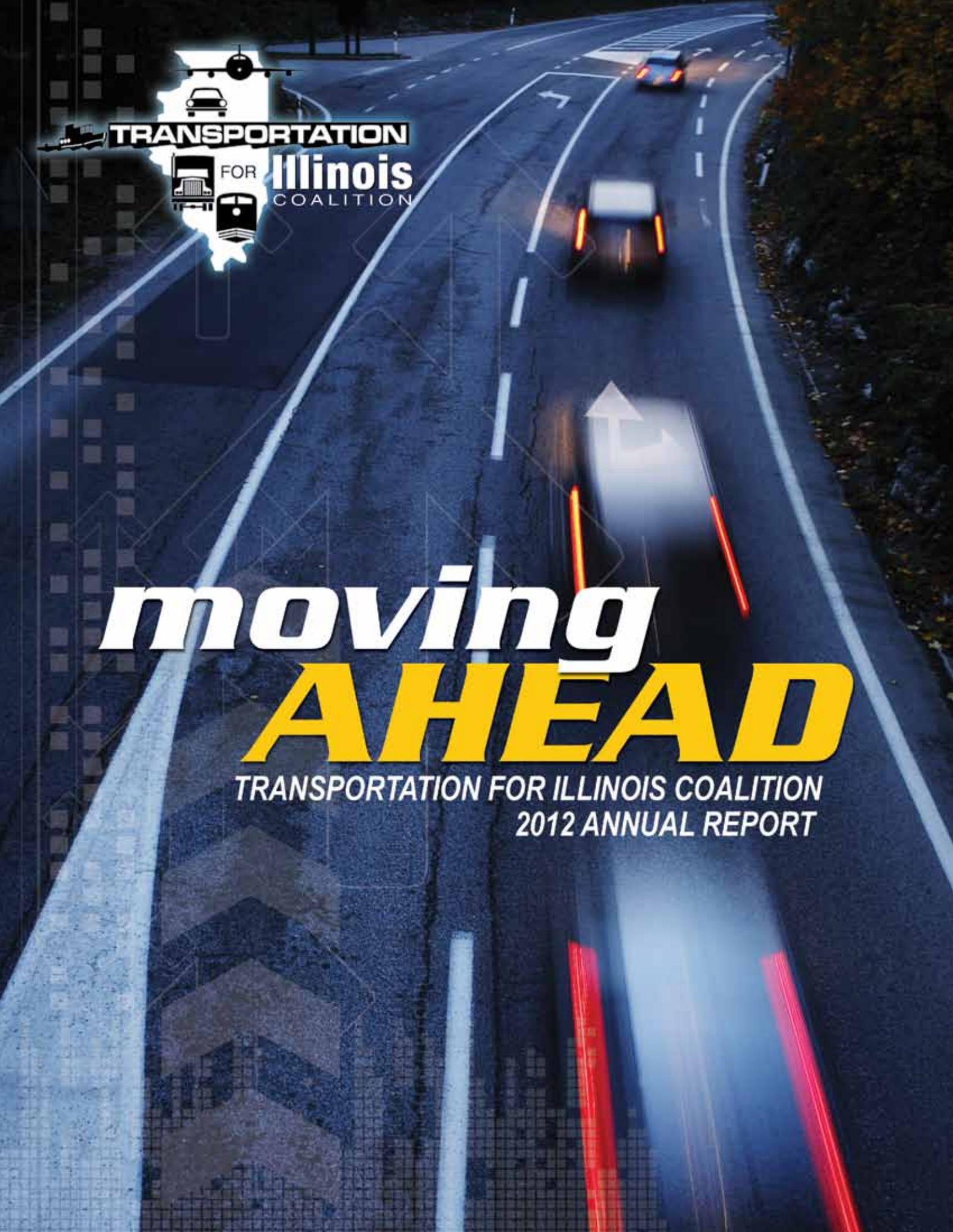




TRANSPORTATION

FOR **Illinois**  
COALITION



*moving*  
**AHEAD**

TRANSPORTATION FOR ILLINOIS COALITION  
2012 ANNUAL REPORT

## 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](mailto: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 2012

This year marked a year of transition. We saw the end of short-term extensions of SAFETEA-LU and the passage of a new 2-year authorization at the federal level. Here in Illinois, we are facing the drawdown of the 2009 Capital Program while still working to ensure the funds promised in 2009 are distributed. Looking back we have many accomplishments to be proud of, but looking forward we have important work to do.

Long awaited federal approval of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) was a significant step. We ended an era of 6-month extensions that left no certainty for states or employers to plan major projects. However, MAP-21 did nothing to address the funding shortfall between the Federal Highway Trust Fund and the system's funding needs.

TFIC has already begun working to address problems facing the Highway Trust Fund. A Revenue Task Force was created this past year to explore future funding options and make recommendations to policymakers. We saw a need to work with policymakers on these issues and began informal talks with the Illinois delegation.

In Illinois, 2012 marked the beginning of a steep decline in capital spending as the 2009 "Illinois Jobs Now" program ends. TFIC devoted attention to laying the foundation to advocate for future programs. We also focused on ensuring user fee diversions from the Road Fund are minimized. We successfully lobbied the General Assembly and the Governor to reduce the amounts paid by IDOT to CMS for Workers' Compensation and group health insurance, amounts that were out of line with those paid by other agencies.

