



# 2010 Annual Report

A large yellow and black steamroller is shown from a low-angle perspective, looking up at its front. The machine is positioned on a dark asphalt road. The sky is bright blue with scattered white clouds. The steamroller's large, dark, cylindrical roller is the central focus of the lower half of the image.

**LAYING THE  
FOUNDATIONS  
FOR RECOVERY**

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# Mission Statement

*The mission of the  
Transportation for Illinois Coalition  
is to identify issues,  
aggressively advocate policy  
and work diligently to secure maximum  
federal and state funding for the  
transportation infrastructure needs of Illinois by:*

- Preparing and distributing White Paper Reports on major transportation issues and needs,
- Educating, influencing and recruiting public opinion leaders,
- Meeting with local, state and federal leaders (elected and appointed) to promote and advance transportation/infrastructure priorities and needs, and
- Assisting public sector leaders in identifying funding sources.

# Vision

**The Transportation for Illinois Coalition will continue as the recognized authority on and unifying voice for transportation needs in Illinois.**

## 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.



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December 2010

In many ways, 2010 was an opportunity to regroup and focus on new goals for the future. The successes of 2009 were exciting, but problems with the State's new capital bill were soon apparent. In 2010, TFIC focused on how to correct those failings while continuing its fight for transportation projects throughout the state.

To begin the work of addressing shortcomings in the 2009 capital bill, TFIC produced a White Paper summarizing the program. The paper focused on what was accomplished in the program and how the shortcomings could be remedied. We distributed the paper to legislators as part of TFIC's outreach and education efforts. The remedies discussed in the White Paper became important points for TFIC throughout the year. These recommendations were to encourage policymakers:

- To immediately distribute the capital program funding to those groups still waiting for funding appropriations;
- To assure equitable and predictable annual funding for transportation, contributing to a climate of greater confidence and lessening the impact of booms and busts in the transportation field;
- To change the law to deposit the funds from increased motorist user fees directly into the Road Fund rather than into the Capital Fund;
- To develop a means to provide ongoing funding for local roads to alleviate the difficulties from reduced revenues and increased costs; and
- To find a way to increase funding for the RTA and allow it to issue its own bonds to fund much needed projects.

Each recommendation is a necessary step toward a strong Illinois transportation infrastructure investment program. These points and others were included in many letters sent to legislators and newspaper editors throughout the year. TFIC will continue to pursue these recommendations in 2011.

At the federal level, TFIC focused on ensuring continued, adequate transportation funding for Illinois. The coalition contributed to the defeat of a proposed \$119 million diversion in funds from Illinois. Federal legislators were informed of the importance of transportation funding for the state's economy and of TFIC's continued support for transportation funding measures. In general, TFIC's message was broader than it had been in the past, but was meant to complement the more detailed list of federal funding recommendations we developed and presented in 2009.

This year has provided an opportunity to analyze the State's Jump Start and Illinois Jobs Now programs passed in 2009 and to create a plan for the future. After successfully protecting and increasing transportation funding in 2010, a long-term agreement must be achieved on the next federal reauthorization for transportation and the shortcomings of Illinois' capital programs must be addressed. Our work continues.

Sincerely,

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

Douglas L. Whitley  
President, Illinois Chamber of Commerce  
TFIC Co-Chair

# Transportation in 2010: A Retrospective

On paper, transportation was a big winner in 2010. It was the biggest year in history for the Illinois Department of Transportation's (IDOT's) road program, due in part to implementation of the first year of the 2009 state capital program and in part due to the funds Illinois received through the American Recovery and Reinvestment Act (ARRA). Administrators at IDOT deserve praise for their work and for winning and obligating a significant share of the available ARRA dollars. While this level of program is worth celebrating, a few asterisks are necessary. Because ARRA required quick turn-around of projects, those that were "shovel ready," much of the historic work level involved resurfacing. Little reconstruction, improvement and new construction was possible, leaving entire sectors of the transportation construction industry with little work.

## Projects Awarded History

- FY06 \$1.79 billion
- FY07 \$1.8 billion
- FY09 \$2.8 billion
- FY10 \$3.57 billion

Despite the success and excitement of the best year ever for the Illinois road program, there are danger signs ahead. The share of federal funds in Illinois' program is much higher than has typically been the case. Once the bond proceeds from the 2009 capital program are expended, the state share of the program funding will be an estimated 22% — well below the 40-60% range typically maintained by IDOT. With the exception of FY2010, when state pay-go funding amounted to only \$162 million, this is the lowest level of state pay-go investment in more than 20 years. Converted to FY2000 constant dollars, the purchasing power of the state funding available for the FY16 program (an estimated \$182 million) will be a little over one-fifth the size of the FY2000 state highway construction funding (\$830 million).

