



A National  
Transportation  
Research  
Nonprofit

# Third Quarter Board Meeting

September 8, 2019

# THANK YOU TRIP MEETING SPONSORS

**AECOM**



**American Global**



Construction Software & Services



**SUNDT**

# Fundraising Committee

## NEW CONTRIBUTIONS - \$19,500

- \$1,000 Illinois Chamber of Commerce
- \$5,000 Long Island Contractors Association - Jeff DiStefano
- \$5,000 Construction Industries Council NY - Jeff DiStefano
- \$5,000 General Contractors Association of NY - Jeff DiStefano
- \$1,000 CL Boyd Company, Inc - Ken Wert
- \$2,500 Liebherr USA - Kris Flitcroft

## INCREASED CONTRIBUTIONS - \$14,375

# Help Needed

- Caterpillar
- John Deere

# Fundraising Committee Prospects

## Association

- AIAI - Association for Improvement of American Infrastructure
- Star America Infrastructure Partners

## Contractors

- Branch Group
- Balfour Beatty
- The Lane Construction Corporation
- C.W. Matthews
- Superior Construction
- Vecellio Group
- S.T. Wooten
- Zachry

## Producers

- CalPortland
- CEMEX
- LafargeHolcim

# Fundraising Committee Prospects

## Equipment Manufacturers

- Bobcat
- Dynapac
- Volvo Construction

## Equipment Distributors

- Ahearn Equipment
- H&E Equipment Services
- Sunbelt Rentals
- Sunstate Equipment
- Swanston Equipment Company
- United Rentals

## Surety & Insurance

- Chubb Surety
- CNA Surety
- Travelers Bond
- Zurich Surety
- Crum & Forster



**TEXAS CONTRACTOR**

**\$850M Midtown Express Closes in on Completion**

**CONSTRUCTION NEWS**

**The Connecting Arkansas Program Brings Better Safety and Accessibility Around the State**

**MIDWEST CONTRACTOR**

**JAS Concrete Increases Productivity with Cutting-Edge Technology**

**CONSTRUCTION NEWS**

**Williams Brothers Construction Builds New Bradley University Business and Engineering Complex**

# SIGNIFICANT DEFICIENCIES AND HIGH FATALITY RATES

**TRIP Reports US Rural Roads and Bridges Need Repairs and Modernization to Boost Safety and Support Connectivity**

The chart below shows the states with the highest rate of rural pavements in poor condition, states with the highest share of rural bridges that are rated poor/structurally deficient, and states with the highest fatality rates on a non-interstate, rural roads.

RANK	STATE	Rural Pavements in Poor Condition	STATE	Rural Bridges Poor/Structurally Deficient	STATE	Fatality Rate per 100M VMT on Rural Non-Interstate Roads	Fatality Rate per 100M VMT on All Other Roads
1	Rhode Island	39%	Rhode Island	23%	South Carolina	3.60	6.96
2	California	32%	Iowa	21%	California	3.16	6.77
3	New Mexico	30%	West Virginia	20%	Arizona	2.94	5.31
4	West Virginia	30%	Pennsylvania	18%	North Dakota	2.57	6.92
5	Nebraska	30%	South Dakota	18%	West Virginia	2.55	6.97
6	Oklahoma	30%	Louisiana	19%	Tennessee	2.55	6.93
7	Mississippi	27%	Utah	14%	Kentucky	2.54	1.62
8	Alaska	22%	New York	12%	Louisiana	2.48	1.21
9	Alaska	22%	North Carolina	12%	Kansas	2.47	6.85
10	New Hampshire	21%	Oklahoma	12%	Oregon	2.44	6.68
11	Washington	21%	Michigan	12%	North Carolina	2.43	6.79
12	Pennsylvania	21%	North Dakota	11%	Texas	2.38	1.11
13	Missouri	21%	Mississippi	10%	Alabama	2.38	6.87
14	Connecticut	20%	Alaska	10%	Georgia	2.34	1.08
15	Louisiana	19%	Nebraska	9%	Virginia	2.26	6.57
16	Wisconsin	19%	Missouri	9%	Delaware	2.23	6.74
17	Texas	18%	New Hampshire	9%	Indiana	2.22	6.68
18	Massachusetts	17%	Massachusetts	9%	Oklahoma	2.20	6.86
19	Michigan	16%	New Jersey	9%	Florida	2.22	1.32
20	Vermont	16%	California	9%	Pennsylvania	2.18	6.79
	US AVERAGE	15%	US AVERAGE	9%	US AVERAGE	2.14	6.80

