**Mission Statement**

The Transportation for Illinois Coalition is the recognized authority on and unifying voice for transportation needs in Illinois. TFIC exists to achieve the best transportation systems in order to guarantee economic success.

**Vision**

The Transportation for Illinois Coalition identifies issues and aggressively advocates policy to secure maximum and sustainable federal and state funding for the transportation needs of Illinois.
December 2011

This past year has been one of the busiest since the formation of the coalition in 2003, with both coalition leaders and grassroots members actively working in support of adequate transportation investment. In 2011, we turned our focus to significant and comprehensive outreach to the new members of both the federal and state policymaking delegations from, and in, Illinois. A number of changes at the federal and state levels caused us to step up our efforts beyond what we have routinely undertaken.

At the end of 2011, we were living with the eighth extension of the expired federal surface transportation authorization. We also were working to become familiar with five new Illinois congressmen, and more than 40 new state legislators.

Much of our energy was focused on generating public awareness of the need for an adequately funded federal transportation bill, rather than the 30%-35% funding cut initially proposed by the Congressional Republicans. The coalition organized its grassroots members and statewide coalitions to schedule meetings with members of the Illinois delegation, underscoring the importance of transportation investment to each member’s district and their individual constituents.

The primary message for Congress was the urgent need for immediate adoption of a new, well-funded federal highway and infrastructure bill.

The primary task at the State House was to lay the groundwork in advance of the looming expiration of the existing state capital program. With so many new members of the Illinois General Assembly, and more new legislators expected after the 2012 elections, it became clear that the coalition and its partners at the Illinois Department of Transportation must work to educate the new legislators about the dramatic funding reduction that will occur in 2014 unless a new program is undertaken.

We began this work in 2011 by drafting a transportation finance primer and visiting with new legislators one at a time to walk through how capital funding works and what the challenges will be over the next few years. This was the beginning of a pro-active educational outreach campaign in pursuit of well informed supporters that will be sustained in the coming years on behalf of a consistent and reliable infrastructure funding program.

As we finish another busy year, it is important to reflect on the work and accomplishments of the Transportation for Illinois Coalition in 2011. Coalition-building is, by definition, being able to look beyond your own interests to the interests of the whole. That requires an open perspective, commitment, time and patience; and TFIC members possess these attributes. Substantive, relevant information about transportation needs and the impact of transportation investment is the key to our message, and this substantive information is what enables differing interests to develop consensus. The gathering and organization of agreed-upon facts makes membership in the coalition valuable and is the glue that has held us together from the beginning.

As the coalition has developed and sustained itself, other activities and longer-term relationships have made navigating our differences easier. The more we work together, the better we are at it. Congratulations to all TFIC members and partners for making the coalition such an effective group in 2011.

Sincerely,

Michael D. Kleinik
Director, Chicago Laborers – LMCC
TFIC Co-Chair

Douglas L. Whitley
President, Illinois Chamber of Commerce
TFIC Co-Chair
In January, the TFIC Steering Committee adopted goals for the year and initiated the action plan that would be followed to achieve them.

**TFIC 2011 Federal Goals**

- Communicate with new members of Congress to educate them on TFIC and the importance of infrastructure investment;
- Ensure that Illinois’ donor state status with regard to federal user fees and transportation funding doesn’t worsen;
- Work with our delegation and other leaders in Congress to maintain the user fee and contract authority funding principles for transportation;
- Organize and carry out a successful TFIC fly-in in May including meetings with each member of the Illinois delegation, as well as useful events and programs designed by TFIC;
- Consider additional, more limited fly-ins for TFIC leadership in coordination with other TFIC organization fly-ins;
- Schedule outreach meetings with new members of the delegation during their district work periods;
- Monitor reauthorization proposals and respond as necessary to provisions that would be beneficial or detrimental to Illinois.

