KENDALL COUNTY
ECONOMIC DEVELOPMENT COMMITTEE

AGENDA

January 23, 2015
8:00 AM

Historic Courthouse
East Wing Conference Room
110 W. Madison Street
Yorkville, IL 60560

1. Call to Order
2. Roll Call
3. Approval of Agenda
4. New Business
   ➢ Recommend Revolving Fund Loan to Law Offices in amount of $120,000
   ➢ Annual membership payment for Plano Economic Development Corp
   ➢ Annual membership payment for Yorkville Economic Development Corp
   ➢ Economic Development & Special Projects Coordinator Update
   ➢ Review Federal Legislative priorities and projects
5. Other Business
6. Chairman’s Report
7. Public Comment
8. Executive Session
9. Adjournment
Kendall County
Economic Development Committee

Meeting Minutes
Friday, November 21, 2014
Kendall County Board Room

Call to Order
The Economic Development Committee met at 8:30 a.m. and was called to order by Judy Gilmour, Vice Chairman of the Kendall County Economic Development Committee.

Roll Call
Committee Members Present: Judy Gilmour, Lynn Cullick, Amy Cesich, and Matt Prochaska (arrived at 8:50 a.m. from Housing Authority Meeting)
Committee Members Absent: Dan Koukol
Other Board Members Present: County Board Chairman John Shaw; and John Purcell
Staff Present: Jeff Wilkins, County Administrator; and John Sterrett, Economic Development Coordinator
Others Present: Boyd Ingemunson, Three Angels Brewing

Approval of Agenda
Member Gilmour made a motion, seconded by Member Cullick, to amend the November 21, 2014 agenda and discuss Other Business before New Business. With a voice vote of all ayes the motion carried.

Other Business
Boyd Ingemunson of Three Angels Brewing discussed applying to the Kendall County Revolving Loan Fund for a rehab project that Three Angels will be performing on an existing building in downtown Yorkville. The use of the building would be a tap room and a small music venue. Mr. Ingemunson stated that the intention is to leave as much of the existing character of the building as possible to preserve the historic significance of the building. The plan is to begin rehabbing the interior of the building during the winter. The building would serve as the collateral for the loan from the RLF. Mr. Ingemunson stated he will be submitting an application within the next few weeks and will work with staff on the application. It is anticipated that the Committee will review the application and make a recommendation to the County Board at the next Economic Development Committee meeting in December. The Committee members expressed interest and support of the project.

Approval of Minutes
Member Cullick made a motion, seconded by Member Prochaska, to approve the October 24, 2014 meeting minutes. With a voice vote of all ayes the motion carried.

New Business
Economic Development Coordinator Position
Mr. Wilkins reviewed with the Committee the job description for the Economic Development Coordinator position and went over the duties and responsibilities. Member Cullick made a motion, seconded Member Prochaska, to forward the job description to the County Board for approval. With a voice vote of all ayes, the motion carried.

Recommend Approval of an Amendment to FY2015 Economic Development Budget
Mr. Sterrett reviewed an amendment to the FY15 Economic Development Budget that would adjust the transfer from the Revolving Loan Fund budget. This transfer would amend both the Economic Development Budget and the Reserve Economic Development Revolving Loan Fund budget.

Member Cullick made a motion, seconded by Member Prochaska, to recommend approval of an amendment to FY2015 Economic Development Budget. With a voice vote of all ayes, the motion carried and will be included in the budget presented to the Finance Committee.
Kendall County
Economic Development Committee

Recommend Approval of an Amendment to FY2015 Restricted Economic Development Revolving Loan Fund Budget

Member Prochaska made a motion, seconded by Member Cullick to recommend approval of an amendment to FY2015 Restricted Economic Development Revolving Loan Fund Budget. With a voice vote of all ayes, the motion carried and will be included in the budget presented to the Finance Committee.

Old Business
Revolving Fund Financial Assistance Program

Mr. Sterrett presented the Committee with an interest rate sheet for workforce training loans. The proposed interest rates would be linked to the prime interest rate at the time of application of a loan. The interest rate will also be dependent on the term of the loan and if the applicant provides a personal guaranty.

