





FISCAL YEAR 2019



COUNTY OF WILL

WILL COUNTY OFFICE BUILDING $\,$ \bullet 302 NORTH CHICAGO STREET \bullet 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) 2019 Federal Agenda. As the national agenda continues to focus on the economy and job growth, our 2019 Federal Agenda is designed to advance our most pressing priorities.

The FY 2019 agenda includes a focus on 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 continues to prioritize infrastructure investment, especially if a large infrastructure initiative is to move in 2018 or 2019.

The County remains focused on addressing the opioid and substance abuse issues that are plaguing many of the Will County communities. A team of stakeholders is aggressively working on a range of fronts to combat this difficult issue. We are seeking continued collaboration with the Congressional delegation so that we can continue this critical work from all levels of government and in partnership with the larger community.

As Congress and the Administration adjust their priorities on an annual basis, Will County has made a similar effort to have a fluid yet focused and concise Federal Agenda to meet the challenges of these shifting conditions.

The increase in federal funds for FYs 2018 and 2019 as a result of the 2018 budget agreement will likely result in additional opportunities for Will County's growing needs. 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 looks to position itself with many of the federal programs that received increased funding in FY 2018 as 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,

Lawrence M. Walsh Will County Executive

Jim Moustis Will County Board Speaker



RESOLUTION OF THE COUNTY BOARD WILL COUNTY, ILLINOIS

Establishing 2019 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 Executive and the Will County Board Legislative & Policy Committee has worked diligently to identify those priorities to be considered for inclusion in the FY2019 Federal Agenda of Will County, Illinois; and

WHEREAS, the Will County Executive and the Will County Board Legislative & Policy Committee recommend the attached list of priorities for inclusion in Will County's Federal Agenda for FY2019.

NOW, THEREFORE, BE IT RESOLVED, that the Will County Board hereby establishes the attached list of priorities set forth as the FY2019 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 15th day of February, 2018.

AYES:

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

Result: Approved - [Unanimous]

day of 2018. Approved this

Nancy Schultz Voots SEAL) Will County Clerk

Lawrence M. Walsh Will County Executive



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SECTION 1 - AUTHORIZATIONS



Enhancing County Infrastructure

Infrastructure Priorities and a Potential Large Infrastructure Package

The 2015 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 FAST Act's first ever formula program designed to target freight system improvements and the new competitive grant program, INFRA, could result in strategic investments to address expected growth and help to reduce freight congestion in Will County. Improvements are needed throughout the areas along I-80 and I-55, near the proposed Houbolt Road Bridge and in many other areas within the County that are witnessing rapid growth.

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.

As a result of the exponential growth in freight related congestion, the County, the State of Illinois, and a number of local stakeholders joined together to fund a \$1.3 million study to strategically plan future infrastructure investments. The study was completed in September 2017 and a number of implementation steps have begun.

More information on this innovative plan can be found in the next section of this agenda book or by visiting **www.willcountyfreight.org.**

Infrastructure Bill

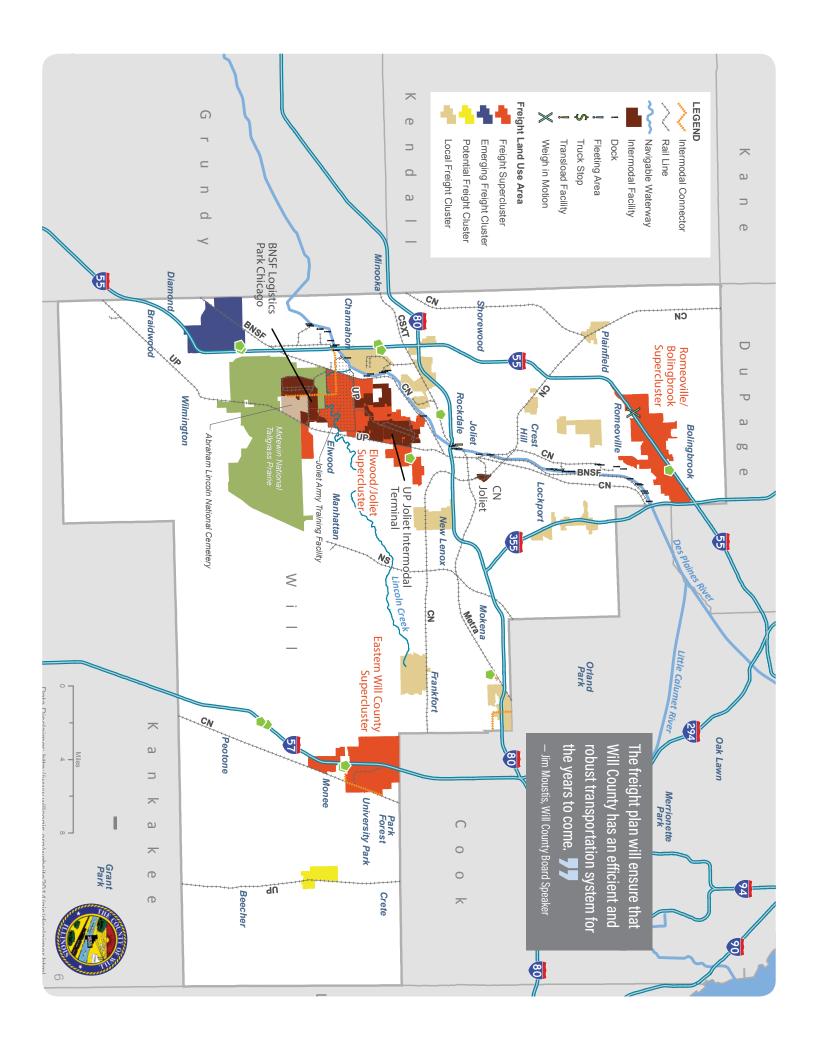
The legislative calendar will be busy in 2018. One legislative issue that is being touted as a priority of both the White House and House and Senate leadership is an infrastructure bill. While it is too early to know whether the requisite momentum exists to move a large infrastructure package in 2018, the broad contours of a proposal emerged over the last several months. If a package is to move, it is likely to spend roughly \$1 trillion over ten years with \$200 billion in federal funding being leveraged by \$800 billion in state, local and private funding. The fortuitous timing of the Freight Plan and the transportation projects it identified as regional priorities will help Will County position itself to compete for infrastructure bill dollars.

The County can also make the case that it has studied which projects are most critical to the region (the study identified 25 tier 1 freight-related projects) based on criteria such as preservation enhancement, safety, mobility, economic competitiveness, community sensitivity, and environmental sensitivity. This information will be helpful to the White House, Department of Transportation (DOT) and Congress as they look for quality projects to fund from a potential infrastructure bill.



