Building Bridges to the Future
How to Become a Member

Membership in TFIC is open to organizations, associations, unions, local governments, 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 Tim Garvey, TFIC Membership Chair, at the Southern Illinois Construction Advancement Program, (618) 624-9055; tim@siba-agc.org or any member of the TFIC steering committee.

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.

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December 2013

The critical task confronting TFIC in 2013 was the expiration of both the Federal Surface Transportation Act and “Illinois Jobs Now” in 2014. The challenge was to educate public officials to the pending construction crisis and to promote new measures. The Coalition set goals for 2013 and spent the year building a strong foundation to win support for new transportation funding from the General Assembly and Congress.

When the Coalition set out to advocate for new State funding, the decision was made to develop a TFIC plan that would embody sound funding principles and give legislators specific ideas to consider. Key priorities were to:

- Create a steady and reliable revenue stream that focuses on maintaining the existing transportation networks in a state of good repair and provides funding for high priority expansion and modernization projects;
- Create a revenue stream that would be dynamic enough to keep pace with the rising costs of construction materials, labor and services; and
- Segregate and separate the new revenues in a protected fund to prevent the subsidization of non-transportation projects.

In May, the Coalition agreed on a proposal that fulfilled these priorities. The proposal became the basis of TFIC’s education and outreach campaign. Members covered the State to meet with reporters and editorial boards. In addition to media outreach, the Coalition organized meetings for dozens of legislators with local government officials and TFIC members from their districts. All of these efforts not only kept transportation funding on the mind of reporters, legislators, and the public, but also helped to engage and focus our many members on the common goal of securing future funding to maintain the state’s transportation networks.

The memberships’ ability to define program needs, unanimously adopted an allocation formula, offer a substantive funding proposal and execute statewide outreach demonstrated leadership that was appreciated by elected officials, media and our own ranks. These accomplishments have positioned the Coalition as the leading voice advocating for renewed transportation funding in Illinois.

TFIC also established relationships with new Congressional members who are well positioned to advocate for a new Federal Surface Transportation bill. Two new Illinois Congressmen, Rodney Davis and Cheri Bustos, serve alongside Congressman Lipinski on the House Transportation and Infrastructure Committee, the key House committee for transportation issues. TFIC met throughout the year with Congressman Davis and Congresswoman Bustos and their staff. The Coalition is proud that Illinois’ freshman members of the House T&I Committee took leading roles on the water resources bill passed by the House in 2013 and that they will continue to play important roles as negotiations begin on the surface transportation reauthorization bill.

We are pleased to have led the campaign for renewed infrastructure funding and that our vision for funding and allocations has set the proper agenda. The struggle for adequate transportation funding will continue, but the successes of 2013 have laid the foundation upon which to build.

Sincerely,

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

Douglas L. Whitley
President, Illinois Chamber of Commerce
TFIC Co-Chair
**TFIC 2013 Federal Goals**

- Communicate with new members of Congress to educate them on TFIC and the importance of infrastructure investment;
- 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, as well as useful events and programs designed by TFIC;
- Schedule outreach meetings with new members of the delegation during their district work periods;
- Work with the Revenue Task Force to begin discussion and consensus building on new revenues to support the federal highway program;
- Promote sustained waterways funding.

**TFIC 2013 State Goals**

- Help build support for a new Capital program;
- Develop core principles for new Capital program incorporating “lessons learned”, such as:
  - Deposit current/new user fee revenue streams into Road Fund (and to analogous funds for transit, etc.) vs. deposit into fungible/non-transportation accounts;
  - Plan multi-year program that includes less bonded transportation construction and more “pay go” work to reduce size of future funding “cliff” during “out years.”
- Contact policy makers about plans for a new Capital program;
- Participate in developing funding sources for a new Capital program;
- Lobby for 2013 Capital program proposed by IDOT/Governor’s Office if approved by TFIC Steering Committee;
- Monitor 2013 legislation to safeguard/improve current program;
- Prepare for 2014–15 legislative push.

