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**MEMBERS - Transportation for Illinois Coalition**

- AAA-Chicago Motor Club
- American Concrete Pavement Association, Illinois Chapter
- American Council of Engineering Companies of Illinois Associated General Contractors of Illinois Builders Association
- Chamber of Commerce for Decatur & Macon County
- Champaign Alliance
- Chicago Federation of Labor
- Chicago Southland Chamber of Commerce
- Chicagoland Chamber of Commerce
- Corridor 67, Inc.
- Egyptian Contractors Association, Inc.
- Elgin Area Chamber of Commerce
- Greater Aurora Chamber of Commerce
- Greater Peoria Contractors & Suppliers Association
- Greater Springfield Chamber of Commerce
- Illinois AFL-CIO
- Illinois Asphalt Pavement Association
- Illinois Association of Aggregate Producers
- Illinois Automobile Dealers Association
- Illinois Concrete Pipe Association
- Illinois Construction Industry Committee
- Illinois Highway Users Association
- Illinois Laborers-Employers Cooperation and Education Trust (LECET)
- Illinois Municipal League
- Illinois Petroleum Council
- Illinois Petroleum Marketers Association
- Illinois Professional Land Surveyors
- Illinois Quad Cities Chamber of Commerce
- Illinois Ready Mix Concrete Association
- Illinois Road and Transportation Builders Association
- Illinois Society of Professional Engineers
- Illinois State Chamber of Commerce
- Illinois State Council of the International Union of Operating Engineers
- Illinois Valley Contractors Association
- Jacksonville Area Chamber of Commerce
- Leadership Council Southwestern Illinois
- Macomb Area Chamber of Commerce & Downtown Development Corporation
- McLean County Chamber of Commerce
- Metropolitan Planning Council
- Mid-Central Illinois Regional Council of Carpenters
- Mid-West Truckers Association
- Naperville Area Chamber of Commerce
- Northwestern Illinois Contractors Association
- Operating Engineers Local Unions, I.U.O.E. Local 150
- Portland Cement Association
- Precast/Prestressed Producers of Illinois and Wisconsin
- Quincy Area Chamber of Commerce
- Rockford Regional Chamber of Commerce
- Rockford-Winnebago County Better Roads Association
- Route 51 Coalition
- Southern Illinois Construction Advancement Program (SICAP)
- Southwestern Illinois Building & Construction Trades Council
- Structural Engineers Association of Illinois
- Underground Contractors Association
- Upper Mississippi, Illinois & Missouri Rivers Association
The Transportation for Illinois Coalition was founded in March of 2002 to address the “fair share” of federal dollars to Illinois as Congress considered the multi-year transportation reauthorization scheduled to expire on September 30, 2003. The individual member organizations recognized a common need to pool resources and efforts for the benefit of all of Illinois.

One of the key motivations for the coalition came from members of the Illinois congressional delegation who suggested that the poor showing of Illinois during the previous reauthorization debate in 1996 was due, in part, to Illinois’ interests failing to solidify their support for additional money. More than one Illinois congressional leader stated that diverse Illinois interests fragmented the lobbying effort for Illinois. The promoting of specific projects in competition with each other negatively affected the state's overall federal transportation funding allocation. Many Illinois leaders have felt for the past six years that the state and its citizens lost millions of dollars for transportation projects because we lacked a common voice. TFIC seeks to remedy this problem.

Already delayed by more than two and a half years, the reauthorization in Washington is far from complete. Optimistic estimates for passage of a new multi-year transportation reauthorization call for action by the middle of 2005. Given the immediate past history, this may not be certain and the outcome remains unclear.

The coalition members recognize that significant transportation initiatives are multi-year in nature and require sustained attention and certainty for their implementation. Although the TFIC was founded on the principal that federal highway funding required concentrated attention, it has also become apparent to TFIC members that attention to state policymakers must be increased. After historically high diversions of road fund monies for non-highway purposes in 2003, TFIC worked to convince Illinois policymakers in 2004 to reduce diversions by $190 million. Clearly, inroads have been made, but TFIC, along with all transportation stakeholders, must continue to educate policymakers about the importance of protecting and assuring that road fund user fees are used for their intended purpose.

While TFIC’s immediate focus has been oriented to highway funding, TFIC is cognizant of major rail, waterways, transit and airport improvement plans that require federal, state and local government funding and cooperation. The TFIC will be fully engaged on these issues because business and labor understands that sustained investment in our infrastructure is critical to job creation and the Illinois economy.