Will County supports the following transportation policies and projects in a new comprehensive infrastructure package that addresses federal transportation funding and policy needs:

- Funding critical regional projects such as the widening of I-80 and I-55, the Houbolt Bridge (public- private partnership project), I-55/Weber Road Interchange, redevelopment of the route 53 and I-80 Interchange, County Highway 88 (Weber Road) Corridor, County Highway 83 (80th Avenue) Reconstruction and Laraway Road Corridor
- Prioritization of funding allocated to surface transportation projects that target freight system improvements
- Language that addresses the long-term solvency of the Highway Trust Fund (HTF) to ensure that federal surface transportation programs remain sustainable and robust
- 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
- 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:
 - 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.





Will County Freight Plan

Will County has experienced unprecedented growth in the freight industry. The County is now the largest inland port in North America, connecting west coast ports by rail to the Midwest, and serves a key role in the Chicago regional freight economy. While this has resulted in more jobs and a stronger economy, it has strained local infrastructure and resources. To ensure that future improvements reduce conflicts and support safe, livable communities, Will County and the Will County Center for Economic Development (CED) formed an innovative public-private partnership to develop a Community Friendly Freight Mobility Plan (Freight Plan). Funded by the Illinois Department of Transportation (IDOT), Will County, and a number of local stakeholders, the plan is a holistic approach to the challenges created by the rapid growth of freight movement in the region.

WILL COUNTY HAS AN EXTENSIVE AND INTERCONNECTED NETWORK OF FREIGHT ASSETS:



This Freight Plan identifies and provides guidance for local freight policies, programs and investments. It also created a mechanism for evaluating and prioritizing freight-related projects, recognizing six key areas: safety, mobility, preservation enhancement, workforce, economic competitiveness, and community livability.

With support from state, county, and local organizations and input from the public and other stakeholders, this comprehensive Freight Plan provides recommendations to:

- Improve freight mobility and access
- Embrace new trends, such as e-commerce
- · Grow the local economy and skilled workforce
- Enhance the quality of life for Will County residents
- Comply with federal rules to ensure funding eligibility



National & Regional Significance

Will County's transportation infrastructure is critical to the economic health of Illinois and the United States. Approximately 380 million tons of freight traversed the Will County transportation infrastructure network in 2015, valued at over \$623 billion. This equates to nearly the entire Gross Regional Product (GRP) of the Chicago region (\$640.7 billion). It is also equivalent to about 80% of Illinois' Gross State Product (\$776.9 billion) and 3.5% of US Gross Domestic Product (\$17.9 trillion).

Truck and rail carry the majority based on both tonnage (82.2%) and value (96.8%). The freight tonnage by truck and rail was 40 percent and 42.2 percent, respectively, a fairly even split indicating the strength of the multimodal assets in the County. In comparison, truck and rail accounted for an estimated 69.6 and 9.3 percent of tonnage carried nationwide in 2013, respectively. More freight was shipped through Will County than inbound, outbound, and intra-county freight movements combined, illustrating the role Will County plays in regional and national freight movement. Will County is a crucial distribution location for rail freight from west coast ports to the Midwest and is a hub for east coast port shipments as well.





Federal Aviation Administration Reauthorization

Both the House and Senate moved Federal Aviation Administration authorization bills forward through the legislative process in June 2017. The 21st Century Aviation Innovation, Reform, and Reauthorization Act (AIRR), H.R. 2997, passed the House Transportation & Infrastructure Committee in June 2017. The Senate passed their reauthorization legislation out of the Commerce Committee, the Federal Aviation Administration Reauthorization Act of 2017, S. 1405, in June 2017 as well. The legislation has stalled as a result of a few policy disagreements, most notably, that the House bill would restructure the FAA and turn air traffic control operations over to a new non-profit, non-governmental corporation.

While the House and Senate passed their respective bills out of the committees with jurisdiction over aviation issues, there remains significant work to be done to bring their bills for floor votes. The current FAA authorization expired on March 31, 2018, so Congress will need to negotiate an agreement quickly in early 2018 if they want to avoid having to pass another extension of current law.

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

- Funding to support a permanent control 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 2017 funding levels were \$258 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 received \$10 million in FY 2017)





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. In 2015, the Illinois Department of Transportation (IDOT) named Lewis University Airport the Reliever Airport of the Year.

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

This airport is a major catalyst for economic development and supports the growing regional economy by providing air service to corporate leaders bringing jobs to Will County.

Support for a Permanent Tower

The Joliet Regional Port District Board previously evaluated and compared remote towers and traditional towers. In 2017 after the evaluation and much discussion, the Board unanimously voted that a traditional bricks and mortar permanent tower is in the best interest of the Lewis Airport.

Will County supports Lewis University Airport's efforts to build and operate a permanent 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.



Future County Investments

Tax Reform

President Trump signed the largest tax reform bill, Public Law No: 115-97, since 1986 into law on Friday, December 22, 2017. The bill permanently reduces corporate tax rates from 35% to 21%. The majority of individuals will have their taxes reduced but the cuts are temporary.

Will County is grateful that the tax exempt treatment of municipal bonds is preserved in the law, as well as the tax exempt nature of private activity bonds which are used to finance large infrastructure projects.

Municipal Bonds Critical to Will County Development

Will County recently issued \$275 million in bonds to finance a public safety complex and a new courthouse. Future plans include the construction of a new health department facility. The \$32 million public safety complex was completed in November 2017, and is the home of the sheriff's department, the newly consolidated Laraway Communications Center and the offices of the Emergency Telephone System Board, which oversees the county's 911 system. The \$200 million, 365,000 square-foot, 10-story courthouse broke ground in December 2017 and is expected to be completed in 2020. The proposed health department facility will replace a dilapidated building that does not serve the needs of a rapidly growing, diverse county.

By maintaining the tax exempt treatment of municipal bonds in the tax reform bill, Congress and the White House will continue to enable local governments to make key investments in their communities at the lowest possible costs.







Online Sales Tax Collection Legislation

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.

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.

States await a U.S. Supreme Court decision on South Dakota Attorney General Marty Jackley's request for review of a state Supreme Court ruling that found the state's "economic nexus" law, S.B. 106 (codified as S.D. Codified Laws Chapter 10-64), unconstitutional under Quill Corp. v. North Dakota—the 1992 U.S. Supreme Court ruling that prohibits states from imposing sales and use tax collection obligations on vendors without a physical presence in-state.

