



Federal Government Committee

Washington, D.C. Trip

October 8th – 10th

Contact: Andrew Antonio

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Tuesday, October 8th

8am - 11am Fly into DC

11:30am - Arrive at the Pentagon Visitor's Center

Noon - 2pm Tour of the Pentagon - Confirmed by POC - Gwen Steele (gwendolyn.p.steele.ctr@mail.mil
Phone 703-697-7388)

4pm - 6pm Visit the Torpedo Art Factory Center in Old Town Alexandria (105 N Union St, Alexandria, VA - 703-746-4570)

6:30pm - 8pm Dinner at the Fish Market in Old Town Alexandria (105 King Street, Old Town Alexandria, VA - 703-836-5676)

Wednesday, October 9th - Indiana Chamber Events will be held at the Hyatt Regency Washington Capitol Hill

8am - 10am Breakfast on your own (Westwood Café)

9am - Meeting with Brian Lamb at CSPAN - Confirmed - POC will be Teresa Easley (Teasley@c-span.org - 202-626-4642)

Noon - 2pm Lunch (on your own)

1pm - 3pm Registration for Indiana Chamber Federal Update (Congressional DC Room at Foyer Level of the Hyatt Regency)

3:45pm - 6pm Indiana Chamber Federal Briefing - Confirmed Speakers List (Congressional CD)

Ted McKinney: USDA, Under Secretary of Agriculture for Trade and Foreign Agricultural Affairs

Secretary Alex M. Azar II: Health and Human Services

Gerardo Lameda: Head of the Trade and NAFTA Office - Ministry of Economy with the Embassy of Mexico

Brad Williams: Senior Advisor of the Office of Nuclear Energy - U.S. Dept. of Energy

Anne Reinke: Dep. Assistant Secretary for Intergovernmental Affairs - U.S. Dept. of Transportation

6pm - 8pm Cocktail and heavy appetizer reception: Article One Lounge (Hyatt, Lobby Level)

**Dinner on your own if needed*



Thursday, October 10th (all Thursday office visits will be with Chiefs of Staff or Legislative Directors)

7:30am – 9:00am Indiana Chamber Breakfast Keynote at the Hyatt Regency Thornton Room - Craig Moringiello, Special Agent with the FBI

Office Visits on Capitol Hill (GLC Members should at least attend highlighted visits)

9:30 a.m. – 10:00 a.m.

Combined visit between Sens. Braun and Young – SD-G11 Dirksen Senate Building

Senator Braun's Office: Molly Harper (Chief of Staff) and Katie Bailey (Legislative Director)

Senator Young's Office: John Connell (COS) and dam Hechavarria (LD)

10:15 a.m. – 10:45 a.m.

Congressman Hollingsworth w/Connor Lentz (LD) – 1641 Longworth

10:30 a.m. – 11:00 a.m.

Congresswoman Walorski w/Martin Schultz (LD) – 419 Cannon

Congressman Visclosky w/Travis Wheeler (Sr. LA) – 2328 Rayburn

11:00 a.m. – 11:30 a.m.

Congresswoman Brooks w/Megan Savage (COS) and Rob Hicks (LD) – 2211 Rayburn

11:30 a.m. – 12:00 p.m.

Congressman Baird w/Ashlee Vinyard – 532 Cannon

Congressman Pence w/Victoria Bice (LA) – 222 Cannon

1:00 p.m. – 1:30 p.m.

Congressman Banks w/David Keller (COS) and Amy Surber (LD) – 1713 Longworth

Congressman Bucshon w/Kyle Jackson (COS) – 2313 Rayburn



2:00 p.m. – 2:30 p.m.

Congressman Carson – Andrea Martin (LD and Counsel) - 2135 Rayburn

3:00pm – 6:00pm - Depart Washington DC

Participants

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Crossroads Infrastructure 2019

Preamble: Fix the Highway Trust Fund

The Highway Trust Fund is the main funding source for the federal government’s investments in transportation infrastructure. We have not raised the federal gas tax since 1993 and inflation has reduced its purchasing power by over 40%. The ripple effect of stopgap funding limits Indiana’s ability to plan for key infrastructure repairs and the improvements necessary for highways, rail, and transit funding.

GLC asks Congressman Baird, Senator Braun and Senator Young to address this problem.

