

RESOLUTION

WHEREAS, your Revenue, Records and Legislation Committee has worked to prepare a Lake County Federal Legislative Program for United States Fiscal Year 2007; and

WHEREAS, the proposed FY 2007 Lake County Federal Legislative Program encompasses a variety of recommendations designed to upgrade the efficiency and effectiveness of county government, improvement the environment of Lake County, enhance criminal justice information flow in Lake County, and improve transportation in Lake County; and

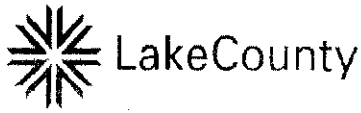
WHEREAS, your Revenue, Records and Legislation Committee seeks your approval of the FY 2007 Lake County Federal Legislative Program.

NOW, THEREFORE, BE IT RESOLVED, by this County Board of Lake County, Illinois, that the FY 2007 Lake County Federal Legislative Program is hereby approved, a copy of which program is attached hereto and made part hereof; and

BE IT FURTHER RESOLVED, that this County Board does hereby approve and support those efforts necessary to draft, introduce, and support legislation designed to implement the objectives of this program, with those efforts to be executed by the County Administrator in coordination with the County Board Chairman and the Revenue, Records and Legislation Committee Chair; and

BE IT FURTHER RESOLVED, that because of the unique and often unpredictable timing by which actions occur in Congress, the County Administrator - in coordination with the County Board Chairman and the Revenue, Records and Legislation Committee Chair - is hereby authorized and directed to take all appropriate actions regarding other legislative proposals that may impact Lake County government.

DATED at WAUKEGAN, LAKE COUNTY, ILLINOIS this 13th day of December, A.D., 2005.



LAKE COUNTY, ILLINOIS
Federal Legislative Program for FY 2007

As a local government, Lake County depends on both the state and federal government for authority and financial assistance to carry out its responsibilities and to effectively meet the needs of approximately 700,000 county residents.

Lake County's *Federal Legislative Program for FY 2007* includes recommendations on a variety of federal issues that are of significant importance at the local level. Issues are grouped by the following three categories.

- **Sponsored Initiatives** will be the primary focus of the County's legislative efforts in the coming year. Lake County will seek Congressional assistance to pursue these issues and take action when appropriate.
- **Supported Initiatives** include projects likely sponsored by other associations or agencies that are strongly supported by Lake County.
- **Monitor Statements** note Lake County's intention to evaluate some significant national issues that are of local interest, while not formally taking a position.

The success of this legislative program relies on the assistance of the Lake County Congressional delegation. The strong working relationship between the County Board and the County's Representatives and Senators is highly valued and Board Members look forward to working closely with the delegation during the coming year.

Butterfield Rd. and IL Route 60/Canadian National Railroad Grade Separation – Phase I

The lack of nearby parallel arterial roadways combined with barriers to traffic circulation that are created by railroad tracks that cross within 500 feet of the intersection on IL Route 60 and Butterfield Road make IL Route 60 a critical east-west arterial highway in southeast Lake County. In recognition of this importance, IL Route 60 has been designated part of the Strategic Regional Arterial (SRA) highway system in northeastern Illinois.

Both IL Route 60 and Butterfield Road carry heavy volumes of traffic. Butterfield Road accommodates between 15,000 and 25,000 vehicles per day (vpd) and IL Route 60 carries between 37,000 and 43,000 vpd adjacent to their intersection. Left and right turning volumes at this intersection are also extremely heavy. These heavy traffic volumes translate into low intersection Levels of Service during peak periods. The existing intersection operates at Levels of Service “D” and “E” in the A.M. and P.M. peak hours respectively with a number of movements at Level “F”.

Compounding the congestion problems created by heavy traffic demands are impacts of rail operations in the area. The Wisconsin Central line which is owned by the Canadian National (CN) Railroad carries approximately six through-freight trains per day as well as switching operations between the CN Railroad and the E.J. & E. Railroad which intersect less than ½-mile to the north. This rail line also carries Metra Rail’s North Central Service which operates 10 passenger trains per day. Construction is underway to install a second set of mainline tracks which will allow the commuter service to add up to twelve additional trains per day.

The long delays to IL Route 60 and Butterfield Road traffic that are caused by railroad operations make it clear that grade separating the highway/railway crossing is needed. Perhaps more importantly, however, the existing and future traffic demands in the study area will necessitate a significant expansion of the IL Route 60/Butterfield Road intersection regardless of train delays.

It is clear that railroad grade separation is needed, particularly on IL Route 60, to reduce train delays. It may not be evident, however, that in all likelihood grade separating the IL Route 60 and Butterfield Road intersection is needed as well, to provide acceptable Levels of Service in the design year.

The need to grade separate the two highways becomes apparent through an evaluation of the Level of Service that would be provided by the “maximum” desirable at-grade intersection improvement. The maximum desirable at-grade improvement would consist of six travel lanes on IL Route 60 with four travel lanes on Butterfield Road supplemented by dual left turn and single right turn lanes on all approaches.