Initially organized to focus on reauthorization of federal highway and transit programs, TFIC continues to face challenges at the federal, state and local levels related to the maintenance and improvement of the Illinois transportation infrastructure. These challenges demand ongoing cooperation and outreach, and have led to approval of a more formal TFIC governance structure, support for the creation of bylaws and the approval to hire a managing director.
TFIC represents a strong and unified voice to policymakers and opinion leaders at all levels of government to enhance transportation funding for Illinois. We are committed to the modernization and maintenance of Illinois’ highways, railways, waterways, airports and transit systems. This report summarizes TFIC efforts in 2004.

Sincerely,

Doug Whitley  
Co-Chair

Margaret Blacksheere  
Co-Chair

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Doug Whitley, President and CEO of the Illinois Chamber of Commerce, TFIC Co-Chair

Margaret Blacksheere, President Illinois AFL-CIO, TFIC Co-Chair
Transportation for Illinois Coalition 2004
(January 1 - December 31, 2004)

I. Mission Statement

Understanding that transportation needs must be addressed comprehensively rather than in a piecemeal fashion was the driving force that united major transportation design and construction industry groups with labor and business throughout the state. This broad-based coalition has adopted the name, “Transportation for Illinois Coalition.”

The “Transportation for Illinois Coalition” (TFIC) was organized to speak with one voice for all Illinois regarding transportation funding needs. Organizations joining TFIC united behind the realization that, in the end, pursuing transportation resources either parochially or regionally is divisive and ineffective.

To accomplish its goal of uniting transportation interests, TFIC has and will continue to meet with government officials at all levels and promote transportation issues throughout the state. The TFIC focuses on principles and program concepts that will enable transportation leaders to move forward with a common purpose to obtain maximum federal funding to meet Illinois’ infrastructure needs.

No program is more critical to the economy of Illinois than federal funding for transportation needs. From its origins as the railroad capital of the nation and its development as the hub of major east-west interstate highways, to hosting the world’s busiest airport and serving as a vital link for the nation’s water traffic, Illinois has served as the central conduit for the nation’s commerce. Thus, the economies of Illinois and the nation are inextricably related.

Illinois’ transportation system plays a pivotal role in the nation’s ability to move goods and people because of its geographic location and extensive road, rail, airport and waterway network.

- The state hosts the nation’s third largest interstate highway network with five of the transcontinental interstates moving traffic through Illinois.
- The Chicago region serves as the nation’s rail hub. It is the only city served by the six largest North American railroads. Every day 500 freight trains and 700 passenger trains pass through Chicago. There are 57 rail yards and 17 intermodal (rail-truck) facilities in the region. Amtrak boardings total nearly 1.2 million a year.
- The Chicago region is the third busiest container-moving port in the world, behind only Hong Kong and Singapore.
- Illinois ranks seventh in U.S. waterborne traffic, handling more than 114 million tons of cargo annually.
- Illinois’ airport system is the second largest in the nation. O’Hare International Airport has become an international gateway and is the nation’s busiest airport with 992,471 takeoffs and landings in 2004, a 6.6 percent increase over 2003.
- Public transit in Illinois handles nearly 600 million riders a year.

Maintaining its role as the transportation hub of the nation is a vital economic strategy for Illinois. Challenges to the quality and capacity of the Illinois transportation system are extensive and rising.

It is well documented that highway congestion in the northeastern portion of the state is the third worst in the nation.

Illinois’ rail system is in urgent need of more effective switching and efficient freight handling capacity. There is also a critical need for grade separation (overpasses and under-
passes), to eliminate conflicts between trains and vehicular traffic, thus improving the safety of both road and railway systems.

Lock improvements and modernization of Illinois' river systems will allow the state to keep pace with cargo traffic on our waterways.

Rising demand for air travel and the safety needs for people and cargo must be addressed through modernization of the Illinois airport system in ways that meet the needs of all the nation's citizens.

In order to speak with one voice about these issues, TFIC has consciously avoided prioritizing projects or programs because to do so has, in the past, resulted in division and parochialism along modal or geographic lines.

While TFIC's constituent groups may debate the relative importance of any specific mode of transportation, program or project, all agree that the comprehensive approach to transportation funding is the best hope for improving all transportation systems throughout the state. TFIC calls upon its elected officials in Illinois and Washington to do likewise.
II. Guiding Principles

- TFIC supports increased funding levels for our National Transportation System.