We need Federal and State Cooperation to Continue Interstate 65

Improvements:

Bottlenecks are bad for Indiana’s pocketbooks. Six from Lake Michigan to the Ohio River will Hoosier fatalities and accidents. Savings on operation, accident reduction and, lower will amount to \$730 million annually

Greater Lafayette’s business and industry need a infrastructure in order to ship its products as means for employees to access jobs throughout region.

Our four-lane I-65 sections are antiquated and the on-time movement of commerce. Studies daily vehicle hours of delay to be 36,750 (more million hours of delay annually).

Experts project truck and auto volumes to increase



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next decade. Our infrastructure cannot handle that increase. Transportation companies will find alternate routes, robbing Indiana of potential revenue and new job creation. We need to fix this major national artery now. Proposed added travel lanes will amount to a \$3.2 billion economic benefit to the region.

Highway planners project autonomous/connective vehicles usage in ten years. By then, much of I-65 will be over 50 years old. To remain competitive, we need to integrate new IoT (internet of things) technology into an expanded, redesigned major Indiana interstate commerce artery.

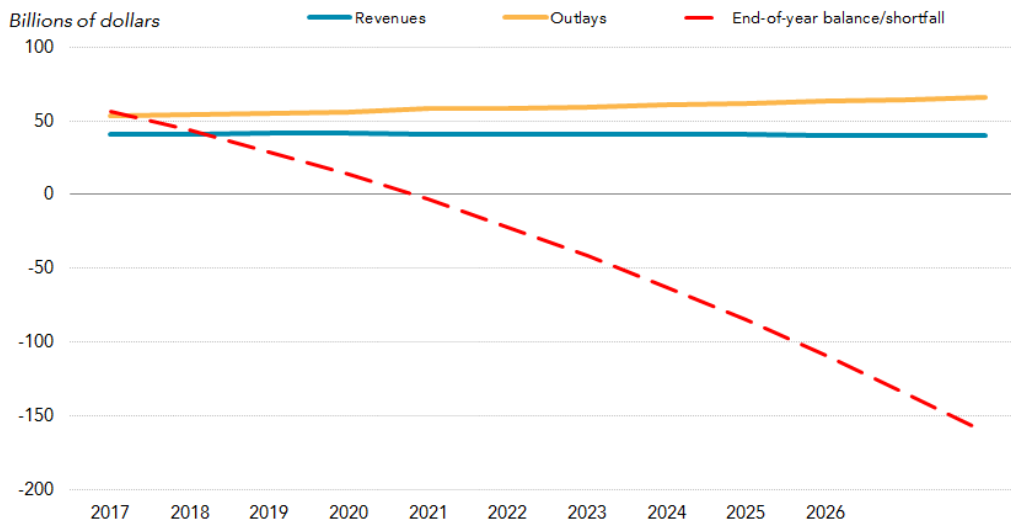
Indiana has done the hard thing and raised the state's gas tax to close Indiana's road funding gap. If Indiana does not see progress on a more reliable major projects funding mechanism, it may consider requesting congressional assistance in minimizing federal regulations that could impede responsible, state-funded interstate improvements.

GLC asks Congressman Baird, Senator Braun and Senator Young to:

- Enact a sustainable funding source to replenish the transportation and transit trust funds. If Congress doesn't act, there will be **no** funds to complete important projects like I-65.

FIGURE 2

Highway Trust Fund Account Projections 2017-28



Source: Congressional Budget Office (2018).

Notes: Revenues include a small amount of interest on trust fund reserves. Under current law, the Highway Trust Fund cannot incur negative balances.

We need Federal and State Cooperation to Strengthen Indiana's Rail Infrastructure:



There are increasingly onerous bottlenecks on freight/passenger rail lines in and out of Indianapolis. CSX Railroad freight tonnage and train length have increased, often on single-track routes that, in places, lacks signaling, passing sidings, and the ability for increased speed.

While the *Hoosier State* passenger train is currently suspended, transportation planners are working on an innovative plan to provide greater train frequency, while reducing trip time by as much as one hour between Indianapolis and Chicago. However, an aging route infrastructure and freight delays need to be addressed. We need Federal support to foster cooperation between CSX, Amtrak, and Indiana Department of Transportation and resolve these needless delays.

