siting of cell towers has led to a reduction in quality of life for many Will County residents. Despite county efforts to encourage appropriate siting with reasonable setbacks from residential property lines, several towers have been constructed dangerously close to homes.

Will County supports legislation that will grant counties zoning and planning authority similar to the authority municipalities currently have. We would further support legislation providing for assurances that a telecommunication carrier would be responsible for the removal of obsolete facilities and site restoration as technology is advanced and towers are no longer beneficial.

VIII. EMA

Emergency Management

The Illinois Nuclear Safety Preparedness Act, 420 ILCS 5/, includes provisions for annual licensing fees for commercial nuclear stations. This generates approximately \$22,000,000 each year, which is received by Illinois EMA. A provision within the act allocates up to \$650,000 of that amount annually to nuclear preparedness activities of county and local emergency management programs in areas located within each nuclear generating station's 10-mile emergency planning zone. The last time the local allocation was increased was 1998. Since then, our responsibilities and the cost of doing business for our emergency management program have both increased significantly. In the case of Will County, the amount we receive each year covers only about 50% of our costs for our nuclear preparedness activities. The Illinois Nuclear Safety Preparedness Act needs to be amended to increase funding levels for counties. In addition, the Illinois Administrative Rules governing the allocation and use of these funds recently underwent revisions which place unreasonable requirements and limitations on the receipt and use of these funds. Changes need to be adopted to restore a more reasonable set of conditions by which these funds are allocated and may be utilized to support our nuclear preparedness program.

IX. WILL COUNTY ROAD PROJECTS

Will County is one of the fastest growing counties in the nation and is projected to have a population of approximately 1.2 million by the year 2030. Over the last decade, we have become a major inland port with three major intermodal facilities currently operating and two more in the development phase.

We are providing a list of road projects by legislative district that will need funding in the near future. We ask that IDOT, along with the Senator and Representative from each legislative district, consider these projects as funding becomes available through a capital bill.

To develop implementable strategies that will support Will County's freight transportation system, it is important to understand the policy environment in which the freight system functions. Funding programs, statutory and constitutional constraints, state and regional freight planning activities, and the local regulatory context of truck movement, all create the framework for implementation.

The Will County Board adopted the Will County Community Friendly Freight Mobility Plan on September 22, 2017. Please reference:

http://www.willcountyboard.com/uploads/2/6/1/1/26116196/will_county_draft_final_report_combined_9-6-17_v2_2.pdf

The Will County Community Friendly Freight Mobility Plan Executive Summary is attached at the end of this agenda.

We look forward to working with each of you to ensure that Will County and its taxpayers get a fair distribution of the resources identified in the capital bill.

State Representative Thaddeus Jones
29th Representative District

Project	Location	Type	Cost
Pauling-Goodenow	over Plum Creek	Structure repl.	\$ 1,300,000.00
		Eng – Ph III	\$ 130,000.00
		Total Cost	\$ 1,430,000.00

State Representative Elgie R. Sims, Jr.
 34th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
Will-Center Rd	at Peotone-Beecher Rd	Channelization	\$ 1,500,000.00
		Eng – Ph II	\$ 350,000.00
		Ph III	\$ 140,000.00
		R/W	\$ 60,000.00
		Total Cost	\$ 2,050,000.00

State Representative Margo McDermed
37th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
80 th Ave	183 rd Street to 191 st Street	Add Lanes and Bridge Repl.	\$ 3,000,000.00
		Eng – Ph II	\$ 300,000.00
		Ph III	\$ 300,000.00
		R/W	\$ 250,000.00
80 th Ave	Over I-80	Structure Widening	\$ 5,500,000.00
		Eng – Ph II	\$ 550,000.00
		Ph III	\$ 550,000.00
		R/W	\$ 100,000.00
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Total Cost			\$10,550,000.00

State Representative Al Riley
38th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No County Highways in this district.

State Representative Grant Wehrli
41st Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No projects are programmed in this area.

State Representative David A. Welter
75th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No projects are programmed in this area.

State Representative Lindsay Parkhurst
79th Representative District

Project	Location	Type	Cost
Center Road	at N. Peotone Rd	Channelization Two structures	\$ 1,550,000.00
		Eng – Ph II	\$ 390,000.00
		Ph III	\$ 160,000.00
		R/W	\$ 60,000.00
Total Cost			\$ 2,160,000.00

State Representative Anthony DeLuca
80th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
Laraway Road	at Cedar Road	Intersection	\$ 9,000,000.00
		Eng – Ph II	\$ 10,000.00
		Ph III	\$ 900,000.00
		R/W	\$ 650,000.00
Laraway Road	Cedar to Nelson Rd	Roadway	\$ 7,500,000.00
		Eng – Ph II	\$ 1,000,000.00
		Ph III	\$ 750,000.00
		R/W	\$ 500,000.00
Total Cost			\$20,310,000.00

State Representative David S. Olsen
81st Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No County Highways in this district.

State Representative Jim Durkin
82nd Representative District

Project	Location	Type	Cost
Bell Road	at 143rd Street	Intersection Improvement And Signals	\$14,500,000.00
		Eng – Ph III	\$ 1,450,000.00
		R/W	\$15,000,000.00
Bell Road	159 th Street to 151 st Street	Pavement Widening	\$ 9,000,000.00
		Eng – Ph II	\$ 100,000.00
		Ph III	\$ 900,000.00
		R/W	\$ 700,000.00
		Total Cost	\$41,650,000.00

State Representative Stephanie A. Kifowit
84th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No County Highways in this district.

State Representative John Connor
85th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
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No projects are programmed in this area.

State Representative Lawrence Walsh, Jr.
86th Representative District

Project	Location	Type	Cost
Briggs Street	Mills Road to New Lenox Road	Reconstruction	\$ 3,500,000.00
		Eng – Ph II	\$ 300,000.00
		R/W	\$ 100,000.00
Manhattan Road	Baseline to Brandon	Roadway	\$10,000,000.00
		Eng – Ph III	\$ 1,000,000.00
		R/W	\$ 150,000.00
		Total Cost	\$15,050,000.00

State Representative Mark Batinick
97th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
Plainfield-Naperville	111 th Street to 119 th Street	Pavement Widening	\$ 5,000,000.00
		Eng – Ph II	\$ 100,000.00
		Ph III	\$ 500,000.00
		R/W	\$ 100,000.00
Total Cost			\$ 5,700,000.00

State Representative Natalie A. Manley
98th Representative District

<u>Project</u>	<u>Location</u>	<u>Type</u>	<u>Cost</u>
Weber Road	135 th to Airport Road	Add Lanes	\$ 25,000,000.00
		Eng – Ph II	\$ 750,000.00
		Ph III	\$ 250,000.00
		R/W	\$ 100,000.00
		<hr/> Total Cost	<hr/> \$ 26,100,000.00