In early 2017, a bipartisan group of Senators led by Senator Enzi (R-WY) introduced the Marketplace Fairness Act of 2017, S. 976. Rep. Kristi Noem (R-SD) introduced the Remote Transactions Parity Act of 2017, H.R. 2193, which closely mirrored the bill introduced in the Senate. Unfortunately, this legislation did not get included in the tax reform package that was passed at the end of 2017.

Addressing the online sales tax issue in 2018 will bring additional revenue to state and local governments and level the playing field for all retailers without adding to the federal deficit, establishing new taxes or increasing existing taxes. Will County supports a legislative solution to collecting online sales tax but wants small businesses with annual revenue under \$10 million to be exempted from new Federal tax collection rules.

SECTION 2 - REGIONAL PRIORITIES



Substance Abuse Issues

Opioid Crisis in Will County

The United States is in the middle of the deadliest drug crisis in our history. Fueled by the growing opioid epidemic, drug overdoses have now become the leading cause of death nationwide for people under the age of 50. In Illinois, nearly 11,000 people have died from opioid overdoses since 2008. In 2016, nearly 1,900 people died of overdoses—almost twice the number of fatal car accidents. Beyond these deaths are thousands of emergency department visits, hospital stays, as well as the pain suffered by individuals, families, and communities. The opioid epidemic is the most significant public health and public safety crisis facing Illinois.

Will County saw a record number of heroin-related deaths in 2016, up more than 40 percent over the previous year. Naloxone, the antidote for opioid overdoses, deployments (and lives saved) for 2017 are up 100% compared to 2016. With the emergence of fentanyl in our communities the likelihood of an overdose has increased. Fentanyl is 50% stronger than heroin. In 2017 Will County Coroner reported opioid deaths were from fentanyl and/or a combination of heroin or other opioids and fentanyl. And fifty-nine percent of all deaths occurred in ages 20- 40 years old. A whole generation of lives are being lost.

In 2017 the Will County Executive Office of Substance Use Initiatives was created to organize and support the prevention, harm reduction and recovery services for citizens of Will County affected by the opioid epidemic. Will County is part of the Statewide Illinois Opioid Crisis Advisory Council Taskforce. Will County is committed to assisting Illinois in reaching its goal to reduce opioid deaths in Illinois by 33%.

The Will County courts system serves mental health, substance abuse, veterans, and adult redeploy clients. These specialized courts now are housed under the grouping of "Problem solving courts" in the 12th Judicial Circuit Court and have significantly begun to address the underlying problems that contribute to criminal behavior. As an example, it costs approximately \$3,000 to put a person through drug court. Taxpayers pay about \$92 a day for each inmate at the Will County Adult Detention Facility. It costs \$23,000 to imprison that same person for one year. For every dollar invested in drug court, ten dollars are saved by corrections. Additionally, when the imprisoned person returns to the streets, they are forever marked. It is difficult to obtain a job and likely they will return to drugs and criminal activity.



Federal & State Efforts

For the past two years Will County Office of the County Executive was awarded the Prescription Drug/ Opioid Overdose Related Deaths (PDO) grant by the Illinois Department of Human Services and the Substance Abuse and Mental Health Services Administration (SAMHSA) from the 21st Century Cures Act. The increased availability of naloxone throughout Will County increased the number of lives saved by more than 100%. The grant supports continuation and expansion of naloxone training and distribution throughout the county and has added more than 400 trainers. **It is essential that these funds continue to flow into Illinois and Will County through this grant program.**

Illinois received grant funding from the 21st Century Cures Act to support the State Targeted Response to the Opioid Crisis Grant (Opioid STR). These dollars allow Family Guidance Centers, Inc. to enroll Will County participants in pre-release and post-release continued care and avoid relapse and overdose death. **Continued funding to allow expansion of mechanisms for immediate linkages to treatment for ALL Substance Use Disorder patients is critical.**

25K Synthetic opioids, other than methadone 20.145 Heroin 20K Natural and semi-synthetic opioids 15.466 15K Cocaine Methamphetamine 10K 10.61 Methadone 5K 3,314 OK '05 '10 '16 '99 Source: CDC Graphic: Staff, TNS

U.S. drug overdose deaths

Among the more than 64,000 drug overdose deaths estimated in 2016, the sharpest increase occurred among deaths related to fentanyl and fentanyl analogs (synthetic opioids), more than 20,000 overdose deaths.



Safe Passage Deflection Program

In January 2017 the Will County Safe Passage Initiative was launched. Police Department Deflection programs like Safe Passage and CHANGE help individuals with a substance use disorder access treatment. These deflection programs facilitate rapid entry into substance abuse treatment while also serving as a crime prevention strategy. Upon request assistance will be provided to any Will County Police Department to establish a Safe Passage program. Forty-eight people found treatment because of the five police departments in Will County offering a deflection program. Our goal is to expand to all 23 police departments in Will County. Our partnership with Joliet Township government brought additional resources to enhance the Safe Passage Program. Safe Passage will offer social work support services to assist the participating police departments in quickly accessing services for clients. A social worker(s) will be on call 24 hours a day to facilitate smooth transitions into treatment for these clients. **The grant will also support expansion of the program to other interested communities and support treatment costs for the uninsured or underinsured**.

Will County Green (www.willcountygreen.com) includes programs for the safe disposal of unused, expired, or unwanted prescriptions to avoid potential health or safety risks as well as threats to local waterways. There are three mechanisms of disposal 1) Take-back events, (2) mail back programs, and (3) collection receptacles. However, the cost of collecting and disposing of narcotics is overwhelming and limits our ability to remove one of the common sources of opiate addiction. **Will County would like to see the pharmaceutical companies assume financial responsibility for removing these addictive medications from the community.**





Federally Qualified Community Health Center – Behavioral Health Manpower Shortages

The Will County Federally Qualified Community Health Center provides services to those most in need. It recently received a grant to begin offering medical assisted treatment (MAT) for opioid use disorder. Will County has a very small number of MAT providers particularly for Medicaid and uninsured people.

Both the Will County Community Health Center and the Will County Health Department provide behavioral health services to those most in need. However, demand far outweighs services. Will County has a total of 645 mental health providers, yielding a ratio of population to mental health providers of 1,060:1, compared to 370:1 for Illinois and 560:1 nationally. Psychiatric services are the most difficult to access. Will County has a total of 372 primary care physicians, yielding a ratio of population to primary care physicians of 1,840:1 compared to 1,240:1 for Illinois. 15.9% of adults in Will County report that they do not have at least one person that they consider to be their primary care provider. These statistics are evidence that our community is challenged when addressing the Opioid crisis with the most successful treatment strategy – medical assisted treatment and cognitive therapy.