Member Cesich made a motion, seconded by Member Cullick, to approve the proposed interest rates presented by staff for workforce training loans. With a voice vote of all ayes, the motion carried.

Kendall Legislative Business Forum Event

Mr. Sterrett stated that the next Economic Development event would be focused on state legislation that affects local businesses. Staff will be reaching out to all four state reps and all four state senators that represent Kendall County to be a part of a panel that will discuss business legislation. The event will occur on Wednesday, September 23, 2015 in the morning at Whitetail Ridge Golf Club.

Chairman’s Report – None

Public Comment – None

Executive Committee - None

Adjournment

With no further business to discuss, Member Cesich moved to adjourn. The motion was seconded by Member Prochaska. There being no objection, the Economic Development Committee, at 9:08 a.m., adjourned.

Respectfully Submitted,
John H. Sterrett,
Recording Secretary
December 29, 2014

Kendall County
Attn: Jeff Wilkens
111 West Fox Road
Yorkville, IL 60560

Dear Jeff,

I would like to take this opportunity to thank you for being a valued partner of the Plano Economic Development Corporation. I would also like to thank you for your continued support of economic development in Kendall County.

2014 has been a year of continued economic growth for the City of Plano, and I sincerely hope that the County will continue to take an active role in the City’s continued economic development. Your participation as an Associate Partner of the Plano Economic Development Corporation will support the marketing, policy development and leadership necessary to attract commercial investment and business development to the City of Plano.

I have enclosed a 2015 Partnership Application with this letter. I hope that you take this opportunity to continue your long-standing support of the Plano Economic Development Corporation by again becoming an Associate Partner.

I am looking forward to working with you in 2015.

Sincerely Yours,

Rich Healy
Executive Director
Plano Economic Development Corporation

7050 Burroughs Avenue
Plano, IL 60545

Phone: 630-552-9119
Fax: 630-552-0165
Email: director@planoedc.org

**Partnership Application**

Company Name: Kendall County

Mailing Address: ________________________________

Telephone #: ___ Email Address: __________________

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<td>Associate Partner</td>
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<td>$250</td>
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<td>Community Partner</td>
<td>$150</td>
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Mail completed form and payment to:

Plano Economic Development Corporation
7050 Burroughs Avenue
Plano, IL 60545

**Mission Statement**

The Plano Economic Development Corporation is a public-private partnership dedicated to marketing and promoting the City's business opportunities in order to attract new businesses, facilitate the expansion of existing businesses, and broaden and diversify the tax base.
Yorkville Economic Development Corporation  
651 Prairie Pointe Drive, Suite 102  
Yorkville, IL 60560  
630-553-0843 Phone  
630-553-0889 FAX

**INVOICE**

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| Date | 12/22/2014 |
| Rep  |  |

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<tr>
<th>Description</th>
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SubTotal $1,000.00  
$0.00  
$0.00  
TOTAL $1,000.00

Payment is due by January 31, 2015 - Thank you!

Thank you for your continued support, participation, and investment in the Yorkville Economic Development Corporation.
REVIEW OF FEDERAL LEGISLATIVE PRIORITIES AND PROJECTS

Highways - Eldamain Road Bridge – Fran Klaas, County Engineer

Transit – Kendall Area Transit – Paul LaLonde, Program Director

Commuter Rail – METRA Extension – Jeff Wilkins, County Administrator

Sustainable Drinking Water Supply, Peter Wallers, NWPA TAC Chairman

23rd Judicial Circuit – Hon. Tim McCann, Chief Judge of 23rd Circuit

Public Safety – Harold Martin, Undersheriff

Health Reform – Dr. Amaal Tokars, Health Department Executive Director

Forest Preserve Capital Priorities – David Guritz, Forest Preserve Director

OTHER FEDERAL ISSUES:
Tax Exemption for Local Government Bonds - SUPPORT
Export Import Bank 5 Year Reauthorization – SUPPORT
Waters of the US Regulated Under Clean Water Act - OPPOSE

OTHER LOCAL ISSUES:
Historic Courthouse Renovation
Lack of Interstate Access
KAT: Community and Public Transportation

1. Dial-a-ride
   - Paratransit
   - Demand-response

2. Park-n-ride

3. Types of trips:
   - Medical, employment, education, nutrition, shopping, social/recreation
   - Seniors, disabled, veterans, low income