**State Highlights**

**Local Meetings**

A major goal of 2013 was to lay the groundwork for a new capital funding program that would replace “Illinois Jobs Now” after it expires in 2014. Recognizing that any new capital funding plan would need local support, TFIC began 2013 by traveling around the state to bring together key community leaders and their legislators to talk about their community’s transportation needs. At every meeting, attendees stressed that maintaining the existing system was their top priority and highlighted the economic importance of well-maintained infrastructure. Business and labor leaders stood in front of colleagues, local government officials, and their State legislators to describe the benefits they would see from better infrastructure funding and the costs they experience when infrastructure is poorly maintained.
In total, TFIC held 19 community meetings around the State from January to May. Without the help and sponsorship of numerous members and non-member organizations, these meetings would not have been possible. Chambers of Commerce, local labor unions, economic development groups, and local businesses all helped to organize and host these great meetings. The interest and support these organizations showed underscores the need for transportation funding in communities throughout the state.

Recognizing that any new capital funding plan would need local support, TFIC began 2013 by traveling around the state to bring together key community leaders and their legislators to talk about their community’s transportation needs.
The small community meetings helped to jump start the conversation at a local level about the need for transportation investment and the difficulties faced by communities that are not able to adequately invest in their transportation facilities. Legislators heard loud and clear that transportation infrastructure is a priority for the communities they represent and infrastructure became an important goal for legislators looking beyond the pension debate, which dominated legislative conversations in 2013.
Develop Proposal

TFIC took another step toward building support for a capital program by developing its own funding proposal in the spring of 2013. The proposal was intended to start a serious conversation about transportation needs and the revenues required to fund those investments with legislators, the media, and the public. TFIC hoped to influence the conversation toward sustainable, ongoing sources of revenue and away from a heavy reliance on bonding as occurred in 2009.

The Coalition adopted a series of principles that the funding proposal should embody. Those principles are:

- Create a steady and reliable revenue stream that focuses on maintaining the existing transportation networks in good state of repair and provides funding for high priority expansion and modernization projects;
- Create a revenue stream that will be dynamic enough to keep pace with the rising costs of construction materials, labor and services; and
- Segregate and separate the new revenues in a protected fund to prevent the subsidization of non-transportation projects.

The proposal’s goal was to raise $1 billion in new annual revenue, to be distributed according to this formula:

- 80% to Roads and Bridges, Create, and Airports ($800 million)
  - 60% Roads and Bridges Pay-as-you-Go ($480 million)
    - 60% to State Program ($288 million)
    - 40% to Local Roads ($192 million)
  - 40% Debt Service ($320 million = $3.5 Billion in bonding)
    - Significant State and Local Road and Bridge Construction and Expansion
    - CREATE projects
    - Annual airport matching funds
- 20% to Transit and Rail ($200 million)
  - 60% Transit Pay-as-you-Go ($120 million)—to provide maintenance and repair dollars in a consistent and ongoing fashion
  - 40% Debt Service ($80 million = $900 million in bonds)
    - For significant overhauls and expansions of transit and rail lines

Hoping to further influence thought leaders by highlighting that the motor fuel tax is a declining revenue source, TFIC selected a new funding mechanism that members hoped would allow funding to keep up with inflation. This new funding mechanism, a tax on the wholesale price of gasoline, would generate more income when gas prices were higher and help to offset the effects of construction inflation. The state of Virginia enacted legislation in 2013 that eliminated the traditional motor fuel tax and replaced it with a wholesale tax on gasoline, which TFIC used as a model when putting together the Coalition’s funding proposal.
Media Coverage over summer

After the spring session ended with no legislative action on a new capital program, TFIC decided to take the funding proposal to editorial boards around the state as a way of generating awareness of the looming transportation funding shortfall. TFIC met with, had conversations with, and placed op-eds with all of the editorial boards for major newspapers in Illinois. The Coalition’s goals were to explain the TFIC funding proposal and request that the editorial boards help raise awareness about the future funding shortfall for Illinois’ transportation infrastructure and the serious consequences if no new funding sources are identified.