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This report is based on the Federal Highway Administration (FHWA) definition of rural areas, which allows states to use the U.S. Census Bureau definition to identify rural areas or to define rural areas to require a smaller or larger area with a population of 5,000 or more. The following are the top findings of the report.

**Rural's Road Condition**

Rural America is the primary source of energy, food, and fiber that drives the U.S. economy. The decline in the road pavements between 1980 and 2017 has increased the cost of transporting goods and services. According to the U.S. Census Bureau, 18 percent of the nation's road network is in poor condition, approximately 100 million miles of road, compared to a fatality rate on all other roads of 1.68 deaths per 100 million miles of road.

**Rural's Safety and Economic Viability on Transportation**

The quality of the nation's rural roads, bridges, and transit systems is a key factor in the nation's economic recovery, particularly in rural areas. The nation's rural roads are in poor condition, and bridges, a critical transportation network, provide the first and last mile of the transportation network to market while supporting the tourism industry.

Freight mobility and efficiency are fundamental to rural economic vitality and prosperity. Economic growth and industry in rural areas are heavily reliant on the ability to transport raw materials, energy, and finished goods to and from rural areas. Agriculture, food, and related industries, including food and beverage manufacturing, apparel manufacturing and food and beverage storage and distribution, include 10.15 million in the U.S. domestic product (GDP) in 2016. This represents 17 percent of overall U.S. GDP.

While farming accounts for just 6 percent of all jobs in rural America, it is a primary employer in farming. There are more than 10 million in agriculture, including crop production, processing, marketing, and distribution. Employment in goods production, which includes farming, forestry, fishing, mining and energy extraction, accounts for 11 percent of earnings in the nation's rural economy versus 10 percent in the urban economy.

**Rural Transportation Challenges Survey**

A Department of Transportation (DOT) survey of rural roads and bridges found that 58 percent of rural roads are in poor condition, which includes 100 million miles of road. The survey also found that 18 percent of rural bridges are in poor condition, which includes 100 million miles of road.

Many factors can cause rural roads and bridges to be in poor condition, including a lack of funding, poor maintenance, and a lack of resources. The survey also found that 18 percent of rural roads are in poor condition, which includes 100 million miles of road.

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NO August 2019

## TOP 25 STATES WITH HIGHEST PERCENTAGE OF MAJOR RURAL ROADS IN POOR CONDITION



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**Rural Transportation Challenges Survey**

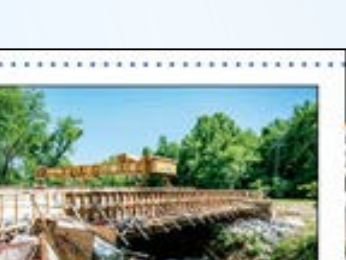
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**CONSTRUCTION**