The FY11-16 IDOT highway program contains these six-year totals: \$4.888 billion in state pay-go and bonds (38% of total program); \$7.292 billion in federal funds (57%); and \$660 million in local funds (5%). While FY2010 was a banner year, the prospects for a healthy and sustainable construction pro-

gram are troubling if federal transportation funds get cut, as Congress is discussing.



*TFIC's own transportation expert, Linda Wheeler, explains the 2009 capital program during one of the 2009 grassroots meetings with legislators.*

## Rail and Transit

Both Governor Quinn and President Obama placed a higher priority on rail investment in 2010 than have any previous administrations. Overall, Illinois highways probably got more attention in 2010 than any other mode. But, at \$850 million, the state bond funding appropriated for railroads as part of Jobs Now dwarfs the ground-breaking \$100 million in bonds authorized in 1999 as part of Illinois FIRST. During CY2010, the federal government allocated an unprecedented \$10.4 billion for high speed rail around the country. The Chicago-St. Louis rail corridor received nearly \$1.15 billion of that amount, including the \$42 million we received late in the year from the re-allocated Wisconsin and Ohio money. The Englewood Flyover—which is part of CREATE—received \$133 million. Finally, \$230 million was allocated for developing passenger service from Chicago to Iowa City (passing through the Quad Cities).

CREATE received a total of \$233 million in discretionary federal funding through the ARRA bill: \$100 million of that comes from the discretionary TIGER grants; the other \$133 million is part of the high speed rail funding noted above. In

CY2010 transit continued to receive its same share of federal funds; the transit challenge will be to maintain federal funding share when the new Congress undertakes the next “T” (transportation) bill.

At the state level, downstate transit did very well in Jobs Now and Jump Start, with bond appropriations of \$300 million compared to \$25 million under Illinois FIRST (that excludes another \$60 million in Illinois FIRST to build a Metro Link extension in St. Clair County). RTA received \$2.7 billion in Jobs Now and Jump Start, compared to \$1.755 billion under Illinois FIRST. And even though this level of funding isn't enough even to maintain the RTA system in its current state, the critical problem in 2010 was to get the state funding awarded. With much TFIC help, the first transit awards were finally announced in the summer of 2010, a year after Jobs Now became law.

In Chicago, the city's Department of Transportation initiated a master plan study of the near- and long-term capacity challenges facing Chicago's Union Station. The study will consider track and platform capacity as well as passenger and connecting transit capacity in the concourse areas, passageways, and surrounding sidewalks and streets.

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### **Major projects begun or initiated in 2010**

**Roads:** Generally, Illinois awarded/accomplished nearly 4,000 projects in 2010 (roughly \$3.9B worth) covering more than 2,400 miles of pavement and 266 bridges across the state, creating or supporting more than 50,000 jobs according to federal estimates. As a result of this work, 89% of state maintained highways are considered to be in a state of good repair.

In addition to the hundreds of locally important road and bridge repairs in every region of the state, a few of the larger or more visible projects throughout the state, some of which will be ongoing in 2011 are:

- Lower Wacker Drive reconstruction, Chicago
- Groundbreaking on Mississippi River bridge at St. Louis
- I-290 resurfacing, Chicago
- Congress Parkway bridge rehab, Chicago
- I-55 at Arsenal Rd interchange rehab, Will County
- I-57 at I-294 interchange (pre-engineering), Cook County
- I-57/70 reconstruction including interchange, Effingham County
- US 67 expansion—several downstate locations
- US 51 south of Decatur, add lanes, Christian County
- ILL 336 at Macomb, bypass work beginning, McDonough County

#### **Transit: The CTA:**

- began testing ten prototype 5000 Series rail cars. These cars are part of a contract for 407 rail cars with Bombardier Corporation;
- opened a new auxiliary entrance on Archer Avenue at the Cermak-Chinatown Station on the Red Line. The CTA is also replacing the main entrance at this station;
- refurbished the North/Clybourn Station on the Red Line.

#### **Metra:**

- awarded a contract to purchase 160 bi-level accessible electric rail cars for the Electric District from Sumitomo Corporation of America;
- awarded a contract to Lorig Construction Company to replace the grade crossing at Belmont Road in Downers Grove on the BNSF Line with an underpass that will route Belmont Road under the train tracks;
- awarded a contract to Walsh Construction Company for twenty-two bridges on the Union Pacific North Line in the City of Chicago.