**TFIC 2011 State Goals**

- Win approval of additional bond authorization needed to implement the capital program:
  a. $2.539 billion for roads
  b. $100 million for airports
  c. $2.25 billion for transit and rail
- Sponsor three luncheons with special presentations on key issues by transportation experts and leaders
  a. Tollway
  b. Public-Private Partnerships (PPP)
- New Legislator Outreach
  a. TFIC teams to visit new legislators with the following messages:
     — Infrastructure investment is key to the economy
     — The capital bill was approved before you were elected, but more needs to be done to implement it — bond authorization increase, secure funding, restore user fees to Road Fund, protect Road Fund and Capital Projects Fund from sweeps
- Develop outreach events for the Summer of 2011
- Track the liquor tax lawsuit *(Wirtz vs. Quinn)*
2011 Accomplishments

Revised Mission and Vision Statements

Early in 2011, the TFIC Policy Committee met to review and ultimately suggest revisions to the coalition’s Mission and Vision Statements. After more than eight years in existence, the coalition needed to review and reassess its guiding principles. The new statements, which were drafted and approved, are concise and accurate reflections of why the coalition exists and what TFIC hopes to accomplish.

Mission:
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Vision:
The Transportation for Illinois Coalition identifies issues and aggressively advocates policy to secure maximum and sustainable federal and state funding for the transportation needs of Illinois.

Federal Outreach

At the outset of the new congress many TFIC members participated in a special Congressional hearing hosted at the DuPage County Airport on Sunday afternoon, March 20 for the Chairman of the House Transportation and Infrastructure Committee, John Mica (R-Florida), and Congressman Bill Shuster (R-Pennsylvania) as they launched a nationwide, whirlwind “listen tour”. Illinois’ Congressional Delegation was represented by Congressmen Hultgren, Lipinski and Kinzinger.

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Given the importance of the federal authorization proposal and the frightening talk about funding reductions in the range of 30-35% from the current federal program, much of the coalition’s work in 2011 focused on outreach to the members of the Illinois Congressional delegation. To support the outreach to federal officials the TFIC also undertook efforts to reach local officials, community opinion leaders and the media in key congressional districts in an all out effort to prevent the threatened cuts and educate the public about the need for new revenues to bolster an already inadequate federal program. The work of TFIC, and that of other groups across the country, convinced Congressional Republicans not to cut transportation funding as originally proposed and set the stage for more productive negotiations in 2012.

Over the course of the summer, and following the TFIC May fly-in to Washington, representatives of the coalition met with half of our congressional delegation members back in their Illinois districts to make the case for adequate transportation funding.

Individual meetings with Congressmen Hultgren, Johnson, Kinzinger, Lipinski, Quigley, Roskam, Schilling, Schock, and Shimkus, and Congresswoman Schakowsky were held. Representatives of TFIC’s statewide associations, along with constituent members from each congressman’s district joined together to explain the need for funding.

**Earned Media Efforts**

In addition, TFIC launched a media outreach effort to educate the public and policymakers about the impact and importance of a well-funded federal transportation investment program. TFIC leaders convened a September press conference at the capitol to press home the negative impact of the pending 30%-35% cut in federal transportation dollars and the need for a long-term adequately funded authorization bill. The State House press conference received excellent coverage in news outlets throughout the state.

Working with Mac Strategies media consultants, several TFIC leaders and their local members participated in radio interviews and editorial board meetings, all of which produced great coverage to highlight the importance of investment in the transportation network. This early fall media and public outreach carried the theme, “Paved in Full/Moving Ahead.”

These media outreach efforts produced coverage in August and September in the following media outlets: Aurora Beacon News, Carbondale Southern Illinoisan, Champaign WCIA TV, Crain’s Chicago Business, Decatur WSOY Radio, Illinois Radio...
Network, Ottawa WCMY and WTAD Radio, Peoria Journal Star, Peoria WBYS Radio, Quad Cities Argus, Quad Cities Tri-States Public Radio, Quincy Herald Whig, Quincy WGEM Radio, Rockford Register Star, Springfield Journal Register, Springfield WICS TV, Springfield WMAY and WUIS Radio, and St. Louis KMOX Radio,

TFIC leaders also participated in press events with Senator Kirk and Congressmen Hultgren and Lipinski in Chicago and with Congressman Schock in Springfield.