The editorials that came out of these meetings encouraged voters and policy makers to seriously consider the issue of transportation funding, even when they expressed concerns about the impact of the revenue increases on Illinois citizens. TFIC’s efforts over the summer kept transportation funding at the forefront of public consciousness, helping TFIC to make the case to legislators that transportation funding needs to be addressed.

In addition to meeting with editorial boards, TFIC members wrote many letters to the editor emphasizing the need to seriously consider sustainable transportation funding sources. The letters to the editor played an important role in making the case for transportation funding and helped to keep transportation funding issues in the media for most of 2013.
Meetings with legislators

In addition to meeting with community leaders and members of the media, TFIC organized in-district meetings with legislators and local TFIC members who are constituents. These meetings were aimed at ensuring legislators understood the impact if no new revenues were directed toward transportation and to get their feedback on the TFIC proposal being floated. Local TFIC members explained how the communities within their legislator’s district were currently affected by funding shortfalls and how seriously the situation would worsen if no new capital program replaced “Illinois Jobs Now”.

The conversations were generally well-received by the 65 legislators TFIC members met with. Many of them offered suggestions for tweaking the plan that would make it easier to build support for it. The meetings helped to demonstrate the grassroots support for transportation funding within each legislator’s own district and also helped to bring together TFIC members and non-members who share common objectives for advancing additional construction projects in their area.

The three-tier approach TFIC took—speaking with community leaders, media outlets, and legislators—put together a strong foundation on which to build future efforts for a capital funding plan. The collective feedback gained from dozens of sessions resulted in the following findings: 1) the wholesale fuel tax proposal is confusing and not generally acceptable; 2) a billion dollar program is insufficient to even maintain the existing transportation infrastructure and must be increased; 3) the state sales tax that is currently levied against motor fuel purchases should become a dedicated revenue stream to the Road Fund and not the General Fund; 4) there needs to be further reduction in the amount of Road Fund dollars being diverted to government expenses not directly related to IDOT operations or construction; and 5) motor fuel tax price competition along the state’s boarders is a common concern.

Federal Highlights

TCC Annual Fly-In

Although 2013 was a less eventful year in DC because MAP-21 does not expire until fall of 2014, the TFIC delegation to the annual Transportation Construction Coalition fly-in was an impactful one. Members met with nearly every Illinois Congressman and the offices of both Senators to emphasize Congress must keep working toward a surface transportation authorization of longer duration and adopt the pending water resources development bill. Several members of the Illinois delegation offered their assessment of the situation and gave insight into what would help sway other members of Congress toward voting favorably for transportation bills.
After the first day of meetings, TFIC hosted a breakfast with Tom Kotarac, a senior policy advisor in Senator Durbin’s office, and Bobby Frederick, Legislative Director in Congressman Rodney Davis’ office, to hear from them on transportation policy issues. Senator Durbin has been a strong champion for transportation during his tenure in Congress and Congressman Davis is eager to demonstrate his leadership on transportation issues after being newly elected in 2012. The breakfast was an opportunity to gain insight from experienced Capitol Hill staffers and to build relationships with key transportation staff.
Meeting with Congressman Rodney Davis

TFIC participated in an in-district quarry tour with Congressman Rodney Davis that was organized by the Illinois Association of Aggregate Producers. This was another opportunity to solidify relationships with Congressman Davis, who serves on the House Transportation and Infrastructure Committee, and his staff. Congressman Davis reiterated the need to find responsible ways to fund transportation and was optimistic that first a waterways and then a surface transportation bill would be agreed upon and passed by the T&I Committee and the House.
Cong. Davis Transportation Advisory Group

As part of his efforts to take a leadership role on transportation infrastructure issues, Congressman Rodney Davis organized a transportation advisory group. Several TFIC members, as well as the Coalition’s staff, participate in the advisory group. Congressman Davis and his staff provide key updates and also solicit advice and recommendations from members of the group. TFIC and our members are grateful to Congressman Davis for including key transportation interests in this group and regularly offering updates on important legislation.