Will County greatly benefits from incentive programs for individuals entering behavioral health professions and subsequently practicing in communities with shortages like ours. As part of its ongoing commitment to training health professionals, the Health Resources and Services Administration (HRSA) supported the National Health Service Corps primary care clinicians who served nearly 10 million people in high-need rural and underserved communities. HRSA also supported the training of more than half of new pediatricians in the U.S. through the Children's Hospital Graduate Medical Education payment program, including more than 11,000 pediatric specialty and subspecialty residents. **Funding for the NHCS cannot be allowed to expire.**

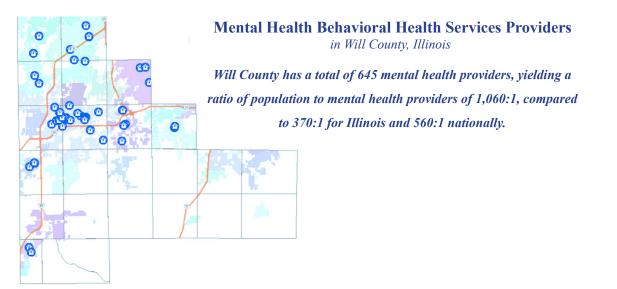


Substance Use Disorder Treatment

Will County is unique in that its population is spread across a total of 849 square miles and comprised of urban, suburban and rural areas. This creates diverse community needs, challenges with access to services and a shortage of behavioral health treatment providers and resources for long term opioid addiction recovery. In Will County we have a severe shortage of treatment beds and services for Medicaid and uninsured patients.

To alleviate these conditions we would like to see the rule permanently removed requiring a waiver to add more than 16 treatment beds. Treatment centers are known as Institutes of Mental Disease (IMD) and the federal payment exclusion prevents Medicaid from providing federal match funds for services provided in residential substance abuse settings with more than 16 beds. However, Federal CMS released new guidance regarding strategies to address the opioid epidemic through the use of 1115 waivers, including the opportunity for states to receive federal financial participation (FFP) for Medicaid enrollees residing in residential treatment facilities, which is not currently allowed due to the IMD exclusion in Medicaid regulations. Illinois submitted an 1115 waiver roughly a year and a half ago and still has not received approval of the waiver. This law blocking Medicaid funding due to bed capacity should be removed completely. And current requests should be approved expeditiously. In Will County we have a severe shortage of treatment beds and services for Medicaid and uninsured patients.

Reflecting the priority President Trump placed on fighting America's opioid crisis, Will County has aggressively implemented strategies to reduce opioid overdose deaths, facilitated access to treatment, educated our community and helped remove prescription opioids from medicine cabinets. Our next challenge is improving access to treatment and recovery services, including the full range of medication-assisted treatment.





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). One other FQHC in Will County provides very limited Behavioral Health Services.

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. **Federal funding for community based Behavioral Health Services for addiction and mental health services is needed.**

The Will County Health Department believes that behavioral health should be more closely integrated with primary care. A significant barrier to integrated treatment, as well as mental health treatment generally, is low reimbursement and coverage by Medicaid and health insurance plans. As a general matter, reimbursement and coverage by health insurers and Medicaid for mental health services provided by psychologists and social workers is so below the marketplace that attracting providers and sustaining services is nearly impossible. The Mental Health Parity and Addiction Equity Act "prevents group health plans and health insurance issuers that provide mental health or SUD benefits from imposing less favorable benefit limitations on those benefits than medical/surgical benefits. However, policies are needed to remove loopholes in this bill as well as increase coverage of mental health services in other areas. 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 substance abuse in the community and behavioral health problems and only treatment can address these serious issues.







Cell Tower Siting

In early 2017, the Federal Communication Commission (FCC) created the Broadband Deployment Advisory Committee (BDAC), which is directed to provide recommendations for the FCC on how to accelerate the deployment of high speed internet access. Working groups for BDAC were tasked with streamlining federal siting, creating model code for states, ensuring competitive access to broadband infrastructure, removing state and local regulatory barriers, and creating a model code for municipalities.

On October 17, 2017, several local government trade groups, including the National Association of Counties (NACo), sent a letter to FCC Chairman Ajit Pai detailing concerns with BDAC and two notices of Proposed Rulemaking (WT Docket No. 17-79 and WC Docket No. 17-84). The letter discussed two concerns, the lack of state and local government representation in BDAC and the impact the proposed rules would have on their communities.

On November 9, 2017, the working groups of BDAC released their recommendations. Generally, the recommendations would have the FCC remove some federal regulations and encourage the loosening of state and local governmental regulatory codes to allow for faster development of broadband infrastructure.

Will County supports wide ranging broadband access, but wants to make sure local governments still have some decision making authority when it comes to the siting of cell towers and small cell antennas, authority over right-of-way, use of public assets and other potential areas of broadband deployment.



Agricultural Exports

Will County remains the fastest growing County in Illinois by total population numbers and has become a critical 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 an 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.

The recommendations that came out of the September 2017 Will County Community Freight Mobility Plan will help address the strain from the growth in freight goods traffic and the dangerously high levels of congestion and bottlenecks. The Freight Plan provides guidance for local freight policies, programs, and investments, while also creating a mechanism for evaluating and prioritizing freight-related projects, recognizing six key areas: safety, mobility, preservation enhancement, workforce, economic competitiveness, and community livability.









Waters of the United States

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. 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. On January 22, 2018, the U.S. Supreme Court held that challenges to the "Waters of the United States" Rule must be brought in the first instance in federal district courts, which reversed the US Court of Appeals for the Sixth Circuit, which had concluded that such challenges could be filed directly in courts of appeal. This decision allows the 2015 rule to be implemented in mid-February 2018.

On February 28, 2017, President Trump signed the "Executive Order on Restoring the Rule of Law, Federalism, and Economic Growth by Reviewing the 'Waters of the United States' Rule." The Executive Order requires that the EPA Administrator and Assistant Secretary of the Army for Civil Works review the 2015 Rule and "publish for notice and comment a proposed rule rescinding or revising the rule."



In 2017, the EPA proceeded swiftly to dismantle the old rule by issuing a request for comments on how the new rule should define Waters of the United States – interstate waters that fall under the jurisdiction of the EPA. The Environmental Protection Agency (EPA) plans to complete formal repeal of the Waters of the U.S. Rule in April 2018. An updated regulatory agenda from the White House shows a replacement rule is scheduled for proposal in May 2018. A final version of the rule is not expected until June 2019. On January 31, 2018, EPA Administrator Pruitt filed a legal document delaying the 2015 Waters of the U.S. Rule for two-years. The 2015 rule was going to take effect in mid-February as a result of the January 22, 2018 U.S. Supreme Court decision had Administrator Pruitt not suspended that rule.