We also fought to keep funding from the 2009 Capital Program at promised levels by advocating for the necessary bond authorization of those funds. At the end of May, it appeared there was little political will to authorize the transportation bonds. In response to the urgency TFIC members and allies converged on the Capitol to remind policymakers and the public of the importance of transportation projects around the state. Thanks in part to our outreach, a \$1.6 billion bond authorization passed the General Assembly before adjournment.

We have made significant steps forward and we would like to thank all of you for your contributions to those achievements. We have accomplished much, but as always there is more to do.

Sincerely,

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

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

In January, the TFIC Steering Committee adopted goals for the year and initiated the action plan that would be followed to achieve them.



## ***TFIC 2012 Federal Goals***

- Continue to work with the Illinois delegation in support of an adequately funded multi-year authorization bill;
- Ensure that Illinois' donor state status with regard to federal user fees and transportation funding doesn't worsen;
- Work with our delegation and other leaders in Congress to restore the user fee and contract authority principles for transportation;
- Organize a successful fly-in in May, including meetings with each member of the Illinois delegation;
- Consider additional fly-ins with a smaller number of TFIC leaders;
- Schedule outreach meetings with delegation members during their district work periods;
- Monitor authorization proposals and respond as necessary to provisions that would be beneficial or detrimental to Illinois.



## ***TFIC 2012 State Goals***

- Coordinate with IDOT and RTA to obtain additional bond authorization needed to implement the multi-year capital program that was originally passed in 2009.
  - \$1.305 billion for roads
  - \$1.00 billion for transit and rail
- Sponsor three regional luncheons with special presentations on key issues by transportation experts, using these luncheons as an opportunity to invite legislators and members of TFIC member organizations. Meeting topics to include:
  - Illinois Tollway update
  - State and Local Highway program and the impact on local economies
  - Amtrak and intracity rail
- Coordinate with Acting Secretary Ann Schneider and IDOT on promoting the next capital bill

## ***TFIC 2012 Accomplishments***

### **Moving Ahead for Progress in the 21<sup>st</sup> Century**

The existing extension of SAFETEA-LU was scheduled to expire June 2012. Recognizing the expiration as an opportunity to again lobby Congress for a new, longer-term surface transportation funding authorization, TFIC realized action was needed to encourage the Illinois delegation to take a leadership role in negotiations.

Negotiations continued to take place through May and it began to look like a short-term extension of SAFETEA-LU was likely. Working as both a coalition and through the outreach



of individual members, TFIC asked Senator Durbin and Congressman Roskam to help break the gridlock between the Senate and House by developing a compromise.

Finally, a deal was rumored to be in the works, but TFIC heard that Illinois might lose significant funding in the new authorization. The new authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) passed without much time to clarify where Illinois would stand in funding. Senator Durbin's office held a conference call with TFIC members to discuss MAP-21 immediately after it passed.

In the conference call, TFIC learned the funding structures had been changed at the last minute to maintain or even increase the levels of funding received by Illinois. With passage of MAP-21, Illinois received the 4<sup>th</sup> largest amount of federal surface transportation funding, up from receiving the 5<sup>th</sup> largest amount in SAFETEA-LU. The funding increase was accomplished despite Congress' ban on earmarks, which causes nearly all federal funds to be allocated by formula. These changes were negotiated through the efforts of Senator Durbin, his staff, and others in the Illinois delegation.

After the vote, TFIC sent letters to each of the Illinois delegation members who voted for MAP-21. All but one supported the measure and TFIC wanted to emphasize their vote was instrumental in the passage of MAP-21, thus assuring the preservation and creation of many jobs in the construction industry.

*Below: TFIC members David Kennedy, ACEC Illinois, and Marc Poulos, IUOE Local 150 IIIFFC, with Congressmen Lipinski, Biggert, and Dold at the Chicago press conference calling for bipartisan compromise on a surface transportation bill.*

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## **Adding \$100 Million in State Government Funding to the Road Fund**

As the 2012 spring session of the General Assembly came to a close, several transportation issues remained unresolved. One was the continued diversions of money from the Road Fund for non-transportation purposes. TFIC had identified \$200 million IDOT was paying for workers compensation and employee health insurance costs that were higher than costs assessed to other state agencies for Central Management Services.

The State House Committee enlisted the help of Mac Strategies for media outreach, while appealing directly to legislators for a remedy. Quickly, news outlets around the state picked up the story and public pressure mounted. As a result of both the public and individual outreach of TFIC members, Governor Quinn reduced the workers' compensation request from the Road Fund from \$41 million to \$21 million. The General Assembly also chose to appropriate \$88 million instead of the \$176 million originally requested for IDOT employee health insurance.

These funds were not immediately programmed towards construction by the General Assembly, but it is expected the funds will be programmed in 2013. TFIC will be working to ensure that happens.

## **2009 Capital Program Bond Release**

The other important transportation issue still unresolved in May was the \$1.6 billion bond authorization necessary to continue the 2009 capital program. Because IDOT, transit groups, and local entities already planned to include the 2009 capital program funding in their FY2013 budgets, failure to authorize the needed bonds would jeopardize jobs and infrastructure around the state. However, the General Assembly was reluctant to add to the state's existing debt burden.