- TFIC supports increasing Illinois’ share of transportation funding significantly above the 3.38 percent guarantee in TEA-21. (TEA-21 is the enacting multi-year funding bill originally passed by Congress in 1996.) TFIC supports the Illinois congressional delegation in proposals they recommend that will bring the additional required resources to Illinois, including options that would bring new resources into the Highway Trust Fund.

- TFIC supports the “firewalls” contained in TEA-21 to ensure funds that are generated by highway users and other transportation-related revenues are spent only on transportation needs.

- TFIC supports maintaining the current highway/transit funding ratio of 80-20.

- TFIC supports distribution of all transit formula funds according to needs-based formulas.

- TFIC supports crediting the Highway Trust Fund with the “earned interest” on its unexpended balances.

- TFIC supports transportation user fees as dedicated funds and opposes diverting any of those funds for purposes other than for roads, bridges, and public safety.
III. Long Range Goals

TFIC exists to:

1. Educate the public and members of the Illinois General Assembly and Congressional Delegation on the importance of transportation to the economy and quality of life in Illinois.

2. Educate the public and members of the Illinois General Assembly and Congressional Delegation on the transportation infrastructure needs in Illinois.

3. Educate the public and members of the General Assembly and Congressional Delegation on the transportation user fee concept, its ultimate fairness and the importance of preserving its integrity.

4. Obtain adequate funding for Illinois’ transportation infrastructure by:
   a. Working with the Illinois Congressional Delegation to maximize federal funding of Illinois’ transportation infrastructure.
   b. Working with the Governor and the General Assembly to minimize the diversion of transportation user fees to other government programs.
   c. Working with the Governor and General Assembly to ensure adequate funding and responsible bonding for modernization, network safety, expansion and congestion relief.
IV. State, Federal Goals

Federal Goals:
Work with and support the Illinois Congressional Delegation's efforts to win approval of a multi-year federal transportation reauthorization measure with funding of at least $300 billion that increases Illinois' share of the national total significantly above the current 3.38 percent.

Work with and support the Illinois Congressional Delegation's efforts to achieve funding for high priority projects of national significance that are provided for in addition to the funding allocated through the formula calculation.

State Goals:
Increase available funds for road projects by reducing Road Fund diversions:
- Eliminate the CMS efficiency diversion ($21 million)
- Eliminate the Secretary of State replating diversion ($12 million)
- Cap the Secretary of State diversion at $30 million (down from $127 million in FY05)
- Cap the State Police diversion at $53 million (down from $97 million in FY05)
- Rollback the ongoing CMS diversion to $84 million (down from $127 million in FY05)
- Reimburse the Road Fund for past diversions

Protect Road Fund dollars for the exclusive use of highway and bridge projects:
- Oppose any additional diversions from the Road Fund
- Oppose the use of Road Fund revenue to finance public transit

Support Governor Blagojevich’s “Opportunity Returns” bonding program:
- Provided that Road Fund dollars are used to pay debt service on only highway-related projects, and that the distribution of project expenditures throughout the state is consistent with the traditional ratio used by the Illinois Department of Transportation.

Support an amendment to the Illinois Constitution that will prohibit state government from diverting Road Fund monies to non-highway or bridge purposes.
V. 2004 Highlights

A. Credibility
In just three years, TFIC has established itself as a statewide voice for transportation interests in Illinois with the media and with state and federal policymakers. When reporters and editorial writers are working on stories about state budgetary issues and/or transportation issues, they routinely call TFIC for comment and for a reality check. With regard to policymakers, the Illinois Congressional delegation and their staffs have welcomed TFIC’s input and expertise on several occasions. At the state level, TFIC brought focus and priority to the debate over transportation funding this past spring and the legislature responded favorably. A great deal of any organization’s success in convincing government to share its point of view comes from consistent effort over time. TFIC has started out correctly, and continues this work.

B. Communication
TFIC has become an efficient and democratic conduit of information among the disparate transportation interests across modes, perspectives and geographical sectors from all across Illinois. With biweekly electronic newsletters; up-to-the-minute, time-critical bulletins; and general background information distribution, TFIC has become the hub of communication among all transportation-interested parties in the state.

C. Media
TFIC has earned strong media coverage throughout the state about the importance of transportation funding and infrastructure to the state’s economy, and about the need for state policymakers to be honest stewards of our state’s infrastructure and its revenue base.