On October 2, 2014, Will County submitted a formal comment to the rulemaking. The County requested that the 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. An increase in the federal regulation of isolated wetlands could result in increased costs to the local community.

Will County is hopeful that a new rule addressing "waters" will balance the federal regulation of isolated wetlands in localities with potential costs.

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 2017. The final funding numbers for FY 2018 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 2019.







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 several fiscal years, including 2017, PSG funding has remained stagnant at \$100 million per year. Will County encourages the continued funding of the PSG program at \$100 million in FY 2019.

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 and received \$68 million in FY 2017.

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 advantageous 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.



Community Development Block Grants

The Community Development Block Grant Program (CDBG) was allocated \$3 billion in FY 2016. Funding remained flat, \$3 billion, for this important program in FY 2017 and the FY 2018 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 2018 and FY 2019 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

Any loss in funding to the CDBG program may force the County to scale back its focus on large 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 2019 so that important projects for low income individuals can be completed.

HOME Investment Partnership Program

The HOME Investment Partnerships Program (HOME) provides formula grants to states and localities that communities use - often in partnership with local nonprofit groups - to fund a wide range of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people.

Will County has been awarded over \$15 million in HUD HOME funds since the program's inception in 1992. The County uses HOME funds for activities supporting affordable housing, including acquisition, construction, rehabilitation, home buyer assistance, and tenant based rental assistance. HOME funds have allowed Will County to leverage over \$27 million in private investment, create opportunities to revitalize and build affordable housing projects. A \$500,000 HOME award generated \$12 million in Low Income Housing Tax Credit (LIHTC) and private funds to redevelop McKenzie Falls, a bankrupt senior housing development in the Village of Bolingbrook.

The County supports Congress and the Administration funding HOME at the FY 2017 level of \$950 million in FY 2018 and FY 2019. Steady funding for the program will allow the County to move forward with critical projects in low income areas that are in need of community development.



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.

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. The WIOA State Formula Grant program received \$2.709 billion in FY 2017. FY 2018 numbers have yet to be determined. Will County hopes that WIOA related programs will receive at least \$2.709 billion in both FY 2018 and FY 2019.



www.willcountyworkforceboard.com



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. PILT was funded at \$465 million in FY 2017. Will County supports full funding of the program in FY 2018 and FY 2019 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 late 2017. Will County has 18,717 acres of nontaxable federal land and received \$49,645 in 2017. 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 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.

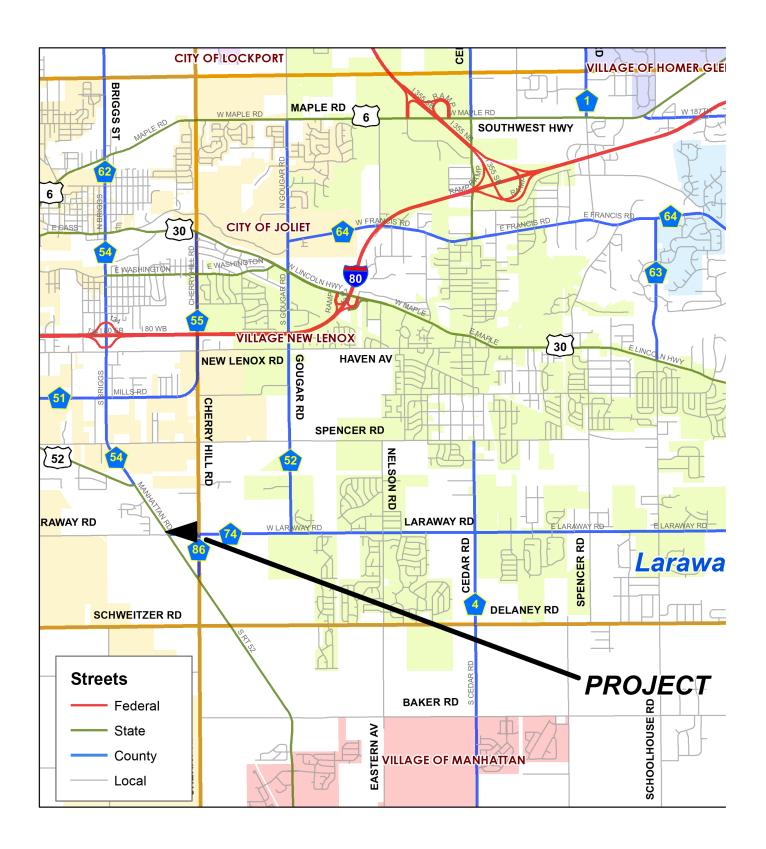
Laraway Road is a main east-west route providing commuters with direct access to I-57 and IL Route 394, as well as indirect access to I-80. Currently, Laraway Road carries between 7,000 and 11,000 vehicles daily. Traffic projections for this corridor range from 16,000 to 29,000 vehicles daily by 2030. 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 ~ 2018