The outreach here in Illinois and across the country did, at least for a time, effectively stop the talk of a major cut to the federal program, and work will continue into 2012 to reach agreement on a proposal that will fund the surface transportation program for the next several years.

A press briefing in Springfield and by conference call in late December generated significant coverage of the role of federal transportation spending in stabilizing and growing the state and national economies. The press briefing coincided with the release of the TFIC’s latest report, "Time to Act: Reauthorizing Federal Highway/Transit Funding" that provided information about the status of Illinois’ deteriorating roads, bridges and transit systems. The report is available at the coalition’s website (www.tficillinois.org).

During the briefing, TFIC leaders Doug Whitley, Michael Kleinik, John Henriksen, Matt Davidson and TFIC consultant Linda Wheeler discussed the need for a robust federal bill. Extensive coverage of this briefing included stories in the following media outlets: Arlington Heights Daily Herald, Bloomington Pantagraph, Champaign WCIA TV, Chicago Tribune, Decatur Herald and Review, Decatur WAND TV, Illinois Public Radio Network, Southtown Star, Springfield Journal Register, and Springfield WICS TV.

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Federal Affairs in 2011

In May, just prior to our annual fly-in to D.C., U.S. Department of Transportation officials Victor Mendez and Polly Trottenberg briefed TFIC members during a conference call about the Obama administration’s proposal for the surface transportation authorization and about the status of discussions in Washington within the Congress. At the end of May, about 40 TFIC representatives visited our delegation and other leaders in DC to press home the importance of maintaining and increasing funding for transportation.

As part of the ongoing work in support of an adequately-funded multi-year federal authorization bill, TFIC members met in Burr Ridge in July to brainstorm tactics and techniques that would promote passage of such a measure. The brainstorming session produced a number of ideas—grassroots in-district meetings with Congressmen, media outreach, letter-writing campaigns and other ideas that the coalition successfully implemented throughout the remainder of 2011.

In November, the key transportation staff for Senators Kirk and Durbin briefed the coalition on a conference call to update the group on the progress towards a bi-partisan bill from the Environment and Public Works Committee that will be at least two years in length and will avoid the drastic cuts proposed in the House of Representatives earlier this year.

The Senate proposal, sponsored by Boxer-Inhofe-Baucus-Vitter and contained in MAP-21 (Moving Ahead for Progress in the 21st Century), reauthorizes the federal highway program at the current level plus inflation for two fiscal years.
Tollway Capital Program

Early in 2011, the Toll Highway Authority announced plans for a $12 billion, 15-year capital program to update and expand the Illinois Tollway system in northeastern Illinois. This well-planned program received broad support from TFIC and its member organizations who worked together under the leadership of TFIC co-chair Kleinik to present testimony at all 14 public hearings about the plan. TFIC members also generated supportive comments through the Tollway’s online comment section.

The Tollway board approved the capital plan on August 25 by a vote of 7 – 1 following the series of public hearings. The plan called for: $8.08 billion in improvements to existing tollways, including: rebuilding and widening I-90, rebuilding on I-294 and the Edens Spur (I-94), and preserving I-88 and I-355. The plan also called for transit opportunities on I-90, interchange construction at I-294 and I-57, construction of the Elgin O’Hare West Bypass. To pay for the plan, tolls would increase by about 35 cents at a typical toll plaza. As part of the new work envisioned, the tollway board also formed a Blue Ribbon Advisory Panel to review and recommend actions regarding expansion of tollway service into central Lake County. The Blue Ribbon Panel includes several individuals with TFIC affiliation.