WRDA

The Senate passed its version of a water resources bill (S. 601) in May 2013 and TFIC consistently heard from members of the House T&I Committee that a House version would be completed in a bipartisan manner with time to be considered by the full House before the end of 2013. By early fall the House T&I Committee had passed its version and members remained optimistic that the bill would be heard and approved by the full House. The House approved their version (HR 3080) on October 23rd and the House and Senate each named delegates to the conference committee that would hammer out the differences between the two bills. Congressman Rodney Davis and Congresswoman Cheri Bustos were both appointed to serve on the conference committee. In a year where Congress’ deep divisions prevented action on most issues, the water resources bills demonstrated that achieving compromise and finding common ground is still possible on Capitol Hill. TFIC is pleased that Congressional leaders and the Illinois delegation were able to bring Congress together on this fundamental issue.

Blumenauer

Senator Earl Blumenauer of Oregon introduced legislation to increase the gas tax by 15 cents, index it for inflation, and create a vehicle-miles-travelled pilot program. TFIC commended Senator Blumenauer for jump starting the conversation about sustainable ways to fund the Highway Trust Fund, joining many national and local organizations who supported his leadership on the issue of transportation funding.

Regional Meetings

TFIC convened three Regional Transportation Summits during August when members of Congress were in recess. The programs were aimed to feature members of the Illinois Congressional delegation serving on the House Transportation and Infrastructure Committee. Congressman Dan Lipinski provided his take on the progress the committee was making toward a water resources bill and a surface transportation bill in Palatine. In
the Quad Cities, Congresswoman Cheri Bustos emphasized the importance of waterways funding and the steps she and others on the committee were taking to find common ground. She also touched on rail and the need to begin planning for the expiration of MAP-21. Congressman Rodney Davis, speaking in Collinsville, highlighted the economic impact of transportation funding generally and offered optimism that the committee would find bipartisan compromise.

All together, TFIC hosted about 150 attendees at the Regional Transportation Summits in 2013. The meetings offered the chance to network and hear directly from industry experts and policymakers. Other speakers included Rocco Zucchero, Illinois Tollway Deputy Chief of Engineering and Planning, Joe Schacter, Director of IDOT Division of Public and Intermodal Transportation, and Dennis Wilsmsmeyer, Executive Director of America’s Central Port. All three discussions highlighted the ways transportation brings together state agencies, local governments, individual businesses, and labor unions to get any major project completed. They also emphasized the economic importance of an efficient, well maintained transportation infrastructure.
Regional Summits — continued
Annual Meeting
The Will County Center for Economic Development hosted the 2013 Annual Meeting in Joliet and the Illinois Road and Transportation Builders Association sponsored lunch for attendees. The coalition focused on preparing for outreach in 2014 in support of new State and Federal transportation funding solutions.
**2013 Committees**

**Federal Affairs Committee**
Mike Sturino, Chair  
Marc Poulos, Vice-Chair  
Ben Brockschmidt, Vice Chair  
  Dave Bender  
  Marty Buehler  
  Tim Garvey  
  Phil Gonet  
  John Greuling  
  John Henriksen  
  Matt Huffman  
  Frank Kazenske  
  Michael Kleinik  
  Jordan Matyas  
  Steve Nailor  
  Paul Rumler  
  Don Schaefer  
  Sam Smith  
  Deb Spencer  
  Paula Trigg  
  Scot VanDeWoestyne  
  Doug Whitley  
  Tim Zahrn  
  Matt Zick