## Federal Legislative Goals

- Maximize Illinois' share of funding during the next federal reauthorization process through coordinated outreach and engagement efforts with IDOT and grassroots groups.
- Place an emphasis on maintenance and update projects for already existing transportation systems.
- Improve the project approval process.

## State Legislative Goals

- Produce a white paper on the 2009 Capital Program to detail the results of the program, including positive results and areas of concern.
- Advocate for a capital bill fix by working with legislators and grass roots groups alike.
- Improve relationships and partnerships with IDOT to allow coordinated efforts on legislation.
- Produce the “Capital Funding for Transportation” white paper on past revenue and spending trends of highway programs.

## TFIC 2010 Accomplishments

### Defining Improvements— 2009 Capital Programs White Paper

After the passage of the first major transportation funding package in 10 years, it seemed appropriate to produce a comprehensive white paper on the package. This white paper, *“Capital Funding for Transportation: An Analysis of the 2009 Capital Program,”* became a useful tool for educating legislators and interested parties about the 2009 package and the coalition's thoughts on the package. This analysis summarized the program funding under the Jump Start mini-capital program approved by policymakers in April of 2009 and the more comprehensive Illinois Jobs Now program approved at the end of May 2009. These two capital programs provided funding for roads, highways and bridges; transit and rail; and airports. The Jump Start program authorized bonds to be issued for highways with debt service paid by existing Road Fund monies and for transit, with debt service to be paid by the state's General Revenue Fund. The Jobs Now program included funding



TFIC Managing Director, Jennifer Morrison, summarizes the 2009 capital program during the Springfield grassroots meeting.

for all modes of transportation. The white paper discusses the structure of the programs, revenues to support them, bond authorization and program commitments and other aspects of the two capital programs. As the conclusion of the Jump Start

**TFIC members mobilized an outreach effort to colleagues in other states that would be similarly affected. The resulting show of force, as TFIC and other interested parties flooded the Capitol, impressed upon lawmakers the importance of maintaining current funding levels.**

and the sixth year of the Illinois Jobs Now capital programs near, negotiations for a new capital program will begin. The *“Capital Funding for Transportation”* white paper offers guidance as to how best to structure a new capital program for Illinois transportation.

### **Preserving \$119 Million in Federal Funding**

During the discussions surrounding the federal reauthorization of transportation funding, U. S. House and Senate leaders agreed on a plan proposed by Rep. James Oberstar, D-Minn., that would take \$119 million in funding away from Illinois. The proposed change would have severely affected only four states, making Illinois’ fight an uphill battle. Sen. Durbin and Congressman Costello spearheaded efforts by the Illinois delegation to defeat the proposal. In response to this opposition, Rep. Oberstar added his plan to vital funding bills in an attempt to force the Senate to pass the proposal. TFIC’s annual fly-in coincided perfectly with the federal show down. TFIC acted quickly to intercede and prevent the intended diversion by contacting Illinois legislators and grassroots groups. TFIC members mobilized an outreach effort to colleagues in other states that would be similarly affected. The resulting show of force, as TFIC and other interested parties flooded the Capitol, impressed upon lawmakers the importance of maintaining current funding levels.

As a result of TFIC’s work with the Illinois delegation and other states’ leaders, TFIC helped to defeat that plan. Policymakers subsequently replaced it with an approach that preserved Illinois’ share of the funding. Following this action, TFIC sent a letter to the editor to newspapers throughout Illinois publicly thanking Senator Durbin and Congressman Costello for their work to defeat the \$119 million diversion. The letter of praise was accompanied by a press release touting the efforts of the entire Illinois delegation. These press releases ensured the Illinois delegation received the recognition they deserved for their efforts to save funding that was both critical and in jeopardy.

A longer battle could have robbed Illinois of the \$119 million for the 2010 construction season because the Illinois Department of Transportation would not spend the money until its fate had been decided. With key leadership from Senator Durbin and Congressman Costello, and following the strong advocacy from TFIC members, we were able to defeat the diversion. Efforts continue to win passage of a new federal transportation authorization measure.

### **Mass Transit Funding Release**

The Illinois Jobs Now program passed in 2009 included funding for mass transit systems throughout the state, but by the spring of 2010 Governor Quinn’s administration had not yet released transit funds. As a result, a year after signing the bill into law, transit agencies were still waiting to move forward on their first capital projects. TFIC worked to win release of this funding by contacting the governor’s office and ensuring that legislators were aware of the need for funding. These efforts helped to bring about an announcement on July 22 of the award of \$500 million for transit, with \$442.7 million awarded to the RTA for projects implemented by CTA, Metra, and Pace in Northeastern Illinois.