**North Carolina DOT Expands I-77 Corridor**

**MICHIGAN CONTRACTOR & BUILDER**

**Indian Summer Recycling Turns Second Career Into an Environmental Benefit**

**ROCKY MOUNTAIN CONTRACTOR**

**RGU United Contractors, Inc. Expands Capabilities with Equipment Investment**

**WESTERN BUILDER**

**Lunda Construction Co. Replaces Highway 83 Broadway Bridge**

**CALIFORNIA BUILDER & ENGINEER**

**Caltrans Director Berman Values the Honor of Serving the Public**

**PACIFIC BUILDER & ENGINEER**

**Brundage-Bone Concrete Pumping Brings Expertise to Massive Amazon Neighborhood**

**DIXIE CONTRACTOR**

**After Almost 70 Years, Bartow Paving Co. Continues to Grow and Diversify**

**CONSTRUCTIONEER**

**New US 301 to Ease Delaware Traffic Woes**

**NEW ENGLAND CONSTRUCTION**

**Complex Middlesex Bridge Spans Railroad and Interstate**



# MS Roads Are

Fill In The Blank

## KNOW THE FACTS



**56% of all major roads and highways** in Mississippi are in poor or mediocre condition.



Mississippi's roads and bridges that are in poor condition cost Mississippians more when vehicle operating costs, costs from congestion and bridge tolls are combined.



Mississippians spend an average of **\$82** annually on repairs to bridges in rough condition.



Mississippi drivers in major metro areas spend more on gas than drivers in other parts of the state.



For every 100 million miles driven in Mississippi, there are **10** accidents, which is the **average** in the U.S.



**Fix MS Roads** @FixMSRoads · Aug 15

Car accidents resulting from roadway features on Mississippi's dangerous roads and bridges cost Mississippians over \$1.1 BILLION annually. Visit [FixMSRoads.com](https://www.fixmsroads.com) to get the facts on Mississippi roads and bridges! #FixMSRoads

#msleg #msgov #mselex





# Social Media



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# National Transportation Research Nonprofit

Founded in 1971, TRIP is a private, nonprofit organization that researches, evaluates, and distributes economic and technical data on surface transportation issues. By generating traditional and social media news coverage, TRIP informs and promotes policies that improve the movement of goods and people, make surface travel safer, and enhance economic development and productivity.

Research, Resources & News

By Location +

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By Topic x

By Date



## National Resources

### Western States



- |            |              |              |
|------------|--------------|--------------|
| Alaska     | Montana      | Oregon       |
| Arizona    | Nebraska     | South Dakota |
| California | Nevada       | Texas        |
| Colorado   | New Mexico   | Utah         |
| Hawaii     | North Dakota | Washington   |
| Idaho      | Oklahoma     | Wyoming      |

### Northeast States



- |                      |               |              |
|----------------------|---------------|--------------|
| Connecticut          | Maryland      | New York     |
| Delaware             | Massachusetts | Pennsylvania |
| District of Columbia | New Hampshire | Rhode Island |
| Maine                | New Jersey    | Vermont      |