TFIC again went to the media through Mac Strategies and reached out to policymakers individually about the importance of securing the bond authorization. TFIC members converged on the Capitol during the last days of session and the bond authorization was passed shortly before the General Assembly adjourned.

TFIC's work salvaged the only bond authorization approved by the General Assembly in 2012. Thus funding was achieved for transportation related projects during a period of severe cuts in state government.

Without TFIC's concerted efforts as a coalition and working in conjunction with IDOT, it is likely the bond authorization would not have passed and the 2012 and 2013 construction seasons would have been severely impacted.

*As a result of both the public and individual outreach of TFIC members, Governor Quinn reduced the workers' compensation request from the Road Fund from \$41 million to \$21 million. The General Assembly also chose to appropriate \$88 million instead of the \$176 million originally requested for IDOT employee health insurance.*

## Federal Highlights

### Moving Ahead for Progress in the 21<sup>st</sup> Century

2012 saw a new federal surface transportation authorization, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). MAP-21 increased the federal funding available to IDOT for surface transportation projects. Passage relieved some of the uncertainty caused by numerous short-term extensions of SAFETEA-LU. Unfortunately, MAP-21 did not increase revenue for the Highway Trust Fund and will expire September of 2014.

TFIC worked with members of the Illinois delegation to publicly discuss the importance of a new federal authorization and to privately encourage them to support such an authorization. We were pleased with the final compromise that included environmental streamlining

language and increased funding for Illinois, as well as, TFIC's recommendation that a 2-year extension was preferable to continued short-term extension so that important projects can proceed.



Above: John Henriksen, IAAP, with Congresswoman Judy Biggert at Vulcan Materials Company Laraway Quarry.

Left: L to R Congresswoman Biggert, John Henriksen, Matt Davidson, and Jennifer Morrison at the Vulcan Quarry Tour.

### Waterways

Although a surface transportation authorization was passed, Congress never appropriated or reauthorized funding for waterways. WRDA, the waterways funding authorization bill, was last reauthorized in 2007 and has not received funding appropriation. The Federal Affairs Committee began working in 2012 on ways to advocate for increased funding and will continue to call for the funding necessary to maintain and improve America's waterways in 2013.

WRDA funding is important for construction and maintenance of locks, dams, and levies systems; dredging and other projects to keep waterways navigable; and harbor improvement along America's inland waterways. These projects help reduce congestion and wear and tear on our surface transportation systems and ensure low-cost goods remain competitive on the global market. Illinois has 1,000 miles of inland waterways, which move tens of billions of dollars worth of freight every year.



Above: TFIC members Jennifer Krug McNaughton, Matt Davidson, Jennifer Morrison, and John Henriksen with Judy Biggert at Vulcan Materials.

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In addition to inadequate funding in 2012, the severe drought caused low water levels on the Mississippi that threatened to close the river to waterway traffic in January and February of 2013. TFIC members participated in a series of conference calls and stakeholder meetings designed to keep the waterways community aware of the current situation on the Mississippi.

TFIC leaders and members kept in touch with members of the Illinois Congressional delegation, the Governor's office and state agency heads to stay abreast of developments and to stress the need for action. Once again, Senator Durbin and others gained the necessary federal response when the Army Corp of Engineers expedited river work between St. Louis and Cairo to open the Mississippi to barge traffic. The organization's members will continue to monitor water levels and the actions taken to alleviate problems caused by continued low water levels in 2013.

### **Meeting with Congressmen**

As part of our outreach to lawmakers regarding the need for a longer-term funding authorization, 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 quarries or highway construction sites with the congressmen and congresswomen in their home districts. Media attended some of the meetings, providing the opportunity to discuss the importance of transportation funding to Illinois' economy.

In March 2012, TFIC members participated in a press conference with Congressman Aaron Schock to draw attention to the importance of a new transportation authorization before the existing extension of SAFETEA-LU expired. Although SAFETEA-LU was again extended for a few months, Rep. Schock's support for a new authorization helped move Capitol Hill lawmakers closer to a compromise that led to MAP-21.



TFIC members participated in a joint press conference with Representatives Lipinski, Biggert, and Dold in late June. The press conference focused on the need for a bipartisan surface transportation authorization and was part of the outreach campaign TFIC and Congressmen Lipinski, Biggert, and Dold undertook throughout June. MAP-21 passed shortly after the event.

The coalition remained in close contact with Congressmen Roskam, as well as Congressman Costello and Senator Durbin, throughout the negotiation process. Congressman Roskam worked from his position as Chief Deputy

Whip to gain support for MAP-21 within the House Republican Caucus.

Republican Congressmen Biggert, Dold and Hultgren were instrumental in leading a response from Republican Congressmen representing suburban commuters from major transit dependent cities in defense of maintaining transit funding in the legislation authored by the House Majority Caucus. They helped save transit funding at a crucial moment in early 2012.

Brian Dockery of Riverstone Group, John Henriksen of the IAAP, and David Kennedy

*TFIC State House Committee Chair David Kennedy speaks at the joint press conference with Congressmen Lipinski, Biggert, and Dold.*



of ACEC-Illinois set up a lunch with Congressman Bobby Schilling. About 20 local and statewide representatives from TFIC met with the Congressman to thank him for his support of MAP-21, and transportation more generally. Jeff Nelson of the Quad Cities transit district—MetroLink—made special note of Congressman Schilling’s work against the original Republican proposal to exclude transit from the federal Highway Trust Fund. The Congressman pledged to work with TFIC following the election to identify new funding sources for the next transportation bill.