### **Local Road Funding Release**

In another challenge to the equitable implementation of the 2009 capital program, the Quinn administration did not initially release local road funding, which was to have been \$100 million a year for each of five years of the program. TFIC developed a proposal to present to the General Assembly during the fall veto session to address the issue. However, after numerous phone calls, meetings, letters, and other inquiries by TFIC members, local citizens, businesses, unions, and other interested parties, the administration eventually announced the first funding for local roads. Governor Quinn announced the release of \$100 million for local roads in early October 2010, just as the gubernatorial campaign season was entering its final stages.

# Federal Highlights

## Federal Reauthorization

As the new year opened in 2010, TFIC members were optimistic about the chances for passage of a surface transportation reauthorization measure. Though the President and Congress had marketed the stimulus bill as an infrastructure investment bill, only a small percentage of the funding had gone into transportation. And that limited funding had to be obligated quickly, resulting in a great deal of resurfacing, and little, if any, reconstruction, redesign or new build of the network. The federal reauthorization negotiations began with Transportation and Infrastructure Committee Chairman Congressman James Oberstar's proposal of a \$500 billion plan that would dramatically increase federal transportation funding. The plan was intended to alleviate many of the problems of the nation's aging infrastructure, but would have required an increase in the gas tax to fund it. Hours after Oberstar presented his proposal Transportation Secretary Ray LaHood called for legislators to extend the current authorization temporarily in order to focus on other legislation. Despite this setback TFIC continued its push in 2010 for an adequately funded, multi-year federal reauthorization agreement that would continue to provide Illinois with needed funding and a stable and predictable spending plan. In addition to those efforts, TFIC lobbied the federal delegation to prevent the diversion of \$119 million in transportation funding from Illinois as part of the extension of the current authorization law. The timing of the potential diversion (in May) caused it to be the main focus of the 2010 Washington D.C. fly-in. The coalition sent letters and personally visited with the Illinois delegation about the need for a reauthorization and the potential funding loss.

## Letters to Legislators

In the absence of a long-term funding program, TFIC members wrote to members of Congress to express their support for an increase in motor fuel taxes, but only for transportation. This came in response to discussions in Congress of using increased motor fuel taxes to combat climate change and fund non-transportation programs. TFIC emphasized the inadequacy of current funding to meet transportation infrastructure needs. Because of the insufficient funding and lack of a new authorization measure, Congress found it necessary to transfer

funds from the General Fund had been necessary to bolster the Highway Trust Fund. To prevent such an event in the future, taxes and fees related to highway use must be dedicated to fund highway programs.

Illinois' two U.S. Senators also received letters from TFIC asking them to support highway and transit funding in the new jobs bill as passed by the House. TFIC asked Senators Durbin and Burris to support the \$27.5 billion for highways and \$8.4 billion for transit included in H.R. 2847. This letter argued that a significant level of investment in transportation construction would address the high unemployment rate in the construction industry and improve the industry's ability to create jobs. Unemployment numbers from operating engineers in the northern region of Illinois illustrate the devastating situation for union labor. From 2005 to 2010, work hours for operating engineers declined 46%. In the engineering industry, staff reductions of 5-10% have been common with some organizations reducing staff by up to 60%.

## Washington D.C. Fly-in

For the purpose of making lawmakers aware of the importance of transportation funding and maintaining relationships with key members and staff, TFIC made its annual fly-in to Washington D.C. The annual Washington D.C. fly-in occurred on May 25-26. Because the timing coincided with Oberstar's attempt to grab \$119 million from Illinois, TFIC focused first on preventing the funding loss. The underlying message of the fly-in was more general than in 2009, focusing on the broad principles of needed transportation funding and preventing Illinois from becoming more of a donor state. This broader message was meant as a complement to the more detailed plan provided in 2009, which TFIC continued to support. The fly-in consisted of association meetings, a legislative briefing, and Capitol Hill reception on the 25th and Congressional visits on the 26th.

## Meetings with Legislators

Back in Illinois, TFIC continued its outreach to federal lawmakers. TFIC partnered with the Illinois Association of Aggregate Producers, the Illinois Road and Transportation Builders



and the Associated General Contractors of Illinois to arrange visits to quarry or highway construction sites with congressmen and congresswomen in their home districts. Members discussed the need for a well-funded, multi-year surface transportation measure with the lawmakers and pledged to support them in their efforts to pass such a bill. TFIC also underscored its support for increased funding for the needed transportation programs and encouraged legislators to vote for additional funding.