IDOT partnership

2011 marked a positive and constructive improvement in the way in which TFIC works with the Illinois Department of Transportation. The department and the coalition are now sharing information on a regular basis and working together on efforts to promote investment in the transportation network. A good example of this new working partnership will be obvious just after the first of the new year when IDOT releases a new series of videos which TFIC helped coordinate and make possible. These videos, produced late in 2011, will include interviews with local leaders in Springfield, the Quad Cities and the Rockford area who talk about the importance of infrastructure investment to their own communities. IDOT has done a great job producing them in consultation with TFIC.

When the videos become available TFIC will share them with the membership, add them to the TFIC web site, and post the videos to congressional Facebook pages. All TFIC members are asked to share the videos with friends, business associates and colleagues.

Capital Program Funding Upheld

TFIC watched closely as the Illinois Supreme Court heard arguments in W. Rockwell Wirtz v. Patrick Quinn challenging the constitutionality of the law and the revenues that funded the 2009 multi-year capital program. In May, the Court issued a unanimous decision upholding the revenues for the capital program. Shortly thereafter, when the General Assembly adjourned without approving the capital appropriations and reappropriations necessary...
to continue implementation of the capital program, TFIC members organized letters, calls and meetings with state senators to protest their failure to approve the spending bill. The Senate reconvened and approved the measure over the summer.

State House Affairs — continued

No slow zone for construction: Cullerton caves, eliminating threatened work shutdown
BY GREG HINZ I CRAIN'S CHICAGO BUSINESS I CHICAGO

Legislative Issues
During the Spring legislative session in Springfield, TFIC members worked together to fight reductions in funding for the road program. These threatened reductions came in several forms. Governor Quinn started the year asking the General Assembly to use highway construction money to pay $85.5 million in operating subsidies for the RTA and Amtrak. TFIC fought for these necessary subsidies to be paid from General Revenue Funds, as they always had been, rather than to reduce highway funding to pay for them. In the end, thanks to the work of TFIC members, the subsidies were maintained with about half of their funding coming from General Revenues and the other half from the Road Fund.

TFIC opposed bills that change the long-standing formulas that balance funding allocations for transportation in Illinois. These proposals, SB 143, SB 1258 and SB 1381 would have required that 30% of the Road Fund monies be spent in Cook County, that Road Fund monies be used for transit and bike path expenses, and that an additional $60 million from the Road Fund be spent each year on Grade Crossing improvements. Approval of these proposals would have taken money from other programs. TFIC believes that allocation of capital funds should only be considered as part of a new multi-year capital bill.

Although the bills were a serious challenge to the cohesiveness that has been a hallmark of the coalition for the last decade, the TFIC members opposed the passage of these bills, and they did not receive approval from the General Assembly.

New Legislator Briefings
With a growing number of newly elected and appointed state legislators, and with the end of the 2009 multi-year state capital program looming in the near future, TFIC’s State House committee took a transportation finance briefing on the road. Linda Wheeler prepared the presentation in consultation with the Department of Transportation. The coalition organized six new member briefings in the fall of 2011, at which statewide group leaders, local constituent members and local and regional members of the coalition joined together to discuss the presentation with each lawmaker and to underscore the importance of infrastructure investment.

These gatherings of Springfield-based members of the coalition, along with local constituents of each legislator, have left a strong impression with the policymakers TFIC briefed. The coalition will continue to brief other new legislators throughout 2012, and hopes to develop a broadly shared working knowledge of transportation finance, the challenges Illinois faces and the ways to meet those challenges.
A Great Annual Meeting

In September, TFIC hosted its annual meeting with an outstanding line-up of speakers, including Congressman Randy Hultgren, IDOT Secretary Ann Schneider, Tollway Director Kristi LaFleur, AASHTO Finance Director Jack Basso and a high-quality panel of experts with national and international experiences discussed the expanded use of Public-Private Partnerships, commonly known as 3P, to construct transportation projects. The panelists (pictured top right) were: Jim Reed from the National Conference of State Legislatures, David Narefsky from Mayer Brown, and George Tapas of URS. Nearly 90 TFIC members attended the meeting, which was hosted by the Chicago District Laborers and Chicago District Laborers-LMCC in Burr Ridge.