Media coverage has helped TFIC make the case for reducing diversions from the state’s road fund and has kept the importance of additional federal transportation funding on the public’s mind. TFIC made a conscious effort just before and immediately after the Governor’s budget address to bring media attention to the problem of diverting monies from the road fund and then using road fund dollars to support debt service for capital projects.

In February 2004, the day before the Governor’s budget address, TFIC held a press conference at the Capitol building to underscore the loss of jobs and economic drain that occurs when transportation funding is cut by diversions or burdensome debt service. Several media outlets carried initial stories. TFIC also followed up throughout the spring session, and won coverage of its concerns in multiple media outlets. The following are a sampling of the outlets where media coverage helped produce legislative and executive branch interest.

Arlington Heights Daily Herald
Bloomington Pantagraph
Chicago Tribune
Crain’s Chicago Business
Daily Southtown
WAND TV Decatur
Elgin Courier-News
Galesburg Register-Mail
Naperville Sun
Peoria Journal Star
Quincy Herald-Whig
Rockford Register Star
State Journal-Register, Springfield

D. Diversions
Most importantly, in 2004, TFIC won back $190 million in diversions that had been taken from the road fund in the prior year’s budget. Without the efforts of the TFIC, those funds would not have been returned.
E. Policy Priorities
TFIC has created the first foothold in establishing the idea with state policymakers that transportation infrastructure should be a top priority of state government, along with education, health care and public safety. The coalition will continue to emphasize the highly important economic impact of the transportation infrastructure on Illinois and its citizens.

F. Events
Throughout the year, TFIC hosted and/or participated in several transportation events throughout the state:
- Sept. 2003 – Washington, D.C. Fly-In and U.S. Senate Transportation and Infrastructure Committee hearing in Chicago;
- February 2004 – TFIC anti-diversion press conference just prior to Governor’s budget address, Springfield, and national Construction Industry Washington, D.C. Fly-In;
- April-June 2004 – Coordinated lobbying effort at the state level to reduce diversions;
- May-June 2004 – Printing and distribution of 100,000 anti-diversion postcards to be mailed to the Governor;
- Sept. 2004 – TFIC annual meeting in Chicago with presentations by state and federal officials;
- Nov. 2004 – TFIC planning retreat at Starved Rock State Park

G. White Paper
TFIC has commissioned an extensively researched white paper underscoring the need for adequate transportation funding and demonstrating the negative impact of road fund diversions on the transportation infrastructure and the Illinois economy. This will be distributed in 2005 to TFIC member organization members, policymakers, the media and others interested in the future of transportation infrastructure funding in Illinois. It can also be found on

H. TFIC Structure
TFIC began 2004 by formally establishing a leadership structure – electing officers and committee chairs. In January 2004, the nominating committee presented its nominations for officers and committee chairs for the year, and the nominations were unanimously approved. TFIC leaders for 2004 were:

Co-Chairs: Doug Whitley and Margaret Blacksheare
Vice-Chair: Jack Reid
Secretary: Roger Marquardt
Treasurer: Mike Skarr
Constitutional Amendment Committee Chair: David Kennedy
D.C. Fly-In Committee Chair: John Henriksen
Federal Affairs Committee Chair: Bill Grams
Membership Committee Chair: Eric Fields
Policy Committee Chair: Marvin Traylor
State House Affairs Committee Chair: Mike Zahn

In December 2004, TFIC took additional steps to formalize its structure, including approval to incorporate as an independent not-for-profit corporation, to establish bylaws to govern the organization and to hire a managing director.

TFIC Annual Meeting

Linda Wheeler, TFIC Consultant and former director of the IDOT Office of Planning and Programming
State Senator Steve Rauschenberger
Leanne Redden, Chief of Planning for the Illinois State Toll Highway Authority

Randy Blankenhorn, Illinois Dept. of Transportation Bureau Chief of Urban Program and Planning
Margaret Blacksheare, left, TFIC Co-Chair, and Roxanne Nava of the Illinois Dept. of Commerce and Economic Development
Rich Juliano, American Road & Transportation Builders Association
VI. Committee Reports

**Constitutional Amendment Committee:**
Following the 2003 Legislative Session, whereupon diversion of Road Fund monies doubled in size to approximately $800 million, TFIC formed a committee to study the means and methods of protecting Road Funds through a Constitutional Amendment. It appeared that a Constitutional Amendment was the best way to impose forced discipline on the Governor and General Assembly, as diversion of Road Fund monies has been an ongoing problem over several administrations. The amount of money diverted from the Road Fund ebbed and flowed with the economy and General Revenue Fund needs of state government.