In 2018, we eagerly awaited the details of a comprehensive transportation and infrastructure plan that would provide a clear map toward the funding of economically viable rail projects in concert with their owners. This has not yet materialized. The time is now to provide a clear bridge between 2015 FAST Act funding and a comprehensive infrastructure program.

GLC urges Congressman Baird, Senator Braun and Senator Young to:

- Continue funding FAST Act 2015: Federal-State partnership for state of good repair
- Continue support of 2008 PRIIA legislation
- Include passenger and freight rail improvement (capacity and faster running time) in upcoming federal infrastructure legislation

We need Cooperation to address Public Transportation Expansion:

The continued Federal funding of public transportation is essential in the Greater Lafayette community. Thousands of people ride CityBus on a daily basis to get to work, school, or to access healthcare. The many employers who use temporary help rely on CityBus to deliver their workforce. Without public transportation, the labor shortage in the Greater Lafayette community would be amplified driving wages higher in order to compete for workers. Public transportation connects Purdue students to retailers throughout the area. Without CityBus, students will increasingly rely on internet purchases, thus hurting local businesses.

In addition to providing transportation to the traditional non-driving public, CityBus provides the connectivity to manufacturing, service and retail employment. Funding the trust fund will allow CityBus to update the fleet and continue serving the needs of the community.

GLC urges Congressman Baird, Senator Braun and Senator Young to:

- Pass a tax extender bill providing a tax credit for alternative fuels such as compressed natural gas.
- Eliminate the requirement to conduct an environmental study to erect a pre-fab passenger shelter.
- Rein in Federal Transit Administration's burdensome rules that have no legal foundation.

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- Provide discretionary capital funding for larger projects out of the realm of annual funding sources.

We need Support for Lafayette-West Lafayette Riverfront Development:

The Wabash River Corridor is one of the most dominant natural features of Indiana and one of the most significant and celebrated rivers of North America. Local planning efforts have identified Wabash River Corridor enhancement as the top multi-jurisdictional, long-term development objective in recognition of its role as a catalyst for sustainable economic growth and enhancement of quality of life for the community.

Successful, sustainable achievement of this goal can only be attained through first maintaining and improving the green infrastructure (the corridor physical environment and ecosystem), which serves as the foundation for the built enhanced corridor. Restoration of the Wabash River Corridor's ecosystem consisting of restoring the Wabash River channel, stabilization of its banks, establishing a safe, natural, and accessible river's edge, and preserving and conserving riparian wetlands and flood plain will ensure that wildlife habitat, water quality, and flood risk reduction issues are addressed and able to sustain enhancement of the corridor.

The physical and historical characteristics of the Wabash River Corridor, if developed appropriately, can provide our community and the State of Indiana with immense opportunities to attract 21st-century enterprises. Knowledge-based high-technology businesses/industries, like those that the corridor could attract, and their workforces place a high value on a community's quality of life. Unique cultural and recreational features built around a sound, sustainable environment contribute to the quality of life that those businesses and industries seek when making employment and site location decisions. These objectives address national ecosystem restoration and economic development goals. Greater Lafayette Commerce (GLC) supports the Wabash River Enhancement Corporation (WREC), created and led by the three local governments and Purdue University, in advocating for Wabash River Corridor improvements.

The Wabash River Enhancement Corporation, and its community partners, have completed extensive comprehensive corridor master planning work. This includes working with the US Army Corps of Engineers to conduct a Wabash River (WR) hydraulic study, a WR Reconnaissance Study, and provide support for the local corridor master plan effort; acquired 29 corridor properties to date in support of the master plan; conducted environmental assessment/remediation as needed. WREC has transitioned into the project development phase completing the schematic design and engineering for two of the three urban riverfront reaches and will have completed its first development project - construction of an elevated walkway, the Riverside Promenade, begun late last year and scheduled to be completed in early 2020. The project has reached the point where planning to address green infrastructure components outlined in paragraph two above must be done so that the project may proceed to development based on sustainable green infrastructure design and engineering. WREC undertook a locally funded Wabash River Channel Restoration Planning Project last year to provide direction for future partnership with the COE.