- ▲ UCM's Jim Bruner, a member of the Associated General Contractors of Illinois, shows Congressman John Shimkus a road project made possible through federal funding.
- ◀ Christine Reed, Director of Highways for the Illinois Department of Transportation, joins TFIC members and Congressman John Shimkus at a construction site south of Springfield.

## State Highlights

### Implementation of the 2009 Capital Program

With the belated bond authorizations and funding releases associated with the Illinois Jobs Now and Jump Start programs, the fight for transportation funding was especially important in 2010. Taken together, the programs represent the first major state capital funding package in 10 years for a total \$9.5 billion in new transportation spending over 6 years. To help ensure successful implementation of the capital programs, TFIC supported the expanded use of gaming facilities to help fill the shortfall in video gaming funding. This proposal, SB 737, increased the number of casinos allowed to operate. The resulting revenues would be used to fund capital construction

programs throughout the state. (Without the anticipated revenues from video gaming, which many communities opposed, the 2009 capital fund would be short \$100 million per year.) TFIC also advocated that the highway user fees be returned to the road fund. Senate Bill 737 failed to pass during the closing days of the 96th General Assembly.

### Local Roads Funding

Another challenge to implementation of the capital program arose when local roads did not receive their share of appropriated monies. The series D bond funds that were authorized for local roads were not released in a timely manner and TFIC

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worked to correct this situation. This issue became a main point for TFIC when contacting the administration and state legislators. To rectify the lack of funding, TFIC recommended separating the Series D Bond authorization to allow separate authorization amounts for local roads and state highways. The coalition also suggested fully authorizing the \$500 million and immediately distributing the allocated \$200 million for 2010 and 2011, while assuring that the balance would be paid at a rate of \$100 million per year. This solution was designed not only to provide the necessary immediate funding, but also to give local planners confidence to plan future projects. While the TFIC recommendations were not adopted, the administration did release the first \$100 million in local road funding late in 2010.

## White Paper

In accordance with one of its goals for 2010, TFIC produced a white paper entitled “*Capital Funding for Transportation: An Analysis of the 2009 Capital Program.*” It addressed the first major state capital funding package for transportation in 10 years, including the Jump Start program and the Illinois Jobs Now program. The Jump Start Program was intended to start the investment process while the Illinois Jobs Now program was waiting to be passed. Jump Start provided \$3 billion in bonds, of which \$2 billion went to state roads and \$1 billion to transit. Illinois Jobs Now provided \$6.5 billion in bonds to be implemented over a 6 year period. The white paper included in-depth discussions of the accomplishments and the shortcomings of the package and how to remedy those shortcomings. The shortcomings discussed were the bills inability to implement programs in a timely manner, insufficient authorizations to cover the appropriations, lack of an ongoing revenue stream for state highways, uncertainty for multi-year programming as a result of competition with other capital projects, the continuation of boom and bust construction cycles, no ongoing revenue stream, inadequate funding for local roads, and inadequate funding for RTA. The remedies discussed formed the basis for many of TFIC’s recommendations. The white paper was used to educate legislators about transportation funding.

## Communication with Policymakers

In addition to the white paper, TFIC worked to educate legislators and grassroots groups about the economic importance of transportation for the economy through a number of presentations and meetings. In one instance, David Kennedy, Chairman of the State House Committee of TFIC, addressed the Jobs Creation Task Force about the need for funding of local roads and RTA projects. The Jobs Creation Task Force was formed by the Illinois House and chaired by Representative Lou Lang (D-Chicago) to look for ways the General Assembly could foster jobs creation in Illinois. The task force was interested in how transportation can foster jobs growth in that sector as well as the entire economy. Kennedy reiterated many of TFIC’s recommendations, including the need for immediate grants for local roads, using highway user fees to fund the Road Fund, and creating a sustainable and ongoing revenue stream for funding transportation projects.

TFIC sent a letter to David Vaught, Director of the Governor’s Office of Management and Budget, and was able to coordinate a meeting. In that meeting, Co-Chairs Whitley and Kleunik and Managing Director Morrison stressed the short-term steps the Governor’s office could take immediately to move the capital program forward. In addition, to support TFIC’s suggestions for long-term corrections to the capital program, the coalition provided the Governor’s office with a copy of the 2009 Capital Program White Paper.

Another letter sent to the Governor detailed the need for greater transit funding. Without the promised funding from the capital program needed transit updates could not occur. In response to a growing sense that funding should be available for transit improvements, the Governor released some of the funds.