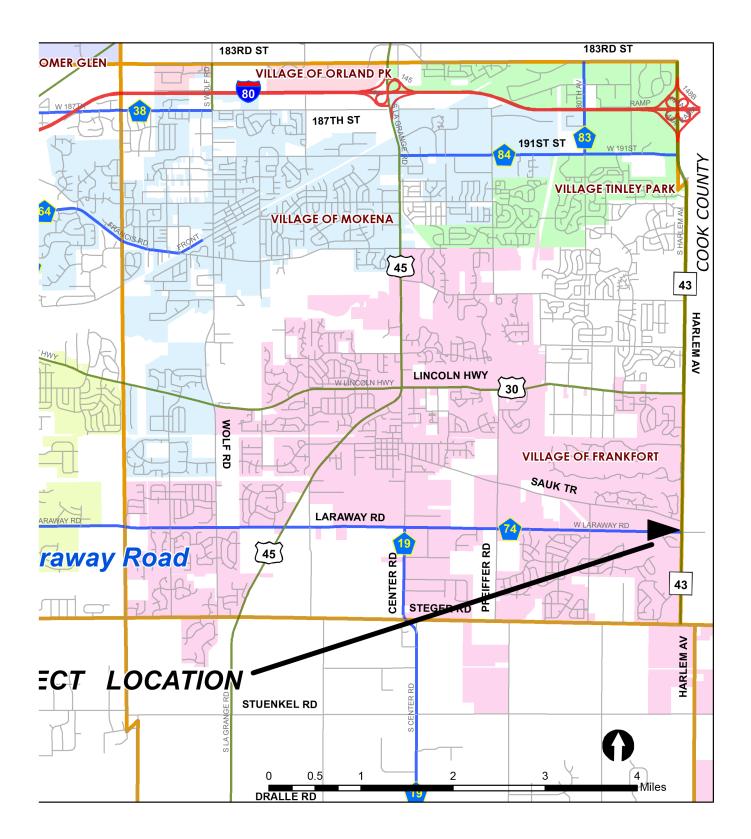




Laraway Road Project

Will County, Illinois ~ 2018







Interstate 55 at Weber Road Diverging Diamond Interchange Project

Will County in close partnership with the Illinois Department of Transportation (IDOT) is advancing a \$79.6 million diverging diamond interchange project at the Interstate 55 (I-55) interchange with Weber Road. A long-standing priority for IDOT and the County, the project is of regional significance to improve access to the statewide transportation network and mobility throughout the Weber Road corridor. The project is located in DuPage Township, Will County and is within the jurisdiction of Bolingbrook Village and Romeoville Village. With funding secured from IDOT, Will County, and both Villages, the County is requesting a TIGER grant in the amount of \$15 million.

Situated within the Chicago Metropolitan Area, the I-55 interchange with Weber Road supports a robust distribution and warehousing industry concentrated within the northern section of Will County, as well as regional commuter traffic traveling to and from Chicago located just 25 miles northeast. Constructed in 1990, the interchange design can no longer accommodate current and future residential and economic growth, and has failing levels of service in AM and PM peak hours with queues backing on to I-55. Coupled with high crash rates and challenges stemming from operational deficiencies, improvements to the interchange are imperative to mitigate congestion and supported continued economic growth.

The project is shovel ready, with a construction let date scheduled in early 2018. IDOT has selected a diverging diamond interchange as the preferred alternative to realize significant improvements in safety, mobility, and ease of access. The project limits extend along Weber Road one-mile north and south of the interchange, from north 119th Street to south of 135th Street. Will County secured letters of support from local businesses and the entire congressional delegation as part of their FY 2017 TIGER grant application. The County appreciates the support of its federal lawmakers and hopes to be successful in its \$15 million TIGER application.





Integrated Justice Initiative

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

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

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

This Initiative aligns well with the November 2017 completion of the Will County Law Enforcement Complex, which consolidated the majority of the County Sheriff's operations onto one campus. This consolidation, along with moving the Initiative forward, will improve the efficiency of the County's public safety operations.

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.

The County is putting out a public bid for an integrated case management system for the States Attorney, Public Defender and possibly the Probation department. This new system is intended to improve the flow of files through a modern electronic system that will replace an antiquated paper process. Such improvements are part of a larger effort by Will County to continue to modernize our work processes and continue to improve efficiencies in all areas of county government.

Will County supports continued funding of Department of Justice and Department of Homeland Security technology programs, and other related technology funding sources, that will assist in further integration and coordination of local judicial information sharing networks.



Public Safety Consolidation Efforts

Will County completed the construction of the new Sheriff's facility on our Laraway Road campus in November 2017. This public safety campus includes the majority of the Sheriff's patrol functions, a consolidated 911 emergency dispatch center, and the administrative offices of the Emergency Telephone System Board (ETSB) which support the three remaining dispatch centers in Will County.

This project was significant in that the new Sheriff's facility replaces a group of dilapidated buildings that did not serve the county's growing population and resulted in many inefficiencies. The new facility has many critical pieces including a new centralized evidence storage facility, appropriate training rooms, and centralization of all the patrol functions resulting in the opportunity for greater collaboration among Sheriff's staff.

The consolidated dispatch center has been a huge success with the consolidation of four dispatch centers that previously were standalone into a new consolidated facility that is all under one roof. These consolidation efforts were challenging, but the new 911 center is operational and has demonstrated that big mergers of governmental functions can succeed.

Finally, the ETSB administrative offices were able to join this consolidated public safety campus and improve operational costs by sharing in the site costs and creating new synergies with the Sheriff's department and the new consolidated Dispatch Center. Will County is committed to continuing to seek out similar efficiencies in the future and will continue to work to streamline costs whenever possible. However, the key to many of these efforts has been investments in technology to support our public safety personnel.







Sheriff Department Technology

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

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

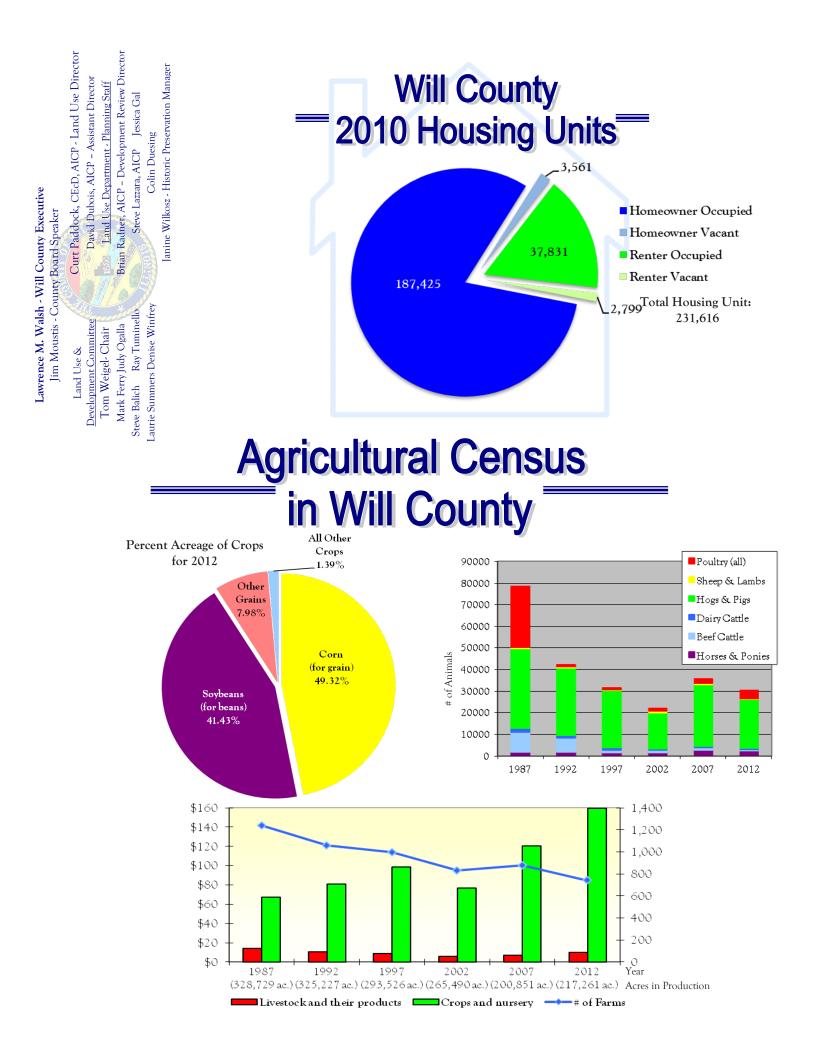
In recent years, in-car camera systems in squad cars have proven to be invaluable in providing evidence of criminal activity. Police officers with in-car cameras in their squad cars have been able to provide prosecutors with factual evidence of criminal activity for a myriad of offenses ranging from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