An alternative that would likely meet the primary improvement objective would grade separate IL Route 60 from both the CNRR and Butterfield Road. Turns to and from IL Route 60 and Butterfield Road would occur via a Connector Road located in the southeast intersection quadrant combined with a ¼-diamond slip ramp in the northeast quadrant. Since Butterfield Road would remain at its existing elevation in the Dual Grade Separation alternative, only a few commercial driveways would be impacted by this option. Improvement limits would also be shortened compared to an at-grade improvement.

Funding Request

The total funding needed for Phase I	\$3,000,000
Federal funds requested for FFY06 (80%)	\$2,400,000

Integrated Criminal Justice Information System

Lake County requests \$5 million to assist with the implementation of a multi-year technology plan to integrate the computer networks of all of the police departments in Lake County with each of the County's criminal justice departments and to provide a universal interface with the State of Illinois.

Over the past four years, Lake County has lead a very significant coordination effort resulting in Lake County criminal justice agencies and Lake County local law enforcement departments to sign off on the Integrated Justice Implementation Architecture and Planning Document. This interagency support and commitment to a common path for criminal justice integration separates Lake County from others and provides the opportunity to truly be a "model" for integrated criminal justice information systems in the State of Illinois.

Funding will be used over the next several years to assist in the integration of each of the County's criminal justice departments and the municipal police computer networks in Lake County. An integrated justice system will improve the quality of programs through interdepartmental data accuracy assurance, redefined workflows, and expanded tracking systems. Additionally, integrated justice systems will enhance a police department's timely access to information, including an suspect's past and pending charges. A second phase of this project will provide a universal interface between Lake County criminal justice agencies, the State of Illinois, neighboring counties, and the State of Wisconsin.

Lake County was very pleased to receive \$300,000 in federal support for this project in FY04. In addition to this federal assistance, by the close of 2006, Lake County will have spent roughly \$5.2 million in County funds and thousands of man-hours on the Integrated Justice project. In 2005, Lake County made significant enhancements to the Circuit Clerk system so that it can

integrate seamlessly with other justice information systems. In 2006, Lake County will accomplish the following:

- Complete a case management systems for the State's Attorney's Office;
- Develop a proof of concept project with the City of Waukegan to facilitate integration with the court system;
- Begin work on the implementation of a Public Defender system;
- Begin work on upgrading the Court Administrator's system;
- Begin work on the implementation of a new Jail system; and
- Begin work on the implementation of a Law Enforcement Records Management System.

Additional assistance is needed to complete the systems and realize all of its benefits. Future federal assistance will enable the County further integrate its justice information systems along with acquiring new information management systems, including:

- A Law Enforcement Computer Aided Dispatch (CAD) System; and
- Electronic field entry of tickets and forms by Police Officers.

Watershed

Des Plaines Phase II Watershed Plan: On behalf of the Advisory Committee, Lake County requests \$1,500,000 for Phase 2 of the authorized Des Plaines River Flood Control Project under the Energy and Water Appropriations, Army Corps of Engineers, General Investigations. Congress appropriated \$750,000, \$400,000, \$400,000, \$400,000, and \$1,300,000, respectively, in the first five years of the 50/50 cost-shared feasibility study. The appropriation for FY2006 is yet to be determined.

Watershed Plan Implementation: Lake County requests \$2 million to implement high priority environmental restoration, ecological enhancement, water quality improvement; and stormwater infrastructure projects identified in detailed, comprehensive watershed management plans for the Upper Des Plaines and Fox River watersheds. Specifically, in-the-ground project funding is sought for the following subwatersheds:

- Squaw Creek Watershed (Fox River),
- Sequoit Creek Watershed (Fox River),
- Fish Lake Drain Watershed (Fox River),
- Indian Creek Watershed (Des Plaines River),
- Bull Creek (Des Plaines River),
- Newport Creek (Des Plaines River), and
- Upper Des Plaines River Watershed.

Slocum Watershed Management Plan: The Lake County Stormwater Management Commission requests \$310,000 for Planning and Engineering needed for a “blueprint” of how to cost effectively rehabilitate and modify the existing drainage infrastructure system throughout this sub-watershed.

Squaw Creek/Round Lake Drain Section 206 Aquatic Ecosystem Restoration Project: Lake County requests \$785,000 in Fiscal Year (FY) 2007 to construct the project elements necessary to complete the Squaw Creek/Round Lake Drain Aquatic Ecosystem Restoration project in accordance with plans developed by the U.S. Army Corps of Engineers and the Lake County (Illinois) Stormwater Management Commission (LCSMC).

Lake County Wetland Preservation and Restoration Plan: Lake County requests \$120,000 to prepare a countywide plan that will identify key wetlands to preserve and restore as a multi-objective method to reduce flood damages, improve water quality, and protect high quality natural resources.

SUPPORTED INITIATIVES

Community Development Block Grant Funding

On February 7th of this year, the Bush Administration proposed a “*Strengthening America’s Communities Grant Program*” that originally included a 50% reduction in CDBG Program funding (currently at \$4.7 Billion dollars nationwide), the consolidation of 17 other federally funded programs, and the transfer of a number of Department of Housing and Urban Development programs to the Commerce Department. Proposed elimination or consolidation of previous housing and community development programs currently under HUD to the Commerce Department’s economic development programs would result in a drastic shift in philosophical funding priorities that may be an enormous nationwide detriment to continued housing and community development programs. HUD is designed to support local communities and urban interests along with providing direct assistance for low and moderate-income residents. The Commerce Department is designed to support economic growth, business interests and corporate needs.