**Mass Transit Committee**
Joe Costello, Chair  
Laura Calderon, Vice-Chair  
  Mike Hoffman  
  Jeff Nelson

**Policy Committee**
Marc Poulos, Chair  
Craig Fink, Vice-Chair  
  Michael Kleinik  
  Paul Rumler  
  Doug Whitley

**State House Committee**
John Henriksen, Chair  
  Ben Brockschmidt  
  Marty Buehler  
  Laura Calderon  
  Craig Fink  
  Tim Garvey  
  Al Giertych  
  Phil Gonet  
  Bob Guy  
  Mike Hoffman  
  Matt Huffman  
  Frank Kazenske  
  David Kennedy  
  Michael Kleinik  
  Mike Macellaio  
  Jordan Matyas  
  Steve Nailor  
  Marc Poulos  
  Randall Riley  
  Don Schaefer  
  Jim Schwarz  
  Deb Spencer  
  Sean Stott  
  Mike Sturino  
  Paula Trigg  
  Scott VanDeWoestyne  
  Matt Wells  
  Doug Whitley  
  Matt Zick

**Regional Meetings Committee**
Pat Hosty, Chair  
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  Ellen Krehne  
  Mike Matejka  
  Jeff Nelson  
  Paul Rumler  
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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 Council of Engineering Cos. of Illinois
American Society of Civil Engineers-IL Section
Associated General Contractors of Illinois
Illinois Asphalt Pavement Association
Illinois Association of Aggregate Producers
Illinois Association of County Engineers
Illinois Chamber of Commerce
Illinois Coal Association
Illinois Public Transportation Association
Illinois Railroad Association
Illinois Road and Transportation Builders Association
Midwest High Speed Rail Association
Precast/Prestressed Producers of IL & WI
Underground Contractors Association
United Transportation Union

STEERING COMMITTEE – Local/Regional Organizations
AAA Chicago
Champaign-Urbana Mass Transit District
Chicago Area LECET
Chicago Laborers District Council LMCC
Egyptian Contractors Association
Elgin Area Chamber of Commerce
Great Plains Laborers District Council
Iron Workers District Council of St. Louis & Vicinity
IUPAT-Painters District Council 58
Kane County
Laborers’ Int’l Union of North America-Midwest Region
Lake County Division of Transportation
Lake County Transportation Alliance
Leadership Council of Southwestern Illinois
Metro LINK
Metropolitan Planning Council
Metropolis Strategies
Naperville Area Chamber of Commerce
Operating Engineers Local 150
Pekin Area Chamber of Commerce
Peoria Area Chamber of Commerce
Precast/Prestressed Producers of Illinois & Wisconsin
Quad Cities Chamber of Commerce
Regional Transportation Authority (RTA)
Rockford-Winnebago County Better Roads Assn.
Route 51 Coalition
Southern Illinois Construction Adv. Program
St. Louis Regional Chamber
Teamsters 731
Tri-County Regional Planning Comm./Eastern Bypass Coalition
Will County Center for Economic Development

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Illinois Society of Professional Engineers
Illinois Trucking Association
Illinois Valley Contractors Association
Mid-West Truckers Association
Riverbend Growth Association
Structural Engineers Association of Illinois
TMA of Lake-Cook
Township Officials of Illinois
Tri-County Regional Planning Commission

SUPPORTING MEMBERS
336 Coalition
Association Equipment Distributors
Builders Association
Champaign Co. Chamber/Champaign Alliance
Chicago Federation of Labor (AFL-CIO)
Chicago Southland Chamber of Commerce
Chicago Southland Economic Development Corporation
Chicagoland Chamber of Commerce
Greater Aurora Chamber of Commerce
Greater Decatur Chamber of Commerce
Highway 34 Coalition
Illinois AFL-CIO
Illinois Highway Users Association
Jacksonville Area Chamber of Commerce
Kankakee Regional Chamber of Commerce
Macomb Area Chamber (MACCDDC)
McLean County Chamber
Metropolitan Planning Council
Mid-Central Illinois Regional Council of Carpenters
Northwestern Illinois Contractors Association
Operative Plasters & Cement Masons
Southwestern IL Bldg. & Constr. Trade Council