GLC urges Congressman Baird, Senator Braun and Senator Young to:

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- Pursue authorization of re-assessment and updating of COE Wabash River Corridor Planning from within the context of the programs of the 2014 WRRDA Law and its subsequent policies, procedures, and programs, and support said authority. The need for re-assessment and updating of existing COE planning stems from the age of existing COE led and local planning for the Wabash River Corridor Enhancement Project and changing natural and built corridor conditions.
- Enable local resources invested in the project to serve as a local match in future COE led corridor projects and, position the project to be eligible for COE funding now.

Trade

The Greater Lafayette area is home to businesses of all types and sizes who rely on free and fair trade to succeed and thrive. The community is concerned about the lack of multilateral or bilateral free trade agreements which impact U.S. exporters located in the area. Worldwide competitors to Indiana and U.S. businesses are beginning to gain considerable advantages in several areas, especially Asia-Pacific, since the pullback from the Trans-Pacific Partnership (TPP). Greater Lafayette is also concerned about proposals to renegotiate or withdraw from the North American Free Trade Agreement (NAFTA). Since its implementation, NAFTA has resulted in significant economic growth and opportunity for the Greater Lafayette area and Indiana. Greater Lafayette Commerce (GLC) supports the Administration's effort to update the NAFTA to the 21st century but is concerned about changing elements of the agreement that have helped make Greater Lafayette and Indiana more globally competitive.

Importance of Free and Fair Trade

Greater Lafayette Commerce supports free and fair trade which benefit businesses of all sizes as well as consumers. Free Trade Agreements help increase export growth in Indiana. According to information from the Business Roundtable¹, more than \$17 billion in goods and services were exported to NAFTA partners in 2015. Imports lower raw material and input costs which help Indiana companies remain competitive in global markets and can increase choice for Indiana consumers with reductions in the cost of products. Greater Lafayette Commerce supports trade agreements which support future economic growth and jobs for Indiana.

NAFTA's Impact on the Automotive Industry in Indiana and Greater Lafayette

Changes to Automotive "Rules of Origin" Threaten Automotive Industry:

- The entire automotive industry is very concerned about the U.S. automotive rule of origin proposal tabled in the NAFTA talks. This proposal would dramatically change the rules automakers, and suppliers use to achieve duty-free status and the methodology used to calculate that content.

¹ https://businessroundtable.org/sites/default/files/BRT_NAFTA_Indiana.pdf

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- At 62.5 percent, NAFTA's auto origin rules set the highest content threshold included in any free trade agreement negotiated anywhere in the world. No North American-built motor vehicle can today meet the Administration's proposed rule of origin, and attempting to meet this new rule of origin would be cost-prohibitive for automakers and their suppliers. As tabled, the U.S. proposal is unworkable and unproductive.
- Changing NAFTA's auto rules of origin as proposed by USTR will make Indiana automakers – and U.S. automakers nationwide - less competitive, undermine growth, raise vehicle prices and jeopardize jobs.
- To improve U.S. auto trade, the Administration should focus on improving the competitiveness of U.S. automotive exports. Exports of vehicles built by American workers has doubled since the NAFTA rules went into effect, and have ample room to grow further.
- The U.S. auto industry is growing with NAFTA. Changing elements of this agreement that have helped make the industry more globally competitive could completely nullify or significantly undermine the Administration's effort to strengthen the U.S. economy through regulatory and tax reform.

The Automotive Industry's Impact on Indiana²:

- Indiana's auto manufacturing output totaled \$83 billion in 2016, representing nearly 12.5% of the state's total output.
- Indiana's auto output is second only to Michigan.
- U.S. vehicle production has increased by more than one million units since the NAFTA rules went into effect. During the same period, American-made auto exports have doubled to nearly two million units, and the value of these exports has tripled. Over 1.35 million cars and trucks were produced in Indiana in 2016 at the state's five auto assembly plants. Lafayette, Indiana based Subaru of Indiana Automotive, Inc., (SIA), in its last fiscal year built over 350,000 Subaru vehicles.
- Over 420,000 Hoosier jobs are supported by the motor vehicle industry, representing 13% of the state's total jobs. In Lafayette, SIA employs over 5,600 Associates.
- In 2016, Indiana exported nearly \$8.3 billion autos and auto parts to the world, approximately 28% of all products exported from Indiana.
- Over 80% of Indiana's auto exports (\$6.9 billion) were shipped to NAFTA trade partner countries: Canada and Mexico.