On March 16, the House Republican caucus sent a letter to the Governor proposing ways to reduce the deficit. One proposal involved redirecting \$5 billion in capital funds toward operating costs as a possible solution to the state operating budget problem. TFIC sent letters detailing the coalition’s opposition to the proposal to both the Republican caucus and Governor’s office. The letter expressed surprise at the suggestion of such a diversion and reminded the caucus of the benefits capital proj-

ects have for the economy and the effect the diversion would have on the already insufficient revenues in the Capital Fund. The Republicans withdrew their proposal.

### Grassroots Events

TFIC partnered with the Illinois Association of Aggregate Producers (IAAP) to host several grassroots events to educate the wider public about the need for transportation funding. Legislators were invited to attend meetings in their home districts. Meetings were held at the following locations:

- Springfield on February 15th,
- Mt. Vernon on February 22nd,
- Bloomington on March 1st,
- New Lenox on March 8th,
- Freeport on April 12th, and
- Morris on April 26th.

Legislators and IDOT staff attended the events, along with TFIC organization members and others.



*TFIC member John Grueling and Representative Emily McAsey (on the right)*



*Troy Kutz, Mark Denton, Bryan Hood and Tony Giordano*



*Ron Raupp, Phil Miller, Senator Toi Hutchinson, Alicia Hanlon and Steve Novak*



▲ *John Bognar and Everett Lawrence*

▼ *Phil Miller, Senator A. J. Wilhelmi, and Steve Novak*



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## Legislative Reception

TFIC also joined forces with the IAAP and the Chicago Laborers to host a legislative breakfast reception in Springfield. This event, held on March 24, attracted many legislators and TFIC members.



▲ Senator Dale Risinger and Robert Byrne

▼ Representative Raymond Poe, Jennifer Morrison, Steve Phelen and David Clement



Senator John Jones (on the left), Jennifer Morrison and TFIC co-chair Michael Kleinik



TFIC members Gilbert Villegas and Linda Wheeler





Robert Vogel and Representative Bob Pritchard



TFIC member John Henriksen



TFIC co-chair Doug Whitley



▲ Representative David Miller and Phil Miller



◀ Senator Pam Althoff and Ron Raupp

## Other Communications

In response to the lack of sufficient authorized funding for transportation, TFIC contacted editorial boards throughout the state. The letters explained that of the \$9.5 billion in new spending appropriated for transportation in the 2009 capital program only \$4.6 billion had been authorized. TFIC also proposed editors use the following questions when interviewing candidates seeking their paper's endorsement:

- Will you vote to approve the additional bond authorization needed to fully implement the 2009 capital program?
- Why has no funding been made available for local roads given that more than one and a half billion dollars in bonds have already been sold?
- When will local governments receive their funding?

The letter placed an emphasis on the need for local road funding, but it also discussed the dependency of the entire program on additional bond authorizations. A second letter followed a similar structure but emphasized CREATE funding, rather than local road funding. A third letter to the editor praised IDOT's construction plan for 2010, emphasizing the increases in transportation funding in 2010 and how this funding would help reduce unemployment in the construction industry. A press release was also sent to accompany the letter to further demonstrate support of the local roads program.

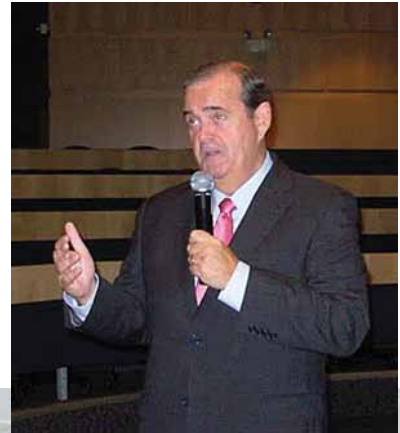
## TFIC Events

Members of TFIC's State House Affairs Committee hosted three dinners with legislators in Springfield during the spring session to talk about transportation investment and the 2009 capital program implementation. The State House Committee hosted the first in what will become a series of special luncheons on December 16th at William Harper Rainey College in Palatine. The luncheon featured three speakers that have studied transportation investment needs in Illinois and how the state should invest in transportation infrastructure in the years ahead. Randy Blankenhorn of Chicago Metropolitan Agency for Planning, Jim LaBelle of Chicago Metropolitan 2020, and Kevin Rund of the Illinois Farm Bureau shared summaries of their organizations' work and interacted with the more than 60 people in attendance. Guests included Senators Pam Althoff and Sue Rezin and Representative Anthony DeLuca.