## Washington DC Fly-In

Every year TFIC members fly to Washington DC to meet with legislators about the importance of transportation funding and to maintain key relationships on the Hill. The fly-in is scheduled to promote Illinois participation in the annual fly-in organized by Transportation Construction Coalition.

Members representing the Underground Contractors, IUOE 150, Chicago Laborers District Council-LMCC, and the County Engineers participated. TFIC’s representatives discussed the importance of authorizing a new, longer-term surface highway transportation funding bill. In addition, members presented a more general message about the importance of transportation funding and the broad impact of transportation in Illinois.

While in DC, TFIC members heard from members of Congress that continued support for a new authorization would be instrumental in the ultimate passage of any bill. Several members of the Illinois delegation stated their commitment to work with their caucus to try to build support for a new authorization, rather than another extension of SAFETEA-LU.



## New Members of the Illinois Delegation

The 2012 election brought a significant turnover in the Congressional delegation. New members elected in 2012 are: Rep. Cheri Bustos, Rep. Rodney Davis, Rep. Tammy Duckworth, Rep. Bill Enyart, Rep. Bill Foster, and Rep. Brad Schneider. TFIC recognized the coalition would need to develop relationships with new members of the delegation and began outreach in late 2012.

As a result of the 2012 election, Jerry Costello and Tim Johnson are no longer senior members of the House Transportation and Infrastructure Committee. TFIC thanks and extends praise to Congressman Costello, in particular, for his nearly 35 years of service as a great advocate for Illinois and the nation’s transportation needs. He will be sorely missed. Congressman Hultgren also left the T&I Committee and will serve on the Financial Services Committee in the new Congress. Congresswoman Bustos and Congressman Davis have taken positions

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**Federal Highlights** — continued

as the new Illinois members of the T&I Committee and TFIC looks forward to working with them.

Prior to the election, Tim Garvey of the Southern Illinois Builders Association arranged for back-to-back meetings with TFIC members and the 12<sup>th</sup> Congressional District Candidates Bill Enyart and Jason Plummer. The meetings were important for TFIC because the



12<sup>th</sup> Congressional District was previously represented by Congressman Costello, a leading advocate for transportation in the House. Members wanted to encourage both candidates to continue Congressman Costello's legacy on transportation. About 25 members attended the meetings and had time to ask questions of both candidates and encourage them to consider transportation an important part of their platforms. Both candidates pledged to work with TFIC if elected.

*Above: TFIC members met with retiring Congressman Jerry Costello in December 2012 to discuss his perspective on transportation funding initiatives in DC and suggestions for TFIC moving forward. TFIC also wished to thank Congressman Costello for his many years as a transportation advocate and wish him good luck in retirement.*

## **State Highlights**

### **Cutting Back Diversions**

TFIC continued in 2012 to fight against the diversion of Road Fund money to non-transportation related expenses. With the 2009 Capital Program winding down, any money saved from reducing diversions would have a significant impact on the money available for programming. TFIC successfully lobbied the General Assembly and Governor Quinn to reduce the amount of money coming from the Road Fund for IDOT employee health insurance and workers' compensation. These expenses were far higher than other state agencies' expenses for the same services and both amounts were cut in half by the end of the 2012 spring session. These savings have yet to be programmed and TFIC will be working diligently to ensure they are programmed in 2013.

### **2009 Capital Program Bond Authorization**

Because the 2009 Capital Program relied exclusively on bonds, TFIC continued to work in 2012 to ensure the annual authorization of bonds necessary to provide the promised funding. At the close of the spring session, it appeared the General Assembly would not authorize the necessary bonds. For three days at the end of session, TFIC advocated for the bond authorization measure both in direct communication with policymakers and in the media. Ultimately, the \$1.6 billion bond authorization passed through the General Assembly and was signed by the Governor to ensure the FY2013 funding was available.



*State Senator LaHood addresses a group of transportation stakeholders at TFIC's Regional Transportation Summit in Macomb*



## Communications with Legislators

In addition to its specific advocacy efforts, TFIC worked to educate policymakers about the economic importance of transportation. Members of the State House Committee developed plans to meet with new legislators and introduce them to TFIC. Many of those meetings will be held in 2013, but several in Lake County took place in December 2012. Thanks to Paula Trigg, Al Giertych, and Marty Buehler for working to set those meetings.

Matt Davidson, Associated General Contractors, worked with one of his members to organize a meeting in Champaign-Urbana with area legislators. TFIC staff and members attended the meeting. Leaders in local government, business, and labor were also invited



to discuss the importance of transportation infrastructure to them and their community. The meeting was a powerful discussion of the need for investment and the willingness of many local leaders to support new revenue options. The success of this event encouraged TFIC to repeat the format for 19 meetings in 2013.

Local legislators attended each of TFIC's three Regional Transportation Summits. Before an audience of local business, labor, and government leaders, legislators discussed their views on the importance of transportation and were recognized for their achievements.

Both types of meetings focused on the importance of transportation infrastructure to local communities and the broad base of support present in those communities for increased infrastructure spending.