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

SECTION 5 - WILL COUNTY INFORMATION

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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)	DUNTY T O Census 2000 Census Frankfort 57,055 (42,048) Green Garden 4,010 (2,556) Peotone 4,431 (3,938)	Count	HIP 200	Diddeensus Count Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentiation Differentia
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Will County Land Use Department 58 East Clinton Street - Suite 100 Joliet, IL 60432



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 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.



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



This ROI does not include:

decrease in Unemployment Insurance payments decrease in TANF payments increase in income taxes paid on wages increase in FICA contributions (employee and employer) on wages

Return on Investment Calculations

Time Frame: July 1, 2014 through June 30, 2017 (PY14, PY15, and PY16)

Post program wages from Illinois Workforce Development System (IWDS) Performance Management Report:	\$24,693,011 +
Total WIA/WIOA Allocations for PY14, PY15, and PY16:	\$11,618,558
Minus non-Career Scholarship (training) operating costs:	\$ 2,731,530
Total Investment:	\$ 8,887,027→
(Total operating costs = \$9,105,101 and approximately 30% of operating co can be attributable to costs unrelated to Career Scholarships/Training – <i>ie y</i> <i>MWC, etc.</i> so they were removed from the calculation). ROI = \$24,693,011 divided by 8,887,027	outh, resource room,

Workforce Investment Board of Will County

WHERE THE JOBS ARE – WILL COUNTY, ILLINOIS MARCH 2018

develop an understanding of current job demand and employer needs. The jobs summarized here were crawler technology to scour online job boards and assigns an occupational code to each job posting. The Workforce Investment Board analyzed 6,321 recent postings pulled from internet job boards to posted online from 3/1/18 through 3/31/18. The data source, Help Wanted Online, uses web spider



	January	5,438
Total Job Postings by Month	February	2,441
	March	6,321

Top 20 Occuptaions by Number of Job Postings	er of Job Po	ostings			Occupation Categories	
		Entry-			Transportation & Material Moving	1198
	doL I	Level	Average	Experienced	Sales & Related Occupations	692
Occupation	Postings	Wage	Wage	Wage	Office & Administrative Support	727
Heavy & Tractor-Trailer Truck Drivers	628	\$13.95	\$22.49	\$34.00	Healthcare Practitioners & Technical	496
Registered Nurses	252	\$22.93	\$32.81	\$44.39	Installation Maintenance & Renair	391
First-Line Supervisors of Retail Sales Workers	201	\$10.67	\$19.09	\$28.91		357
Retail Salespersons	173	\$8.34	\$12.49	\$19.02	Production Occupations	341
Laborers & Freight, Stock, & Material Movers	167	\$8.36	\$12.33	\$19.50	Food Prenaration & Serving Related	282
Maintenance & Repair Workers, General	145	\$9.89	\$19.60	\$31.28	Education Training & Library	277
First-Line Supervisors of Production & Operating Workers	137	\$16.94	\$30.24	\$45.79	Computer & Mathematical	275
Customer Service Representatives	126	\$9.58	\$16.74	\$26.51	Business & Financial Onerations	230
Industrial Truck & Tractor Operators	125	\$10.01	\$15.14	\$22.51	Architecture & Engineering	164
Sales Representatives, Wholesale & Manufacturing, Except Tech	114	\$11.73	\$29.85	\$54.44	Ruilding & Grounde Cleaning	154
First-Line Supervisors of Office & Administrative Support Workers	108	\$14.55	\$25.97	\$39.90	Healthcare Support Occupations	140
First-Line Supervisors of Food Preparation & Serving Workers	66	\$9.37	\$14.94	\$21.86	Arts Design Entertainment Shorts	120
Supv. of Transp. & Material-Moving Mach & Vehicle Operators	84	\$15.6	\$28.67	\$41.59	Community & Social Services	83
Stock Clerks- Stockroom, Warehouse, or Storage Yard	82	\$8.40	\$11.99	\$17.80	Protective Service Occupations	82
Industrial Engineers	72	\$23.20	\$37.93	\$55.63	Construction & Extraction	74
Janitors & Cleaners, Except Maids & Housekeeping Cleaners	69	\$8.32	\$13.60	\$21.34	Dersonal Care & Service	74
Light Truck or Delivery Services Drivers	67	\$8.32	\$15.79	\$26.94	l ifa Dhvsiral & Social Science	55
Security Guards	61	\$8.99	\$14.10	\$21.14	Others (2)	14
Cashiers	61	\$9.87	\$8.31	\$12.49	Total (22)	6.321
Teacher Assistants	58	\$8.31	\$12.82	\$17.54		

Where are the Jobs? - Will County, March 2018

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



WILL COUNTY ECONOMIC UPDATE March 2018

Employment Changes by Industry Growth

Industry Description	2017 Jobs	2018Jobs	2017–2018 Growth	2017–2018 Percent Growth
Wholesale Trade	21,641	22,809	1,168	5%
Health Care and Social Assistance	28,956	29,912	956	3%
Administrative, Support, Waste Mgmt Services	18,177	18,877	700	4%
Transportation and Warehousing	18,775	19,474	699	4%
Retail Trade	31,983	32,624	641	2%
Accommodation and Food Services	21,446	21,982	536	2%
Professional, Scientific, and Technical Services	12,459	12,870	411	3%
Manufacturing	22,510	22,895	385	2%
Other Services (except Public Administration)	13,410	13,712	302	2%
Construction	17,235	17,449	214	1%
Government	33,560	33,739	179	1%
Educational Services	5,516	5,620	104	2%
Real Estate and Rental and Leasing	3,296	3,361	65	2%
Utilities	1,807	1,857	50	3%
Finance and Insurance	5,081	5,103	22	0%
Unclassified Industry	507	526	19	4%
Mining, Quarrying, and Oil and Gas Extraction	233	236	3	1%
Agriculture, Forestry, Fishing and Hunting	891	872	(19)	(2%)
Information	2,191	2,156	(35)	(2%)
Arts, Entertainment, and Recreation	4,523	4,474	(49)	(1%)
Management of Companies	882	817	(65)	(7%)
	265,080	271,365	6,285	2%