The committee was authorized to spend funds for legal counsel and direction was established for legal research. Surprisingly, the committee discovered that half of the states, excluding Illinois, already had Constitutional provisions protecting their Road Funds. Extensive statutory research finally determined the extent of diversions. Illinois law allowed diversions of not only Road Fund dollars, typically funded through motor fuel taxes and vehicle license plate fees, but also dozens of special fees primarily collected by the Secretary of State’s Office.

The committee oversaw development of legal memos and Constitutional language, and then held meetings with legislative leaders and administration officials to promote the concept of permanently protecting Road Funds through an amendment. Further, information was shared with local government officials, seeking their support.

As a result of the committee’s work, Senate Joint Resolution Constitutional Amendment 62 and House Joint Resolution Constitutional Amendment 35 were introduced in the Spring 2004 session of the Illinois General Assembly with Republican caucuses of both the House and Senate holding press conferences to highlight the importance of these amendments. As a result of this activity, and the lobbying of the TFIC member organizations, the General Assembly did roll back diversions in the 2005 fiscal year budget by about $190 million. However, $600 million in diversions still remain and the work of the Constitutional Amendment committee continues.

David Kennedy, Chair

**D.C. Fly-In Committee:**
On February 24-25, 2004, more than 40 TFIC members converged on Washington, D.C. to lobby the Illinois congressional delegation for a well-funded, multi-year federal highway bill. This event was scheduled to reinforce the positive visits made during the TFIC’s very successful Fall 2003 Capitol Hill trip.

This year’s visit to Washington, D.C. began with a reception on Capitol Hill. Governor Rod Blagojevich and IDOT Secretary Tim Martin attended the event and addressed TFIC members who represent a broad array of labor, business and industry interests.

The next morning, Illinois Chamber of Commerce President Doug Whitley, Illinois AFL-CIO President Margaret Blackshear and other TFIC members had a series of face-to-face meetings with the entire Illinois congressional delegation. These visits served to emphasize the key coalition achievement – by uniting all transportation interests in Illinois, TFIC has succeeded in uniting the entire Illinois delegation behind the push for a greater share of federal highway funds. **By uniting all Illinois transportation interests, TFIC seeks to ensure that our State will do significantly better under the pending federal highway legislation than under TEA-21.**

John Henriksen, Chair
Federal Affairs Committee:
The federal affairs committee coordinates contact with and strategy involving the TFIC’s efforts to impact federal transportation funding and legislation. This activity was the main focus for creation of the TFIC and remains an important part of what the coalition exists to accomplish. TFIC assisted in the planning and participated when Congressional transportation leaders and Illinois officials toured Chicago area transportation projects in the fall of 2003. In 2004, TFIC member organizations traveled to Washington to lobby members of the Illinois congressional delegation and hosted a reception, which the Governor and Illinois Transportation Secretary Martin attended. Through the federal affairs committee, TFIC has coordinated Illinois’ outreach to the congressional delegation and succeeded in bringing a unified voice to the national debate. TFIC has also provided the vehicle for communications among Illinois organizations. Regular information updates are sent electronically to members and other interested parties. Information is also shared from national organizations, congressional offices and the news media. In addition, the expertise of former Congressman Mike Flanagan and Carla Berroyer, former IDOT Deputy Director of Intergovernmental Affairs, have given the organization an inside perspective on events as they unfold. Though a multi-year transportation reauthorization measure has not yet been approved by Congress, TFIC and its constituent associations and groups have positioned the state well to win more favorable funding in 2005 than in the previous reauthorization law. The federal affairs committee will continue to coordinate TFIC’s activities at the federal level.

Bill Grams, Chair

Membership Committee:
The number of organizations affiliated with the Transportation for Illinois Coalition has grown every year since the Coalition was formed in 2002. TFIC’s 2004 Membership Roster currently includes 56 organizations representing business, labor, industry, as well as governmental and advocacy groups throughout the State of Illinois. New contributing members in 2004 include the Chicago Motor Club (AAA) and the Illinois Municipal League.