4. Transportation Partnership
   - County, VAC, municipalities
   - Federal / state grants
# Ridership Growth

<table>
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<th>Rides/Day</th>
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<td>4,755</td>
<td>24.4</td>
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<tr>
<td>2011</td>
<td>11,285</td>
<td>45.3</td>
<td>85.7%</td>
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<tr>
<td>2012</td>
<td>16,709</td>
<td>67.1</td>
<td>48.1%</td>
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<tr>
<td>2013</td>
<td>33,637</td>
<td>136.3</td>
<td>103.1%</td>
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<tr>
<td>2014</td>
<td>37,040</td>
<td>151.2</td>
<td>10.9%</td>
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**TOTAL RIDES** 103,426
Challenges to the KAT Community Transit System

- Insufficient fleet
  - Aging population creates more demand than capacity
- Lack of centralized facility causes coordination and operational challenges
- Instability of federal appropriations
How Can Our Representatives Help?

• Long-term surface transportation authorization bill for more stability and predictability
  – 2005: SAFETEA-LU authorized (stability)
    • 2009: Expires, replaced by 10 short term reauthorizations
  – 2012: MAP-21 authorized (minor stability)
    • Minor stability but expired in 2014
    • More short term reauthorizations
How Can Our Representatives Help?

• More capital funding for transportation infrastructure
  – Funds for buses, facilities, hard/software

• TIGER Grants for example:
  – 2013: $600M appropriated, $8.5B applied
  – 2014: $600M appropriated, $9.5B applied
  – 2015: $500M appropriated, ???

• Building up existing programs will strengthen them for long term effectiveness, sustainability
Contact

Jeff Wilkins, County Administrator
(630) 553-4171
County of Kendall
111 W. Fox Street, Room 316
Yorkville, IL 60560

Paul LaLonde, Assistant Director
(630) 882-6970
Voluntary Action Center
Operator of Kendall Area Transit
109 W. Ridge Street, Room 002
Yorkville, IL 60560
METRA/BNSF EXTENSION

PROJECT DESCRIPTION

- Extension of Metra BNSF commuter rail service from Aurora Transportation Center to Oswego, a distance of 6.0 miles along BNSF owned track
- To add sufficient capacity to accommodate commuter service from Aurora to Oswego, track and signal improvements may be needed on the BNSF right of way, depending on the level of service to be provided and BNSF/Amtrak traffic.
- Stations could be located in Oswego adjacent to the current park-and-ride lot northwest of the intersection of Orchard Road and Mill Road and in Montgomery north of the intersection of the BNSF and Webster Street.
- The stations would consist of boarding platforms and a warming house and adequate parking facilities
- A small yard would need to be built near the Oswego station to store rolling stock used to operate this service
- Capital and operating costs for the extension have yet to be determined

The BNSF Oswego extension project would bring commuter rail service to a fast-growing area of Kendall County. However, there are a number of challenges to overcome before commuter service to Oswego could be implemented.
RTA SERVICE AREA

Since the project would extend Metra service outside the boundaries of RTA’s six-county area (or metropolitan region), a stable funding mechanism for operating and maintenance expenses would have to be established. Metra would expect an insurance of a dedicated funding stream. According to the RTA Act, projects that extend Metra service outside the current boundaries are provided pursuant to an agreement to which the RTA is a party. Before Metra could submit a request for such an agreement to the RTA, Metra would expect the interested communities to present a proposal that would define the proposed service, identify the other parties to the agreement, consider the benefit to the metropolitan region, and identify the financial contributions from entities outside the region. In addition, Metra would need to perform investigation, planning, negotiation, and related activities to meet these prerequisites. Of course, the other option would be to amend the RTA Act to include Kendall County.

PROJECT CLASSIFICATION

The BNSF Oswego extension is listed as an “unconstrained” project in GO TO 2040, the region’s long-range transportation plan for the year 2040, which was formally adopted by CMAP in October 2010. Projects categorized as “unconstrained” do not have an identified funding source and cannot proceed under the Federal Transit Administration’s New Starts process—even projects such as this one that are classified as “exempt.” Though Metra is moving forward with planning activities, including an engineering and environmental study, the amount that can be spent on the project may be restricted until this issue is resolved.