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## Legislative Champions Reception

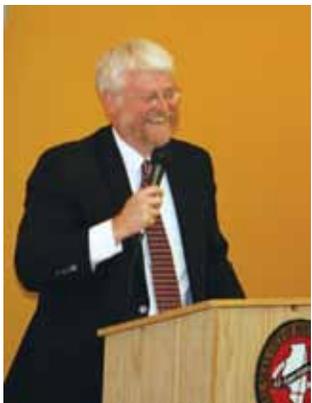
Partnerships built through years of TFIC membership led some members to organize a joint fundraiser to recognize a transportation champion from each caucus in the State House. Those recognized for their outstanding transportation advocacy were Senator John Sullivan (Rushville), Senator Pamela Althoff (McHenry), Representative Elaine Nekritz (Northbrook), and Representative Jim Watson (Jacksonville). They were recognized for their commitment to transportation infrastructure investment and their willingness to reach across the aisle on this bipartisan issue. Those recognized noted this was the first time they had attended a similar event honoring a legislator from each caucus and the bipartisan nature of the event mirrored the bipartisan nature of transportation.

## Regional Transportation Summits

For the first time, TFIC went on the road in 2012 with three large scale Regional Transportation Summits. The Summits were planned in lieu of TFIC's Annual Meeting, traditionally held in Bolingbrook. They were designed as a way to build support for transportation funding throughout the state and to provide a networking opportunity for transportation professionals. The meetings' popularity exceeded expectations and members and guests gave the coalition positive feedback. Congressman Randy Hultgren, Illinois Tollway Executive Director Kristi Lafleur, IDOT Secretary Anne Schneider, and Amtrak Chairman Tom Carper were among the featured speakers.

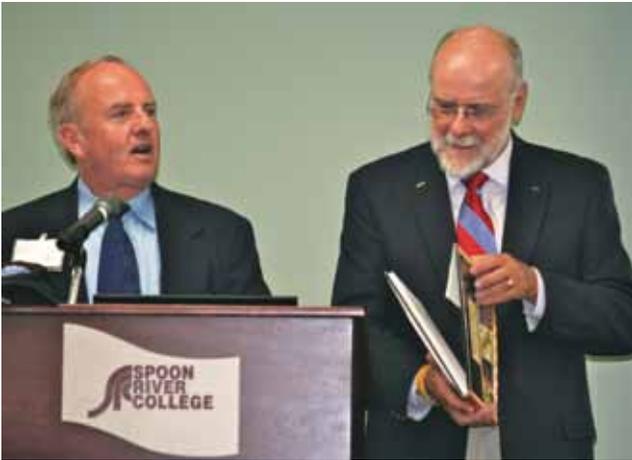
The summits were convened during August when Congress was in recess. Congressmen Schilling, Hultgren, and Schock either attended a meeting themselves or sent staff members. Senators Kirk and Durbin also sent staff to at least one of the three meetings. In total, about 300 people attended a summit to hear an update on MAP-21, an update from IDOT, and a topic of local interest. Attendees also heard from state legislators representing the region and TFIC and local government and business leaders. The summits' popularity allowed TFIC to introduce the coalition to many local transportation enthusiasts who don't normally participate in TFIC activities, broadening the coalition's reach.

The summits would not have been a success without the hard work of TFIC members and local leaders. Thanks to Pat Hosty, Regional Meetings Chair, Carol Gieske, Elgin Chamber President,





Matt Davidson, Associated General Contractors Executive Director, Tim Garvey, Southern Illinois Builders Advancement Executive Director, Penny Lawyer, Macomb Area Chamber and Downtown Development Corp. President, and Mike Matejka, Great Plains Laborers Legislative Director, for your help.



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**Regional Summits — continued**





## 2012 Annual Meeting Highlights

Because TFIC held the Regional Transportation Summits in 2012, the annual meeting was an opportunity to hold a private meeting where Steering Committee members could plan for the future. After a day-long brainstorming session, TFIC emerged with a plan for 2013 to advocate for needed funding for all of the Illinois' transportation modes. The Annual Meeting was a chance to regroup and plan after the intense lobbying and public outreach accomplished in 2012 and the regional meetings held over the summer.

TFIC changed the focus of the Annual Meeting from a seminar format to an internal planning session. Members determined to: 1) identify funding plans to present to legislators, 2) update and create documents to demonstrate the need and magnitude of continued infrastructure investments, 3) pursue a public outreach program to support the coalition's work toward sustainable funding, 4) champion a new state capital program and a new federal authorization by 2014, 5) and educating the many new legislators and Congressmen on transportation issues that are vital to the citizens and economy of Illinois. The coalition members also acknowledge a need to reach into the Chicago area more for membership and media coverage.