Current workout sessions indicate that pending CDBG programs could face a 6–8% decrease in this year’s final budget allocations. The proposed transfer of the CDBG Program to the Commerce Department received a lot of opposition and, reportedly, will not be implemented this coming fiscal year. However, as expected, should the “*Strengthening America’s Communities*” initiative remain throughout coming annual future federal budget proposals, Lake County may no longer receive CDBG funding (and could possibly lose its HOME Investment Partnership Program funding) for its housing and community development projects that principally assist its low and moderate income Lake County residents, including additional CDBG Programs for residents in the Cities of Waukegan and North Chicago.

Continued strong support is needed for continued or increased housing and community development program funding, and in particular maintaining the Community Development Block Grant Program in the US Department of Housing and Urban Development. A wide spectrum of support has manifested to preserve and enhance the program, including the US Conference of Mayors (USCM), the National League of Cities (NLC), the National Association of Counties (NACo), the National Association of County and Community Economic Development (NACCED), the National Association of Housing and Redevelopment Officials (NAHRO), the National Community Development Association (NCDA), and the Local Initiatives Support Corporation (LISC).

Permitting Solid Waste Rail Facilities

United States Code Title 49 enables the Surface Transportation Board (STB) to regulate rail facilities. Rail operators must submit a permit to the STB to operate any rail facility. These facilities do not have to obtain any state or local permits. Recently two rail solid waste transfer projects were proposed. One was permitted in New Jersey. Rail transfer operations are an attractive alternative to over the road waste transfer. These "highway" transfer stations are developed by private and public solid waste entities. Lake County supports efforts to amend United States Code Title 49 and exclude solid waste transfer/disposal facilities from the jurisdiction of the Surface Transportation Board. Such an amendment would allow solid waste transfer projects to be evaluated through the local siting process.

Limits on Mercury Emissions and Other Hazardous Pollutants

A recently released NOAA (National Oceanic and Atmospheric Administration) study demonstrates that Lake Michigan contains the heaviest load of mercury of all the Great Lakes, the majority of which is generated by coal-fired power plants close to the Lake Michigan shoreline.

Once mercury falls into waterways, it is converted by bacteria into a potent form called methylmercury that becomes more concentrated and dangerous as it moves up the food chain. Infants and young children are particularly vulnerable to methylmercury because their nervous systems still are developing. Although fish are considered good sources of protein and, in some species, beneficial fatty acids, women of childbearing age, pregnant women and children as old as 15 are advised to limit how much they eat.

Under a new EPA rule adopted in March 2005, the "Clean Air Mercury Rule", utilities will have until at least 2018 to reduce mercury emissions by 70 percent. Power plants with high emissions will be able to buy credits from cleaner plants to avoid or delay installing pollution controls. This credit-exchange system does little to curb pollution in Illinois and other states with high emissions if polluters are permitted in such states to continue buying pollution credits.

More broadly, a wider spectrum of hazardous pollutant emissions is regulated by the Clean Air and Clean Water Acts; nonetheless, such toxins likewise remain environmentally persistent and continue to pose risks to humans.

Lake County supports legislation allowing power companies and other industrial polluters in states with high emissions to sell pollution credits while prohibiting them from buying pollution credits in order to continue releasing mercury into the air. More broadly, Lake County supports enhancements to the Clean Air and Clean Water Acts to protect the public from the wide spectrum of hazardous air- and water-borne pollutants.

MONITOR STATEMENTS

Pension Plan and Health Plan Protections: Over the past few years, lawmakers have begun to discuss means of better protecting workers' pensions from corporate malfeasance and shoring up the nation's ailing pension system to close pension shortfalls. Consequently, in 2005, Senators Grassley and Baucus introduced a bipartisan bill entitled the National Employee Savings and Trust Equity Guarantee Act (NESTEG) which contains a comprehensive package of reforms aimed at reducing corporate malfeasance, requiring better funding of pensions and mandating bigger company contributions to the federal Pension Benefit Guarantee Corp (which insures pension plans).

Retirees have also increasingly complained about company efforts to litigate reductions in or termination of retired employees' health-care benefits guaranteed under pre-existing labor contracts. Companies resorting to such lawsuits primarily do so for strategic reasons; by filing suit in a favorable jurisdiction, employers can theoretically ensure a better litigated outcome than by simply reducing health coverage and waiting to be sued. Pending disposition of such court cases, these employers have often elected to terminate retiree health benefits.

Lake County intends to monitor federal pension reform efforts similar to NESTEG to evaluate whether such efforts promote pension plan health and transparency, while recognizing that pension reform should not over-reach and trigger pension-plan abandonment altogether. Lake County also intends to monitor legislative efforts to reduce judicial forum-shopping for favorable outcomes in health-plan disputes and efforts to guarantee retiree health benefits pending disposition of such cases.