STATE FUNDING SHORTFALL

Though the project has been classified by FTA as “exempt,” meaning that it does not have to comply with certain New Starts requirements and should benefit from a streamlined evaluation process, securing funding for the balance of the cost presents a challenge. At this time, the State of Illinois has not indentified a source of capital funding for transit expansion projects. The state’s financial condition has stalled the progress of Metra’s four other New Starts applications, since Metra has been unable to prepare a financial plan acceptable to FTA. FTA requires a firmer state commitment for local capital match and improvement in sales tax revenues for operating expenses before allowing any of Metra’s New Starts projects to move forward.

STATE OF GOOD REPAIR NEEDS

Metra’s extensive inventory of capital assets requires continuous reinvestment in order to uphold safety and service standards. A 2010 Regional Transportation Authority study identified a $7.4 billion of state of good repair needs for Metra over the next ten years. Since only $2 billion in capital funds are anticipated to be available to Metra during that
same timeframe, this leaves a funding shortfall of over $5 billion over the next ten years in order for Metra to achieve a state of good repair. Since responsible stewardship of Metra’s assets is fundamental to the continued operation of commuter rail service, proper maintenance of the existing system must be our top priority.

OTHER ISSUES

- Service on the BNSF line is operated by BNSF Railway employees under a “purchase-of-service” contract with Metra, and this agreement would have to be renegotiated to address labor and other issues associated with the extension of commuter service.

- The new yard required in Oswego may need to be built on ComEd right-of-way or other land adjacent to the BNSF right-of-way. This property—and any land along the extension’s right-of-way needed to accommodate additional track—would need to be acquired from current landowners.

ANTICIPATED PROJECT TIMELINE

It is important to acknowledge the extended timeframes typically associated with major capital investments such as this one. A Major Investment Study for the 8.5-mile, $140 million extension of the Union Pacific-West Line to Elburn was started in 1997. The project was approved for New Starts funding in 2001, and opened for service in 2006. Based on Metra’s past experience, completion of the BNSF Oswego extension is approximately 6-10 years away.

Obtaining funding in a competitive environment is not an easy task, and institutional barriers add complexity to the project development process. Likewise, engineering and environmental impact studies are necessarily extensive, and therefore time-consuming.

Metra recently began a preliminary engineering study and an environmental assessment study for the proposed BNSF Oswego extension. These studies will provide us with order-of-magnitude cost estimates, as well as identify any of the environmental issues that might need to be addressed. These two initial studies will take approximately eighteen months to complete. After that we would need to seek FTA approval in order for the project to be eligible for New Starts Funding, and seek the necessary concurrence from the BNSF who owns the right-of-way and track and operates our current service under a purchase-of-service agreement with us.

The actual construction of the extension will be dependent on the results of the engineering phases of the project, the availability of funds to finance both the operations of the service and the construction activities, and concurrence from the FTA and the BNSF.
FUNDING TO SUPPORT PROJECT

In the FY 2006 and FY 2007 federal budgets, a total of $7.455 million was earmarked for the alternatives analysis and preliminary engineering of this project. These funds do not require a local match to be provided to access them, and they are designated only for this use. As Metra cannot use these funds for other purposes, Metra is committed to completing an environmental assessment, including an analysis of alternatives, and a preliminary engineering study for the BNSF Oswego Extension project using these earmarked federal funds.
BNSF Extension Update – May 2014

The following is intended to serve as a short update on the current status of the Preliminary Engineering (PE) and Environmental Assessment (EA) Studies for the BNSF Extension project that Metra is undertaking:

Metra originally scoped the PE and EA studies to include an extension of BNSF service from the Aurora station to serve new stations in Montgomery and Oswego and a new coach yard west of the Oswego station. During early investigations, it became apparent that the yard site would need to be located further west than originally anticipated. Thus, in June 2013, the Metra Board of Directors approved the extension of these studies to a yard site east of IL-47 in Yorkville, with a station site east of the coach yard. Design for the Yorkville station is to be carried out under a separate contract.