# 2012 Committees

## Federal Affairs Committee

Mike Sturino, Chair

Roberta Parks, Vice-chair

Marc Poulos, Vice-chair

Ben Brockschmidt

Marty Buehler

Matt Davidson

Phil Gonet

John Greuling

John Henriksen

Matt Huffman

David Kennedy

Jordan Matyas

Steve Nailor

Jeff Nelson

Paul Rumler

Don Schaefer

Paula Trigg

Scot VanDeWoestyne

Tim Zahn

Matt Zick

## Mass Transit Committee

Joe Costello, Chair

Laura Calderon

Mike Hoffman

Jeff Nelson

## Policy Committee

Marc Poulos, Chair

Craig Fink, Vice-chair

Michael Kleinik

Paul Rumler

Doug Whitley

## State House Committee

David Kennedy, Chair

Ben Brockschmidt

Marty Buehler

Laura Calderon

Matt Davidson

Craig Fink

Tim Garvey

Al Giertych

Phil Gonet

Bob Guy

John Henriksen

Mike Hoffman

Matt Huffman

Michael Kleinik

Mike Macellaio

Jordan Matyas

Steve Nailor

Marc Poulos

Randall Riley

Don Schaefer

Jim Schwarz

Mike Sturino

Paula Trigg

Scott VanDeWoestyne

Matt Wells

Doug Whitley

Matt Zick

## Regional Meetings Committee

Pat Hosty, Chair

Matt Davidson

Tim Garvey

Carol Gieske

Penny Lawyer

Mike Matejka

Don Schaefer



## IDOT District Office Contact Information

### REGION 1 █

Diane O'Keefe, Regional Engineer

#### District 1

Christopher Holt, Local Roads Engineer  
201 West Center Court • Schaumburg, IL 60196  
Tel: (847) 705-4201 • Fax: (847) 705-4203

### REGION 2 █

George Ryan, Regional Engineer

#### District 2

Jason Nelson, Local Roads Engineer  
819 Depot Avenue • Dixon, IL 61021  
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#### District 3

Kenneth Lang, Local Roads Engineer  
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### REGION 3 █

Joseph Crowe, Regional Engineer

#### District 4

L. Scot LaSalle, Local Roads Engineer  
401 Main Street • Peoria, IL 61602  
Tel: (309) 671-3690 • Fax: (309) 671-3026

#### District 5

David Speicher, Local Roads Engineer  
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### REGION 4 █

Christine Reed, Regional Engineer

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400 West Wabash • Effingham, IL 62401  
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### REGION 5 █