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## Annual Meeting

The 7th annual meeting was held on Monday, September 13 at the Wojcik Conference Center at William Rainey Harper College in Palatine. An address by Congressman Jerry Costello (pictured at the right) opened the meeting. Other speakers provided updates from the federal level and from Illinois' highway, transit, and rail sectors. IDOT Secretary Gary Hannig was featured at the lunch. James Corless, representing Transportation for America also gave a presentation.



◀ Congressman Jerry Costello with members of the American Council of Engineering Companies of Illinois.

Annual Meeting Committee Chair Tim Garvey with Congressman Costello. ▶



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Joseph Crowe, PE



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## Region Four:

Roger Driskell



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### DISTRICT 7

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## Region Five:

Mary Lamie, PE



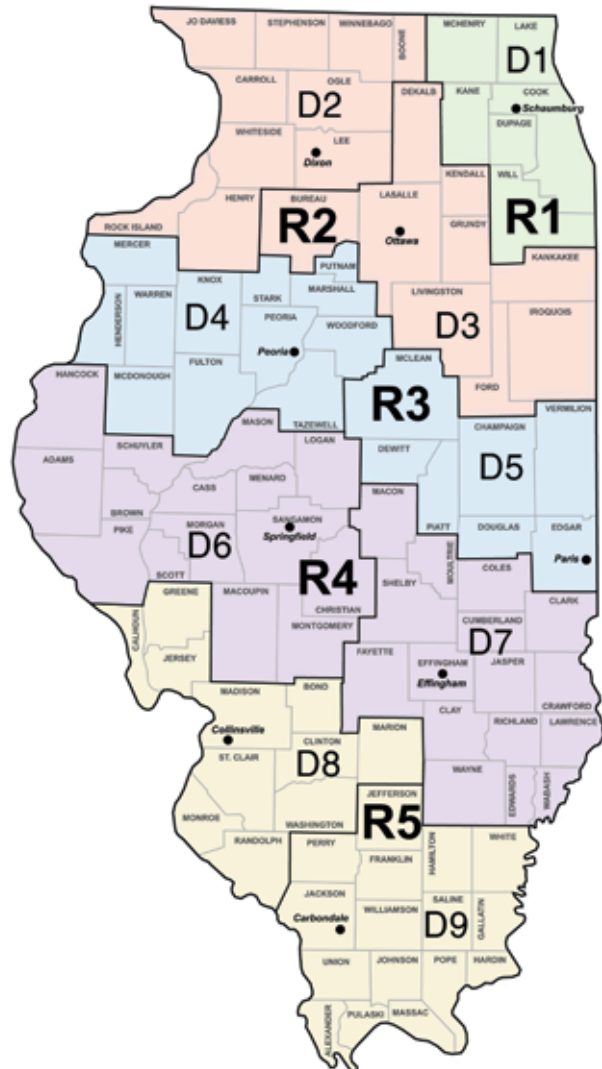
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ILLINOIS DEPARTMENT OF TRANSPORTATION  
REGION and DISTRICT BOUNDARIES