² <http://www.globalautomakers.org/states/indiana>



NAFTA's Impact on the Agricultural Industry in Indiana and Greater Lafayette

Since NAFTA was implemented in 1994, U.S. food and agricultural exports to Canada and Mexico have quadrupled. In 2015, the U.S. enjoyed a 65 percent market share for agriculture products in the NAFTA region, and in 2016 the U.S. exported nearly \$43 billion worth of food and agriculture goods to its NAFTA partners.

Detrimental Impacts from Withdrawal from NAFTA include:

- **Corn:** The U.S. exported \$3.2 billion worth of corn to Mexico and Canada last year, supporting 25,000 sector jobs. Withdrawal would cause U.S. production to fall by an average of 150 million bushels annually, erasing \$800 million in value and increasing the need for farm program payments by \$1.2 billion;
- **Pork:** Mexico and Canada account for nearly 40 percent of U.S. pork export volume. An economic analysis by Iowa State University found that withdrawal would decrease total U.S. pork production by 5 percent, resulting in an aggregate industry loss of around \$1.5 billion, jeopardizing more than 16,200 U.S. jobs;
- **High-Fructose Corn Syrup ("HFCS"):** U.S. exports to Mexico would decrease by \$500 million per year, as Mexico would replace U.S. HFCS with sugar and there is no alternative market for that production;
- **Processed Food & Beverages:** The processed food and beverage industry is the single largest source of employment in U.S. manufacturing and is highly integrated in North America. NAFTA is critical for the continued competitiveness of this industry whose inputs, finished goods, and investments cross both northern and southern borders of the United States, enabling U.S. food and beverage manufacturers to thrive as a key driver of the U.S. economy and U.S. jobs;
- **Dairy:** Over \$1 billion a year in U.S. dairy products are shipped to Mexico. If Mexico reverts to MFN status, applied tariffs would range from 20 to 60 percent on cheese and up to 45 percent for skim milk powder, undermining the largest market by far for U.S. dairy exports at a time when Mexico is preparing to finalize negotiations with the EU, the world's largest dairy exporter and a region keen to act as a substitute for U.S. dairy.



Mental Health and Substance Abuse in Tippecanoe County

Issue: Tippecanoe County has experienced an increase in mental health and substance abuse challenges while facing an ongoing shortage of services. This issue is effecting employer's ability to hire and maintain employees, public safety, public health, student achievement and other areas of community life.

Local Need: In 2017, the Tippecanoe Emergency Ambulance Service (TEAS) administered Narcan 486 times compared to 368 times in 2016. We had the following number of EMS Reported Overdoses in 2017: 246- Heroin, 71- Prescription Opiate, 190- Spice (Synthetic drugs), 27- Meth. This growing need has highlighted our shortage of service providers, both in the number of available slots and in the type of available services.

Local Response: The local community has come together through several forums to work on the growing need and the shortage of services. Some key efforts include:

- Purdue University School of Nursing adding Behavioral Health Certification to the Nurse Practitioner Program. This will more than double the number of annual graduates with BH Certification statewide.
- Franciscan Alliance is creating a Crisis Stabilization Unit (Mental Health ER) to help triage and stabilize individuals in a mental health crisis.
- Mental Health America started a Behavioral Health Navigator Program to help individuals navigate the Mental Health System.
- Riverbend Hospital through Meridian Health is creating a 16 bed residential substance abuse unit.
- Sycamore Springs, IU Health Arnett and Riggs Community Health Center are operating or bringing online Medical Assisted Treatment Programs for substance abuse.
- Wabash Valley Alliance is coordinating with all of the above listed services by providing support; training sites; direct behavioral health and substance abuse services, and wraparound intensive services.
- Our local police and judicial officials are actively involved in community discussions and program development.
- Tippecanoe County is looking at improved methods of prevention, treatment, coordination with law enforcement and long-term recovery.

Federal Help Needed: Local providers of all types continue to struggle to recruit qualified staff and to maintain needed service levels. We propose:

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- Federal support of large scale service provisions (Block Grants or other funding) to increase the available services for residents.
- Mental health and substance abuse remain a basic care service on the updated Affordable Care Act legislation to ensure the most at risk populations maintain insurance coverage.
- Reimbursement rates from Medicare, Medicaid and other insurance providers for mental health and substance abuse services be reviewed and increased to adequately cover cost. This will greatly aid provider's ability to hire and maintain qualified staff and to increase services available in our community.