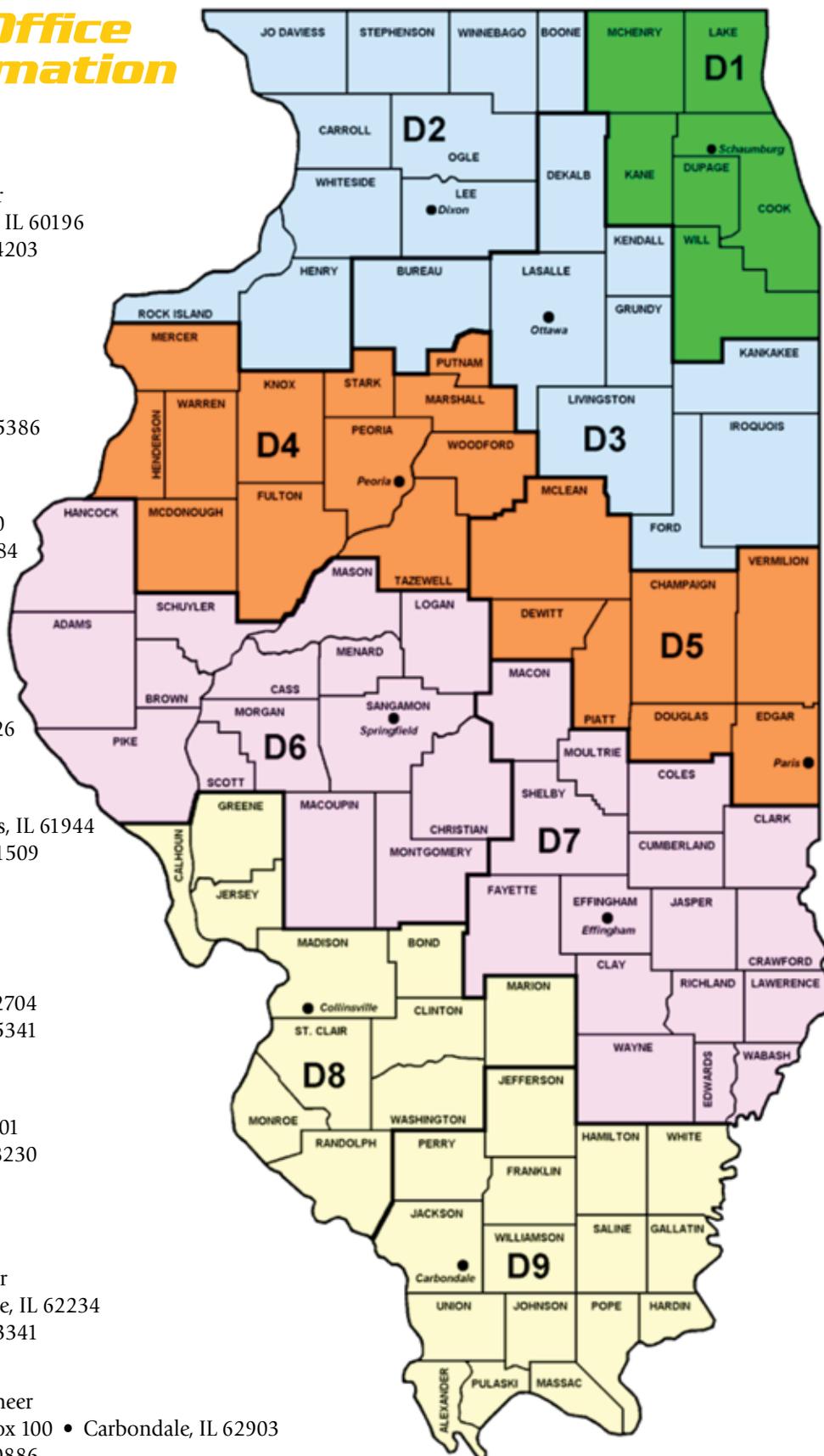
Mary Lamie, Regional Engineer

#### District 8

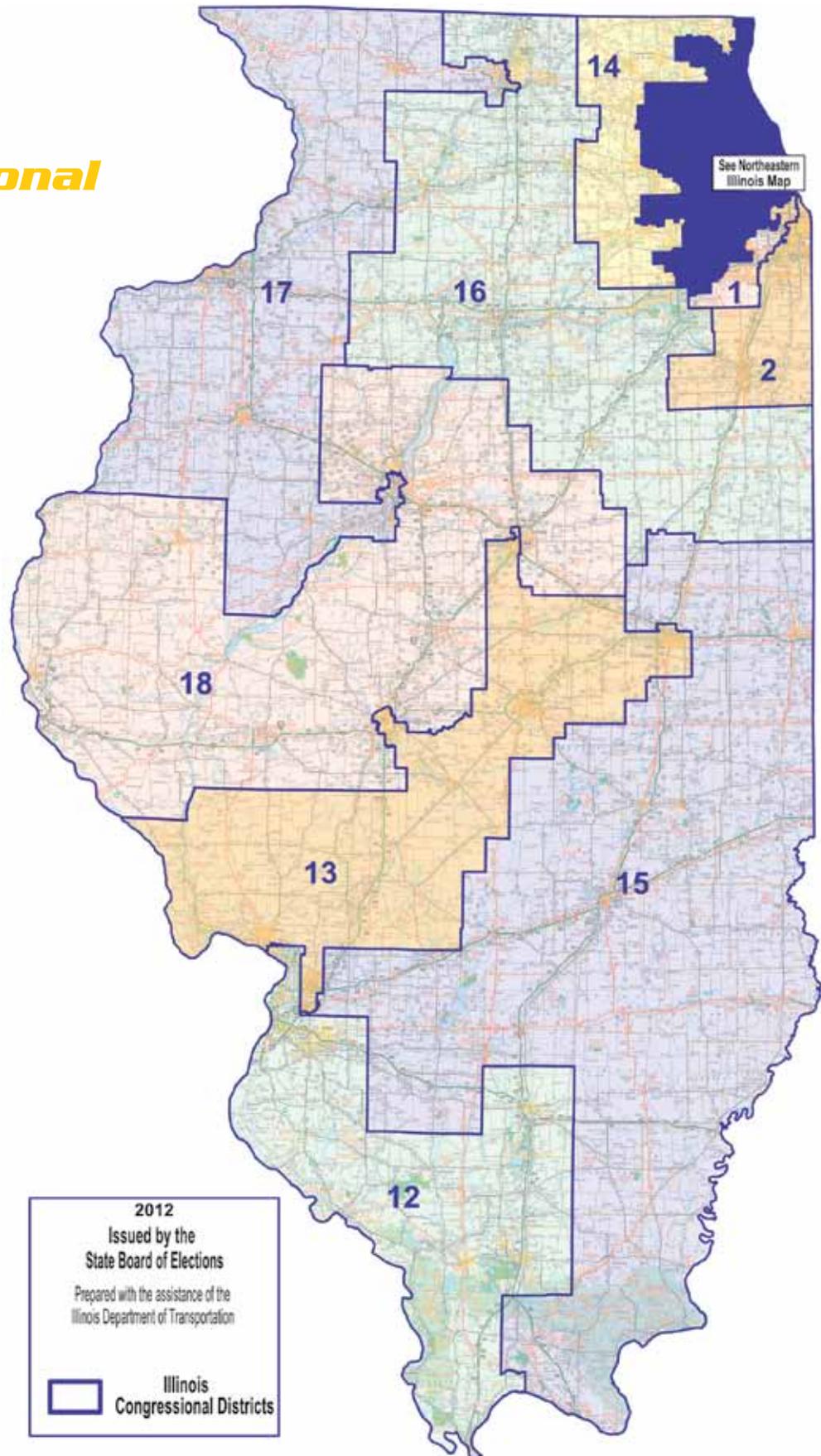
Jennifer Obertino, Local Roads Engineer  
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#### District 9

Dennis Hillebrenner, Local Roads Engineer  
State Transportation Building • P.O. Box 100 • Carbondale, IL 62903  
Tel: (618) 351-5260 • Fax: (618) 549-0886