During the course of scoping the PE and EA studies, representatives from Kendall County and the communities of Plano and Sandwich expressed their interest in being considered as candidates for stations on the extension. Metra had discussions with regional officials from the Federal Transit Administration in order to properly consider these requests following both the requirements of the federal grants funding the studies and the associated procurement rules. We have now identified a path forward to fully address the Kendall/Plano/Sandwich requests that will be in keeping with these requirements.

This week, Metra staff will be meeting with officials from Sandwich to further clarify their request while the consultant teams continue to work on the PE and EA studies. After clarification from Sandwich, preliminary ridership modeling and operating cost estimation will continue over the summer. Metra is currently in the process of identifying consultants who will assist in the additional environmental and design work required. Metra anticipates that the modified consultant teams will be in place in fall 2014, and that a public open house to discuss the purpose and need of the project and the initial study findings will follow in late 2014 or early 2015.

We appreciate the patience of the partners and interested stakeholders as Metra completes the PE and EA Studies for the BNSF Extension project. We look forward to continuing to work with you as these studies continue.
14th Congressional District, Kendall County

Issues and Challenges Relating to Supplying Clean and Economical Drinking Water

January 23, 2015

Presented by:
Peter G. Wallers, P.E., CFM
NWPA TAC Chairman

Outline

- State Water Planning
- Regional and Sub-Regional Planning
- Issues and Challenges Facing Our Region and the 14th District
  - Water Supply
  - Water Infrastructure
State Water Planning

- Voluntary Statewide Water Loss Accounting Program

Regional and Sub-Regional Efforts

- Water 2050 Regional Forum
  - 11 County Chicago Metro Area
  - CMAP
  - Adhoc Discussion Group
  - 70% of the 11 County Region Served by Lake Michigan
Regional and Sub-Regional Efforts

- Northwest Water Planning Alliance (NWPA)
  - Voluntary Planning Organization
  - 5 Counties, 70 Communities, 1.3 Million People
  - Governed by 14 Elected Officials
    * 5 County Board Chairs and 9 Mayors
  - Mayor Tom Weisner, City of Aurora, Chairman
Challenges Facing the 14th District

- Water Supply
  - Mining of the Deep Aquifer
  - Rising Chloride Levels in the Shallow Aquifers
Statistical Analysis of Chloride Data

1979
- 25 wells
  Geometric mean: 3.60
  Average: 11.74
  Max: 60.00
  Min: 1.00
  Median: 5.20
  $P(\text{two-tail})$: 5.49001E-06

2010
- 49 wells
  Geometric mean: 27.55
  Average: 113.69
  Max: 510
  Min: 0.49
  Median: 36.7

Statistically significant difference in chloride concentration

Source: USGS-IL; Trends in Groundwater Levels and Chloride Concentration in McHenry County
Water Infrastructure

- Many Communities Will Need to Develop Alternate Water Supplies
- All Communities Will Need to Replace Aging Infrastructure
  - Water Mains
  - Water Treatment and Distribution Facilities

Current Funding Options

- Bonds
- State Low Interest Loans
- Grants Programs Not Readily Available for Water Infrastructure
- Cost Share Grants Similar to the Federal Transportation Program? (Needed)
Questions?

Thank You

Peter G. Wallers, P.E., CFM
(630) 466-6721

pwallers@eeiweb.com

TAC Chairman
Northwest Water Planning Alliance (NWPA)
www.nwpa.us
October 8, 2014

Donna Downing  
Jurisdiction Team Leader, Wetlands  
U.S. Environmental Protection Agency  
Water Docket, Room 2822T  
1200 Pennsylvania Avenue N.W.  
Washington, D.C. 20460

Stacey Jensen  
Division Regulatory Community of Practice  
U.S. Army Corps of Engineers  
441 G Street N.W.  
Washington, DC 20314


Dear Ms. Downing and Ms. Jensen:

On behalf of the Kendall County Board and the citizens of Kendall County, Illinois, I respectfully submit comments to the Environmental Protection Agency (EPA) and the U.S. Army Corps of Engineers (USACE) proposed rule regarding Definition of Waters of the U.S. Under the Clean Water Act, Docket No. EPA-HQ-OW-2011-0880.