# ILLINOIS CONGRESSIONAL DISTRICTS



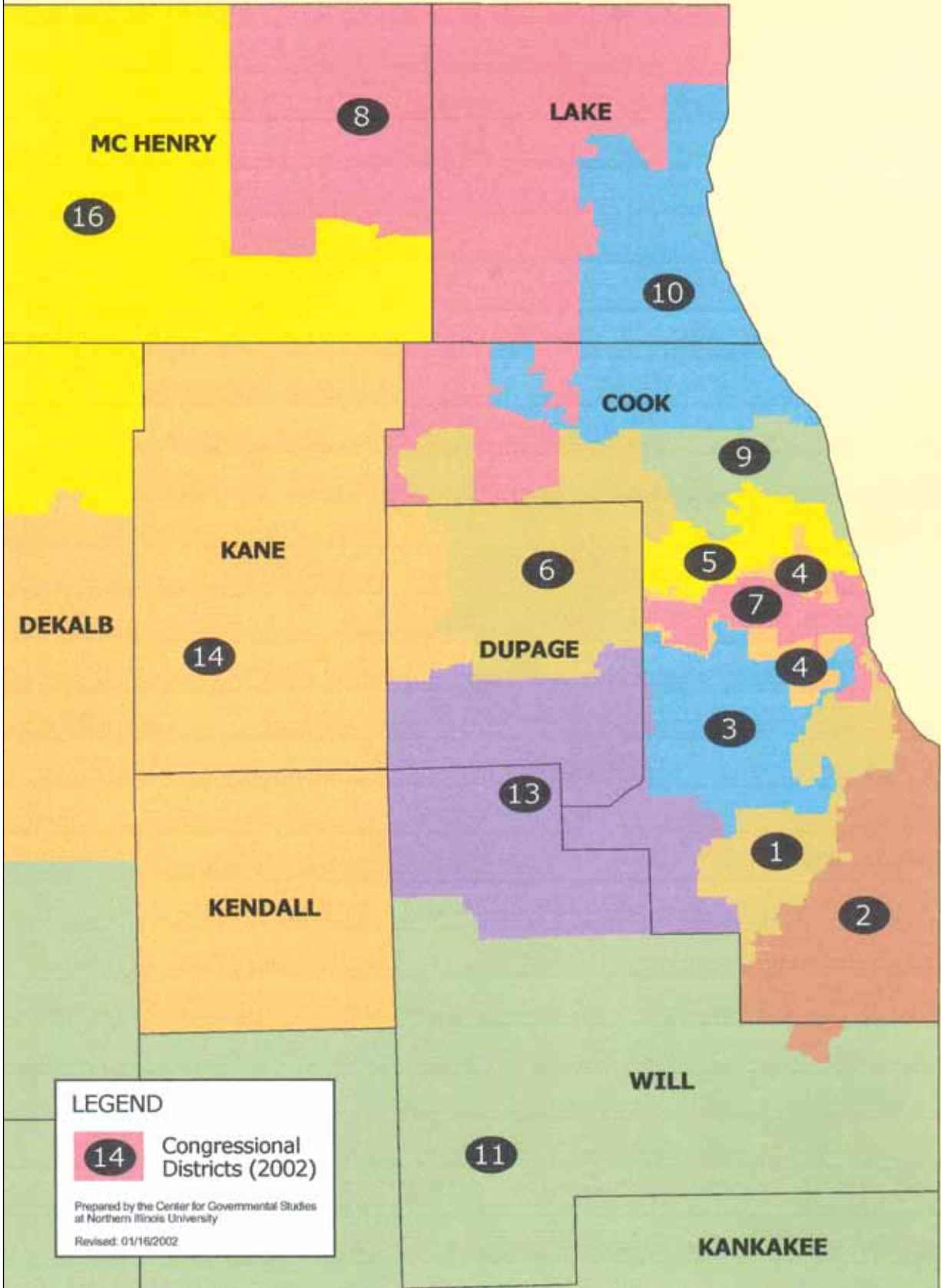
**LEGEND**

**15** Congressional Districts (2002)

Prepared by the Center for Governmental Studies at Northern Illinois University  
 Revised: 01/16/2002



# NORTHEASTERN ILLINOIS CONGRESSIONAL DISTRICTS



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### Mark Kirk Republican

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## U.S. Representatives from Illinois

### District 1 Bobby L. Rush Democrat

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### District 6 Peter Roskam Republican

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### District 10 Robert J. Dold Republican

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**District 11**  
**Adam Kinzinger**  
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# 2011 TFIC MEMBER ORGANIZATIONS

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  
Illinois State Branch of Operating Engineers  
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 Metropolis 2020  
Chicago Southland Economic Development Corp.  
Chicago & District Vicinity Council of Iron Workers  
DuPage Regional Development Alliance  
Egyptian Contractors Association  
Elgin Area Chamber of Commerce  
Heartland Partnership — Peoria  
Illinois Quad City Chamber of Commerce  
Kane County  
Lake County Division of Transportation  
MetroLINK  
Naperville Area Chamber of Commerce  
Operating Engineers Local 150  
Operative Plasterers and Cement Masons  
Painters District Council 58  
Quincy Area 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

336 Coalition  
AAA Chicago  
Greater Peoria Contractors & Suppliers Assn  
Illinois Concrete Pipe Association  
Illinois Construction Industry Committee  
Illinois Professional Land Surveyors  
Illinois Public Transportation Association  
Illinois Society of Professional Engineers  
Illinois Valley Contractors Association  
Mid-West Truckers Association  
River Bend Growth Association  
Structural Engineers Association of Illinois  
Township Officials of Illinois  
Tri-County Planning Commission  
United Transportation Union

## SUPPORTING MEMBERS

American Society of Civil Engineers – IL Section  
Associated Equipment Distributors  
Builders Association  
Champaign County Chamber of Commerce/  
Champaign Alliance  
Chicago Federation of Labor (AFL-CIO)  
Chicago Southland Chamber of Commerce  
Chicagoland Chamber of Commerce  
Chicago Transit Authority  
Corridor 67, Inc.  
Greater Aurora Chamber of Commerce  
Greater Decatur Chamber of Commerce  
Greater Springfield 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  
Lake County Transportation Alliance  
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