Source: EMSI 2018 - QCEW Employees, Non-QCEW Employees, and Self-Employed



Employment Changes by Occupation Growth

Occupation Description	2018Jobs	2019 Jobs	2018–2019 Change	2018–2019 Percent Change	2017 Avg Hourly Earnings
Transportation and Material Moving Occupations	28,163	29,207	1,044	4%	\$15.88
Office and Administrative Support Occupations	36,557	37,392	835	2%	\$16.79
Sales and Related Occupations	29,368	30,100	732	2%	\$18.33
Production Occupations	18,523	19,033	510	3%	\$17.73
Food Preparation and Serving Related Occupations	21,904	22,397	493	2%	\$10.54
Healthcare Practitioners and Technical Occupations	14,195	14,655	460	3%	\$36.27
Management Occupations	17,436	17,764	328	2%	\$47.55
Installation, Maintenance, and Repair Occupations	9,926	10,190	264	3%	\$22.98
Business and Financial Operations Occupations	10,277	10,524	247	2%	\$31.65
Healthcare Support Occupations	6,830	7,071	241	4%	\$15.59
Building, Grounds Cleaning, Maintenance Occupations	8,504	8,684	180	2%	\$14.21
Education, Training, and Library Occupations	17,697	17,871	174	1%	\$25.83
Construction and Extraction Occupations	12,633	12,792	159	1%	\$29.57
Computer and Mathematical Occupations	5,276	5,428	152	3%	\$36.46
Personal Care and Service Occupations	8,603	8,752	149	2%	\$11.63
Architecture and Engineering Occupations	3,277	3,361	84	3%	\$35.72
Arts, Design, Entertainment, Sports, Media Occupations	3,436	3,501	65	2%	\$20.73
Community and Social Service Occupations	3,037	3,085	48	2%	\$22.80
Life, Physical, and Social Science Occupations	1,300	1,342	42	3%	\$31.82
Protective Service Occupations	5,030	5,072	42	1%	\$25.13
Military occupations	1,510	1,535	25	2%	\$18.88
Legal Occupations	1,074	1,084	10	1%	\$45.14
Farming, Fishing, and Forestry Occupations	525	526	1	0%	\$14.43
	265,080	271,365	6,285	2%	

Source: EMSI 2018 - QCEW Employees, Non-QCEW Employees, and Self-Employed



Unemployment Comparison (March 2018 Report)

Geographic Area	February 2018	January 2018
National	4.4%	4.5%
Illinois	5.0%	5.3%
Cook County	5.5%	5.7%
DuPage County	4.2%	4.5%
Grundy County	7.6%	8.0%
Kane County	4.7%	5.0%
Kankakee County	5.1%	5.4%
Kendall County	5.0%	5.3%
Lake County	4.4%	4.7%
McHenry	5/2%	5.5%
Will County	5.9%	6.1%

Source: Illinois Department of Employment Security

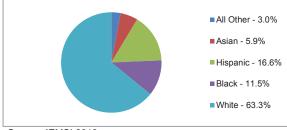
Job Stats (March 2018 Report)

Indicator	February 2018	January 2018
Total Residents in Labor Force	363,258	356,240
Total Residents Employed	341957	338,325
Total Residents Unemployed	21,301	17,915
Unemployment Rate	5.9	5.0%

Source: Illinois Department of Employment Security



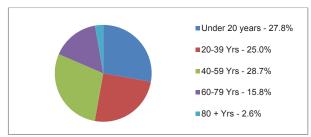
2018 Race Demographics¹



Source: 1EMSI 2018

Demographics

2018 Age Demographics¹



Source: 1EMSI 2018

People & Income Overview	Value	Rank in State of 102 Counties
Population (2018) ¹	694,040	4
% Growth since 2010 Census	1.8%	6
Households (2016)	224,959	4
Per Capita Personal Income (2016)	\$48,000	11
Median Household Income (2016)	\$81,640	5
Poverty Rate (2016)	7.2%	97
Education Attainment	Value	Rank in State of 102 Counties
H.S. Diploma or More - % of Adults 25+ (2016 ACS 5yr)	90.8%	29
Bachelor's Deg. or More - % of Adults 25+ (2016 ACS 5yr)	33.5%	9
Industry Overview (2016) - (By place of work)	Value	Rank in State of 102 Counties
Manufacturing - % all jobs in County	9.1%	57
Transportation & Warehousing - % all jobs in County	7.0%	11
Health Care, Social Assistance - % all jobs in County	11.3%	43

Source: 1EMSI 2018; STATS America

ELECTED OFFICIALS & KEY CONTACTS

Will County Board

County Doard District #1	
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
	Land Use & Development Committee
	Public Health & Safety Committee

County Board District #7

Steve Balich	Finance Committee
	Land Use & Development Committee
	Legislative & Policy 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
	Executive 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

Lawrence M. Walsh Will County Executive Will County Office Building 302 N. Chicago Street Joliet, IL 60432-4078 Phone: (815) 740-4601 Email: <u>lwalsh@willcountyillinois.com</u>

Nick Palmer Chief of Staff (WC Executive) Will County Office Building 302 N. Chicago Street Joliet, IL 60432-4078 Phone: (815) 774-7488 Email: npalmer@willcountyillinois.com

Jim Smith Smith Dawson & Andrews 1150 Connecticut Avenue, NW Suite 1025 Washington, DC 20036 Phone: (202) 835-0740 Email: jims@sda-inc.com Jim Moustis Will County Board Speaker Will County Office Building 302 N. Chicago Street Joliet, IL 60432-4078 Phone: (815) 740-4602 Email: jmoustis@willcountyillinois.com

Ragan Freitag Chief of Staff (WC Board) Will County Office Building 302 N. Chicago Street Joliet, IL 60432-4078 Phone: (815) 740-4602 Email: <u>rfreitag@willcountyillinois.com</u>

Brett Garson Smith Dawson & Andrews 1150 Connecticut Avenue, NW Suite 1025 Washington, DC 20036 Phone: (202) 835-0740 Email: <u>brettg@sda-inc.com</u>