Kendall County, Illinois, located on the edge of the highly-urbanized Chicago metropolitan region, has a population of nearly 115,000 people and a land area of 320 square miles. Urban areas of the county occupy approximately 15 percent of the land area and the balance of the land is in agricultural production. Sales from agricultural products produced in Kendall County were more than $103 million in 2012¹. Much of the agricultural land is drained by a combination of drainage tile and open ditches. The County maintains 125 centerline miles of highway, much of it in a rural cross-section having open ditches. Kendall County has a county-wide stormwater ordinance that manages both stormwater quantity and quality of runoff on a regional basis.

The proposed rule for the definition of “waters of the US” states that man-made conveyances, including ditches, are considered jurisdictional tributaries if they have a bed, bank and ordinary high water mark and flow directly or indirectly into a “water of the U.S.,” regardless of perennial, intermittent or ephemeral flow. The proposed rule excludes certain types of upland ditches with less than perennial flow or those ditches that do not contribute flow to a “water of the U.S.” Ditches in much of Illinois and Kendall County, specifically, are man-made channels with constructed beds and banks designed to convey concentrated runoff to stream channels, which are typically, waters of the US. The Ordinary High Water Mark (OHWM) is a concept created by regulatory definition to represent the most frequent high water level in a channel or other water body. In natural systems, the OHWM is an indicator that can be readily identified and is typically a stable feature making it useful for delineation. Because the flow in man-made channels is often highly irregular and changes with maintenance, the OHWM is not a reliable indicator. Ditches are but one piece of drainage infrastructure originally used in for creating or improving
agricultural production or access to areas of agricultural production. Most of this drainage infrastructure was installed in a period shortly after the Civil War and the beginning of the 20th Century. Often ditches are the initial surface outlet for the expansive subsurface drainage tile networks installed in the 1870s and 1880s that have allowed the fertile Midwestern soils to be the backbone of the world's food supply. American agriculture depends on tiles and drainage ditches to keep both uplands and lowlands drained.

Historically, County and Township road systems were drained using ditches and cross culverts that were outlet to the nearest stream. These roadway ditch systems and the agricultural drainage networks are inextricably connected and are the basis of the public drainage infrastructure in all rural areas of Kendall County and much of the rest of the State of Illinois. Illinois drainage law establishes the rights of landowners to "drain through the property of others" in order to maintain the man-made drainage networks that have become our public drainage infrastructure. Ditches traverse uplands as well as lowlands and often outlet to "waters of the US". How can a county prove its ditches do not "contribute to flow" when the expressed purpose of the ditch is to convey concentrated flow to an outlet? How can exempt ditches be distinguished from the proposed jurisdictional ditches if they are near a "waters of the U.S." or how non-perennial ditches will be regulated?

Kendal County has the following objections to and concerns with the proposed rule Definition of Waters of the U.S. Under the Clean Water Act, Docket No. EPA-HQ-OW-2011-0880.

1. We object to the increase in jurisdiction of waters of the US because of the poor definition of which ditches and what criteria will be used for the USEPA and USACE to take jurisdiction.
2. We object to the establishment of jurisdiction over man-made features created for the purpose of land drainage that comprise a significant and connective piece of the existing public drainage infrastructure in highly productive agricultural regions.
3. We object to the use of natural stream geomorphologic conditions, including bed and bank and the regulatory descriptor Ordinary High Water Mark, to establish federal jurisdiction of a man-made drainage feature.
4. We object to the attempt to establish jurisdiction of upland drains because they discharge to waters of the US.
5. We object to the potential for jurisdiction to be extended to ditches that are ephemeral or intermittent.
6. We object to the definition of waters of the US that does not specifically exclude stormwater management facilities and man-made conveyances created for the purpose of preventing, limiting or controlling flooding.
7. We are concerned that the already tedious, time consuming and expensive process of establishing jurisdiction will become less defined by the proposed rule and open Kendall County to potential litigation in order to maintain or improve the county highway system.
8. We are concerned that the number of county-owned and maintained ditches will fall under the jurisdiction of the Clean Water Act.
9. We are concerned that municipal separated storm sewer (MS4) infrastructure within our right-of-way may be subject to additional water quality standards (including total maximum daily loads) if our stormwater ditches are considered a "water of the U.S." Not only would the discharge leaving

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1 USDA Census of Agriculture, United States Department of Agriculture, 2012 Census Volume 1, Chapter 2: County Level Data
the system be regulated, but all flows entering the system would be regulated as well. However, not of all of the flows entering stormwater ditches are under the control of the ditch owner. Unless municipal separated storm sewers are explicitly exempted from the requirements, MS4 operators, including Kendall County may be forced to regulate them. This could provide additional stormwater costs and reduce opportunities for cost effective regional stormwater management systems.