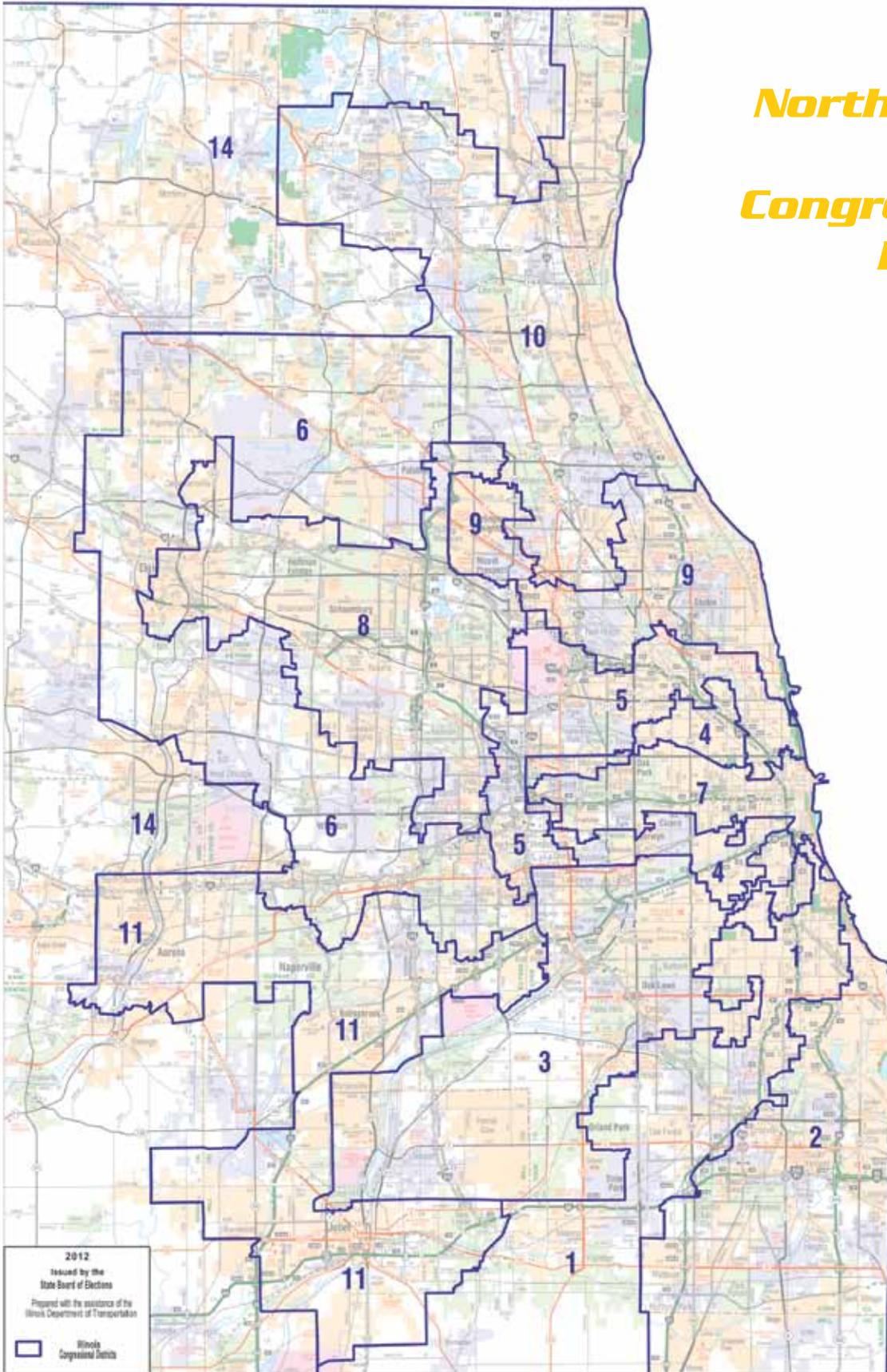


# Illinois Congressional Districts





**Northeastern  
Illinois  
Congressional  
Districts**



## U.S. Senators from Illinois

### Richard J. Durbin Democrat

711 Hart Senate Office Building  
Washington, D.C. 20515  
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### Mark Kirk Republican

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## U.S. Representatives from Illinois

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### District 2 Robin Kelly Democrat

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## 2012 TRANSPORTATION FOR ILLINOIS COALITION

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  
 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 Ready Mix Concrete Association  
 Illinois Road and Transportation Builders 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  
 Chicago & District Vicinity Council of Iron Workers  
 Egyptian Contractors Association  
 Elgin Area Chamber of Commerce  
 Great Plains Laborers District Council  
 Heartland Partnership — Peoria  
 IUPAT-Painters District Council 58  
 Kane County  
 Lake County Division of Transportation  
 Lake County Transportation Alliance  
 Leadership Council of Southwestern Illinois  
 Metro LINK  
 Metropolis Strategies  
 Naperville Area Chamber of Commerce  
 Operating Engineers Local 150  
 Precast/Prestressed Producers of Illinois & Wisconsin  
 Quad Cities Chamber of Commerce  
 Quincy Area 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 and Growth Association  
 Teamsters 731  
 Will County Center for Economic Development

### **PARTICIPATING MEMBERS**

DuPage County-Dept. of Economic Development  
 Illinois Construction Industry Committee  
 Illinois Society of Professional Engineers  
 Illinois Trucking Association  
 Illinois Valley Contractors Association  
 Mid-West Truckers Association  
 Riverbend Growth Association  
 Structural Engineers Association of Illinois  
 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 Automobile Dealers Association  
 Illinois Highway Users Association  
 Illinois Petroleum Council  
 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





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