Of the 56 organizations currently affiliated with TFIC, 22 participate on the Coalition’s STEERING COMMITTEE. With the exception of Local Chambers of Commerce and Building & Construction Trade Councils, Steering Committee members contributed $5,000 or more in 2004. Local Chambers and Building & Construction Trade Councils participate on the Steering Committee based on contributions of $1,000 or more in 2004.

Six groups qualified as SUSTAINING MEMBERS by contributing $1,000 to $5,000 in 2004, and 6 groups qualified as PARTICIPATING MEMBERS for contributing up to $1,000 to TFIC in 2004. Another 22 organizations qualify as SUPPORTING MEMBERS for their commitment to the TFIC cause.

In 2005, the Membership Committee will intensify efforts to recruit additional construction associations, building & construction trade councils, local chambers of commerce, regional economic development councils, and local governmental organizations.

Eric Fields, Chair

Policy Committee:
The Policy Committee exists to develop and draft consensus statements of positions TFIC takes and policies the TFIC supports or opposes. The committee grappled with several difficult issues this year, reaching consensus on, drafting and distributing to policymakers a statement defining diversions, specifying them by category and amount, and advocating the reduction and eventual elimination of diversions. The committee also tackled draft statements in support of increasing general revenues to help reduce
pressure on the road fund and in support in the spring of the Governor’s proposed Opportunity Returns program. These last two draft statements did not receive unanimous support from the steering committee and as a result were not adopted. The committee also helped author the guiding principles and goals.

Marvin Traylor, Chair

State House Affairs Committee:

The State House Affairs Committee was newly created in January 2004, and is a natural outgrowth of the work of the Constitutional Amendment Committee during the second half of 2003. While the Constitutional Amendment Committee continues to work, it focuses exclusively on promoting the need for adoption of an amendment to the Illinois Constitution that would prohibit the use of transportation funds for non-transportation-related purposes.

The State House Affairs Committee has a broader mission, and is focused on maintaining and increasing transportation funding at the state level. During the first half of 2004, the committee developed a strategy for winning back some of the funds that the Governor and General Assembly had diverted in fiscal year 2004. The strategy included an organized lobby effort, directed by committee member Sean Stott, and implemented by lobbyists for TFIC member organizations. To back up the lobby effort, the committee produced fact sheets about specific legislation and prepared letters for distribution to leaders and members of the General Assembly. The committee also oversaw development of a postcard that more than 100,000 workers and businesses sent to the Governor asking him to protect jobs by protecting the road fund.

The State House Affairs Committee also commissioned a white paper underscoring the importance of adequately funding Illinois’ infrastructure and the effect and impact that inadequate transportation funding has on the state’s economy. The committee is working on a comprehensive strategy for enhancing state transportation funding in the months and years ahead.

Mike Zahn, Chair
TFIC Committees

**Annual Report Committee:**
- Ken Alderson, Chair
- David Kennedy
- Brad Warren

**By-Laws Committee:**
- John Henriksen, Chair
- Bill Grams
- Kathi Holst
- Steve Nailor
- Marvin Traylor

**Constitutional Amendment Committee:**
- David Kennedy, Chair
- Monty Docter
- Eric Fields
- Bill Grams
- Mike Zahn

**D.C. Fly-In Committee:**
- John Henriksen, Chair
- David Kennedy
- Bill Looby

**Federal Affairs Committee:**
- Bill Grams, Chair

**Membership Committee:**
- Eric Fields, Chair
- Bill Grams
- John Henriksen
- David Kennedy
- Monty Docter
- Tim Garvey
- Steve Nailor
- Bill Orrill
- Sean Stott
- Doug Whitley
- Mike Zahn

**Nominations Committee:**
- Dick Rawlings, Chair
- Jim Schwarz

**Policy Committee:**
- Marvin Traylor, Chair
- Eric Fields
- Bill Grams
- John Henriksen
- David Kennedy
- Vince Waters
- Mike Zahn

**State House Affairs Committee:**
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- Eric Fields
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How to Become a Member of the Transportation for Illinois Coalition

Membership in the TFIC is open to organizations, associations, unions, regional groups and chambers of commerce from throughout Illinois. Any organization with members who realize the importance of transportation to Illinois jobs and the economy is encouraged to join.

Contact Eric Fields, TFIC Membership chair, at the Associated General Contractors of Illinois, 217/789-2650; efields@agcil.org or any other member of the TFIC steering committee.
http://www.iml.org/cdps/cditem.cfm?NID=248
email: TFICUpdate@ILChamber.org