10. We are concerned with the considerable financial burden of the additional regulatory processes necessary to maintain the existing county-owned ditches and to improve the roadway system from a rural section with open ditches to a closed storm sewer system. Kendall County is on the urban-rural fringe and has experienced very rapid population growth over the last decade, which necessitates the widening of roadways in limited rights-of-way. Urban sections using curb and gutter with storm sewer is often the only financially feasible option for road widening.

The proposed rule creates additional federal oversight that has significant financial and regulatory impacts of man-made public drainage infrastructure. The proposed rule places an unnecessary burden on the local unit of government and the taxpayers who support that agency. We see no additional protection for natural streams and wetlands from the proposed rule.

We respectfully request that USEPA and the USACE remand the rule until our concerns are addressed and a revised rule is proposed that addresses the concerns of state and local governments, including Kendall County.

Thank you for the opportunity to provide comments on the proposed rule.

Respectfully submitted,

John A. Shaw
Chairman, Kendall County Board

cc: Kendall County Board
U.S. Senator Dick Durbin
U.S. Senator Mark Kirk
Congressman Bill Foster, 11th Congressional District
Congressman Randy Hultgren, 14th Congressional District

USDA Census of Agriculture, United States Department of Agriculture, 2012 Census Volume 3, Chapter 2: County Level Data
Kendall County Courthouse

23rd Judicial Circuit
Timothy J. McCann
Chief Judge
Current Courthouse Utilization

- Kendall County Courthouse has 6 fully functional courtrooms on the first floor.

- Current Courtroom Usage:
  - 1 Courtroom for Criminal-Felony cases
  - 1 Courtroom for Criminal-Misdemeanor/Traffic cases
  - 2 Courtrooms for Civil cases
  - 2 Courtrooms for Family and Juvenile cases
Courthouse Planning Initiatives

- Short Term:
  - Pretrial Services Program

- Medium Term:
  - Drug Court

- Long Term:
  - Courtroom Expansion
  - Integrated Case Management System
Pretrial Services:

- Pretrial Services includes all persons that are awaiting trial. (Think of people “on bail”)

- Judge must set bond and set conditions of bond.

- Not all individuals can or should be released on bond.
Alternatives to Jail While Awaiting Trial

- Release upon posting cash bond.
- Release upon signature.
- Release with a court-imposed curfew.
- Release with court-ordered alcohol monitoring.
- Release with random substance abuse testing.
- Release on electronic monitoring (GPS).
Judge must consider:

- Seriousness of the offense
- Risk to the public if released
- Will Defendant appear for trial?
- Does Defendant pose a harm to himself?
- Does Defendant have ties to the community:
  - Family?
  - Residence/Real Estate?
  - Employment?
Court must also consider:

- Jail Overcrowding
- Cost to maintain an inmate
- Liability of keeping individuals in jail
Pretrial Services Program:

- Works with existing GPS staff to form a single unit.
- Responsible to go to county jail before court every day to determine who is awaiting bond call.
- Will conduct basic mental health review, risk assessment, verify employment, etc.
- Will prepare Bond Report for judge with verified information.
- Goal is to assist judge with verified information which will allow setting of bond based on risk to community and other verified information.
Drug Court:

- Drug Courts already in existence in 52 counties in Illinois.
- Goal is to establish a system which is responsive to the unique needs of non-violent criminal offenders with substance abuse addictions.
- Productive drug courts establish relationships with treatment providers.
- More intensive than regular court (weekly court appearances, etc.)
Obstacles to Drug Court:

- Funding
- Funding
- Funding
- Buy-In from all system participants
- Establishing a sustainable population of participants
Drug Court Progress

- Meetings with stakeholders held
- Determined there is sufficient interest to consider drug court at some point
- Reviewing existing and past caseloads to determine whether we can sustain a drug court population
- Plan to meet in February to review where we are at
Courthouse Expansion:

- As mentioned, we currently operate 6 courtrooms every day.
- Based on existing population, Kendall has enough population to support a 7th judicial position.
- This would require expansion to the second floor of the courthouse.
Expansion costs:

- Two courtrooms-estimate $4.5 million for construction. ($6 million including soft costs)

- This includes public restrooms, detention area, jury rooms, judges chambers, court reporter offices, etc.