For More Information Contact:

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Immigration Reform 2018

Getting immigration right is critical to Greater Lafayette's success. Greater Lafayette is a destination for global talent and represents a unique cross-section of the immigration challenge facing the nation. Greater Lafayette Commerce supports an immigration plan that includes increased pathways for innovation and entrepreneurship, investment and job creation in the United States, and creating a pathway to citizenship. We understand that these requests must also balance reasonable securities to our borders. Our case for immigration reform centers around workforce and family.

Greater Lafayette has *more* people employed and living in the community than ever before in its history. Workforce participation rate is nearly 70%, and unemployment remains well below the National average. To fuel our growth, we need more people to move to and stay in the community.

Key District 4 Facts:

- 888 immigrant entrepreneurs
- 64.2% of immigrants are of working age
- There are 10,385 eligible immigrant voters
- 7,387 homes are owned by immigrants

WORKFORCE AND EDUCATION

From research delivered by *Fast Company*, we know that for every 100 H-1B visa granted, 183 American jobs are created. While this is compelling, the relative scarcity of employment-based visas still exists, and these are made available only for highly-skilled workers. For many manufacturing or service sector jobs, there is no way for employers to sponsor petitions. If we're serious about filling the jobs that make up a majority of our current and incoming industrial and workforce profile, we need to expand the number of available visas and types of jobs covered.

In District 4, our immigrant population makes up the workshare of the following industries:

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Top Five Industries	
10.7%	Arts, entertainment, and recreation, and accommodation and food services
8.9%	Agriculture
7.6%	Educational services, and healthcare and social assistance
7.0%	Manufacturing
6.8%	General services

Currently, over 9,000 students come to Purdue University from around the world. Many of these international students come to study in Science, Technology, Engineering, Agriculture and Math (STEAgM) fields. Through efforts in the university and the community, students have great opportunities to test ideas, develop technology and seek a supportive business environment in Greater Lafayette. Upon completion of study, though, many students must return home despite their desire to find employment in the U.S. Outside of H1-B and Optional Practical Training (OPT), which are both temporary, there is not a class-to-career track for students to remain in the United States legally after graduation, or to take a leave from classes to launch their own high tech start-ups. We are losing students trained by the best educational institutions in the United States to other countries where they are invited to work for companies and create, new innovative companies due to our inability to reform our immigration policies. We need comprehensive reform that provides graduates of Purdue University the opportunity to stay in Greater Lafayette, Indiana, and the U.S., and allows our successful International Companies to bring their executives into the USA as needed, all adding to our economic vitality. We ask that you consider increasing the number of H1- B visas available.

FAMILY

Immigration is about families, not just individual workers. The complexities of our immigration system put a special strain on family relationships and produce many mixed-status families, in which some people may have certain privileges and others are in much more precarious situations. That goes not only for families with undocumented members but also other situations as well. The spouses of H-1B holders, for example, are often dependent (and issued "dependent" visas), which makes it harder for them to work or integrate socially and causes stress for the entire family.

Immigrant families have long played an important role helping to build housing wealth in the United States. In recent decades, the more than 40 million immigrants collectively in the country increased U.S. housing wealth by \$3.7 trillion. Much of this was possible because immigrants moved into neighborhoods



once in decline, helping to revitalize local communities and make them more attractive to U.S.-born residents. In Tippecanoe County, nearly 10% of the total homes are owned by immigrants.

The plight of the DREAMers is another challenge for our community that will affect both our workforce and families. As of this past summer, over 6,000 students in Indiana alone applied for DACA status, but only 2,350 had been approved. For the lucky ones who manage to get into college and now pay in-state tuition rates, there is no guarantee they will be able to fulfill their economic potential by working if they are not documented. These are our future workers, entrepreneurs, consumers, taxpayers, and homeowners. Not providing these young, motivated, and ambitious students with a path to citizenship is an enormous loss for our economy and creates an unnecessary burden on our education system and social infrastructure that municipal leaders are not equipped to manage.