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Annual Meeting Committee
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  David Kennedy
  Michael Kleinik
  Jordan Matyas
  Doug Whitley

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  Roberta Parks, vice-chair
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The Transportation for Illinois Coalition is a diverse group of statewide and regional business, organized labor, industry, governmental and not-for-profit organizations that has joined together in a united and focused effort to support a strong transportation alliance for Illinois. The coalition takes a comprehensive approach and seeks to speak with one voice for all of Illinois regarding transportation funding needs at both the state and federal levels. The coalition believes that transportation is critical to the economy of Illinois. This comprehensive approach involves all modes of transportation, including rail, air, water, highways and mass transit.

STEERING COMMITTEE – Statewide Organizations
American Concrete Pavement Assn. – IL Chapter, Inc.
American Council of Engineering Cos. of Illinois
Associated General Contractors of Illinois
Illinois Asphalt Pavement Association
Illinois Association of Aggregate Producers
Illinois Association of County Engineers
Illinois Chamber of Commerce
Illinois Road & Transportation Builders Association
Precast/Prestressed Producers of IL & WI
Underground Contractors Association

STEERING COMMITTEE – Local/Regional Organizations
Carpenters’ District Council of Greater St. Louis & Vicinity
Champaign-Urbana Mass Transit District
Chicago Area LECET
Chicago Laborers District Council LMCC
Chicago Southland Economic Development Corp.
Egyptian Contractors Association
Elgin Area Chamber of Commerce
Great Plains District Council Laborers
Heartland Partnership – Peoria
Kane County
Lake County Division of Transportation
Metro LINK
Metropolis Strategies
Naperville Area Chamber of Commerce
Operating Engineers Local 150
Operative Plasterers & Cement Masons
Painters District Council 58
Quad Cities Chamber of Commerce
Regional Transportation Authority (RTA)
Rockford-Winnebago County Better Roads Assn.
Route 51 Coalition
Southern Illinois Construction Adv. Program
Teamsters 731
Will County Center for Economic Development

PARTICIPATING MEMBERS
AAA Chicago
American Society of Civil Engineers – IL Section
Illinois Construction Industry Committee
Illinois Public Transportation Association
Illinois Society of Professional Engineers
Illinois Trucking Association
Illinois Valley Contractors Association
Mid-West Truckers Association
Quincy Area Chamber of Commerce
River Bend Growth Association
Structural Engineers Association of Illinois
Township Officials of Illinois
Tri-County Planning Commission
United Transportation Union

SUPPORTING MEMBERS
336 Coalition
Associated Equipment Distributors
Champaign Co. Chamber/Champaign Alliance
Chicago & District Vicinity Council of Iron Workers
Chicago Federation of Labor (AFL-CIO)
Chicago Southland Chamber of Commerce
Chicagoland Chamber of Commerce
DuPage County- Dept. of Economic Development
Greater Aurora Chamber of Commerce
Greater Decatur Chamber of Commerce
Highway 34 Coalition
Illinois AFL-CIO
Illinois Automobile Dealers Association
Illinois Highway Users Association
Illinois Petroleum Council
Illinois Public Airports Association
Jacksonville Area Chamber of Commerce
Kankakee Regional Chamber of Commerce
Leadership Council of SW Illinois
Macomb Area Chamber (MACCDDC)
McLean County Chamber
Metropolitan Planning Council
Mid-Central Illinois Regional Council of Carpenters
Northwestern Illinois Contractors Association
Southwestern IL Bldg. & Constr. Trades Council