- Staffing-court security on second floor.

- Plan-not in our immediate future to expand. Probably not until 2018 or later.
Integrated Case Management System

- The current system is operated through Jano Justice Systems and has been used since 2003.

- The current system meets our basic needs but there are concerns about its long-term sustainability.
Case Management Systems

- Newer models of Integrated Case Management Systems include integrated relationships with other users of the judicial system.

- Newer models allow data to flow efficiently between users and offices.

- Newer systems allow simple public access to records and documents.
Case Management System Replacement

- Kane County is in the process of installing a new case management system.

- That cost is estimated at $5 million to $6 million.

- If Kendall County were to replace the current case management system, the rough estimate of cost is $3 million to $6 million.

- The Court Automation budget cannot handle this cost without funding from other sources.
Thank you!

- Thank you for the opportunity to speak with you today.

- My contact information:
  
  - Timothy J. McCann
  - Chief Judge
  - 23rd Judicial Circuit
  - (630) 553-4208
  - Tmccann@co.kendall.il.us
Complete Health and Well-being

Health is a state of complete physical, mental and social well-being and not merely the absence of disease or infirmity (World Health Organization, 1948).
Global Health & Well-Being Threats and Needed Policy Discourse

**GLOBAL POLICY RISKS OF 2015**
- Water Crisis
- Infectious Disease
- WMD Threat
- Interstate Conflict
- Climate Adaptation
- Energy Prices
- Infrastructure Breakdown
- Fiscal Crisis
- Unemployment and Underemployment
- Ecosystem Collapse

**INTEGRATED POLICY DISCOURSE**
- Global Crime & Economic Corruption
- International Trade
- World Hunger
- Big Data and Development Planning
- Ending Malnutrition

*(World Economic Forum Annual Meeting: Geneva, Switzerland; January 2015)*

*(World Economic Forum, 2015)*
Kendall County Community Health Assessment

- Community Themes and Strengths Assessment most prominent themes:
  - Need affordable food
  - Need to make ends meet / Pay bills

- Need housing to be affordable / loss of homes
- Don’t have insurance / sufficient insurance
- Need good jobs / Living wages / In-County Jobs
US Health Reform and Public Policy Considerations

Health Efficacy:
- Quality that is transparent to both providers and participants
- Expectations of personal and system responsibility to prevention

Health Efficiency:
- Accountable to control costs of insurance actors
- Accountable to control costs of pharmaceutical actors

Health Ethos:
- Discern the interconnectedness between other global issues and US health/access
- Courage to face powerful lobbies
HEALTH IS A STATE OF COMPLETE PHYSICAL, MENTAL AND SOCIAL WELL-BEING.

Complete physical and mental health requires a reduction of global threat to well-being as well as affordable access to quality health care.

Complete social well-being requires a reduction of global threat to well-being as well as access to quality education, housing, and work.
17 Forest Preserves - 2,663 Acres & Growing

Blackberry Creek
Maramech
Jay Woods
Subat
Hoover
Millbrook North
Pickerill-Pigott
Harris
Millbrook South
Hollenbeck
Shuh Shuh Gah Canoe Launch
Historic Millbrook Bridge
Lyon
Richard Young
Baker Woods
Ellis House and Equestrian Center
Millbrook Historic Bridge

- Built 1897
- Acquired by KCFPD from Fox Township in 2002
- Steel Truss Construction with Limestone Block Abutments and Piers (2)
STRUCTURAL INSTABILITY & MAINTENANCE NEEDS

1. West Pier Replacement: $290,000
2. Rail Replacement: $50,000 - $80,000

Full Bridge Replacement: $1.4 million (2009 Estimate)