Bridges



Challenges



Conditions



Congestion



Costs to  
Motorists



Economic  
Development



Environment



Fact Sheets



Freight



Funding



Outside  
Sources

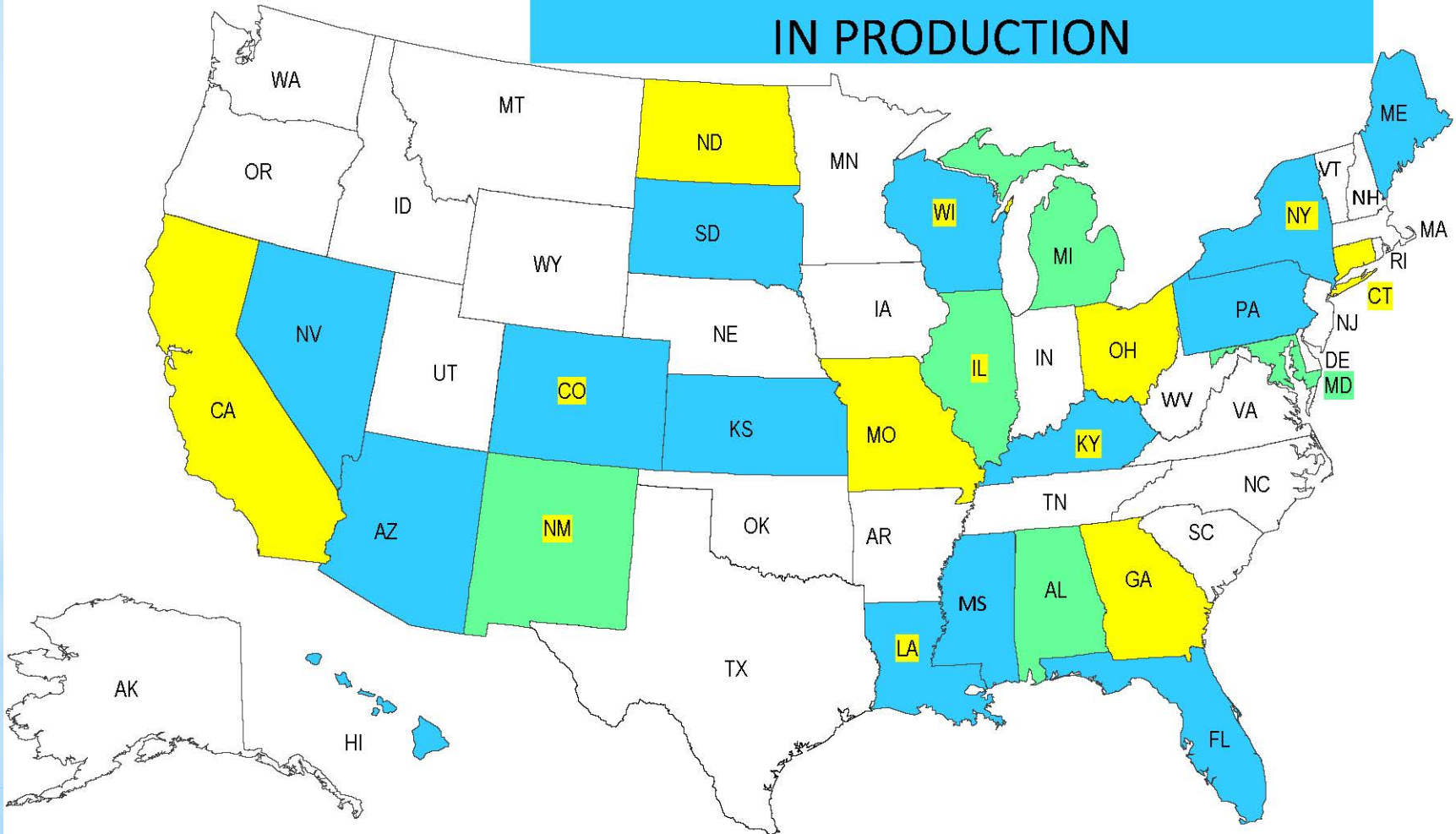


Roads

RELEASED 2018

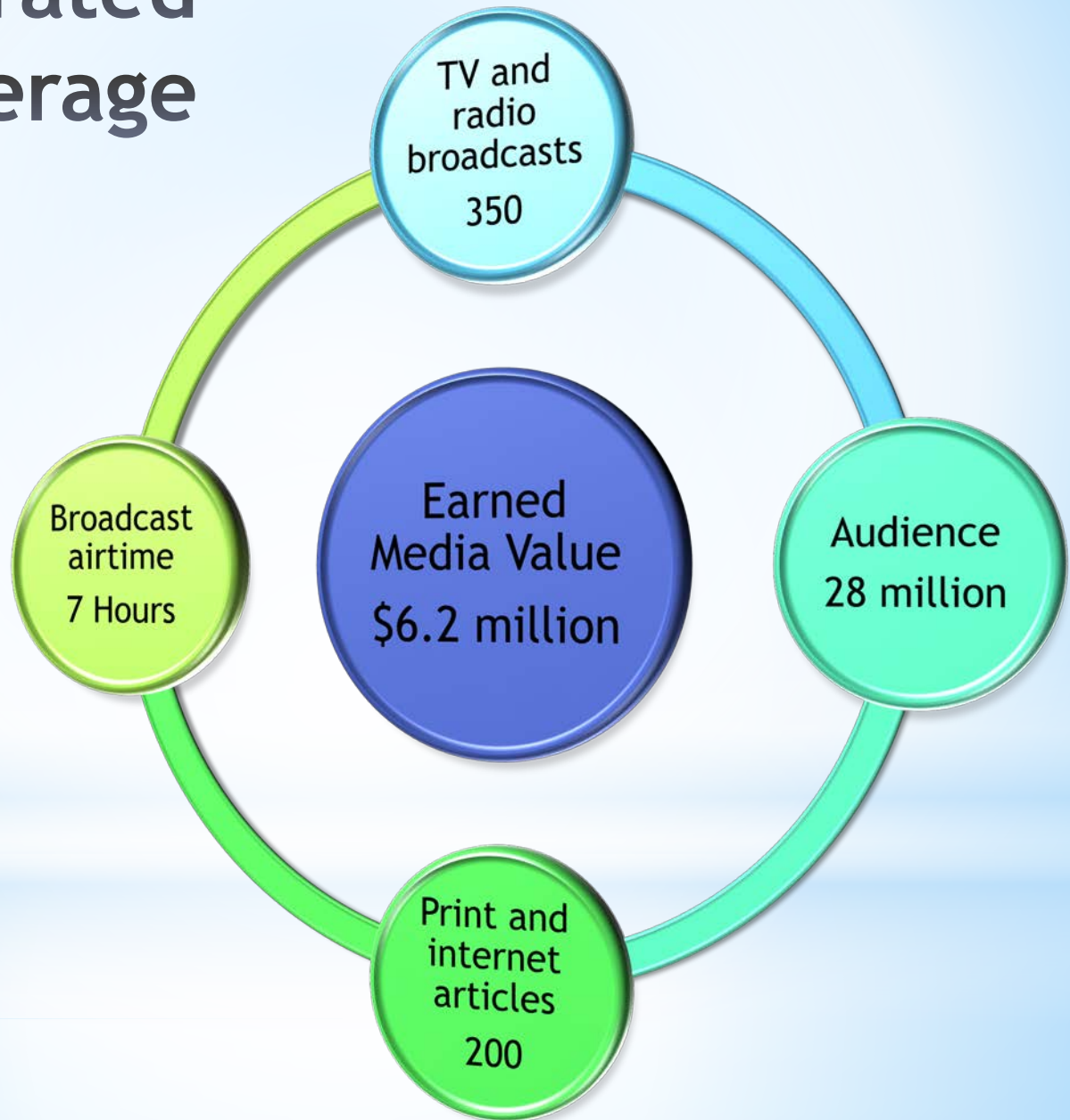
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AWAITING RELEASE, PROPOSED OR  
IN PRODUCTION





# TRIP generated news coverage



# NEW MEXICO

Local Reporting  
You Can Trust



**KRQE News 13**

@krqe

Albuquerque & New Mexico News and Weather from [KRQE.com](http://KRQE.com)

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**Las Cruces Sun-News** @CrucSunNews · 12h

Report: New Mexico's rough roads take toll on vehicles, drivers' pockets



Report: New Mexico's rough roads take toll on vehicles, drivers' pockets  
A group calculated the condition of New Mexico roads cost an average of \$769 a year for drivers around the state.

[lcsun-news.com](http://lcsun-news.com)



# SANTA FE NEW MEXICAN

Locally owned and independent Thursday, February 21, 2019 [santafenewmexican.com](http://santafenewmexican.com) \$9.50

The 2019 session  
**LEGISLATURE**

## House GOP budget calls for rebates, fewer raises

Proposal would increase spending by 5 percent, give every New Mexican \$200

By Andrew Oxford  
[andrew@sfnewmexican.com](mailto:andrew@sfnewmexican.com)

Republicans in the House of Representatives want to use some of the state's budget surplus to give every New Mexican \$200.

These rebates are part of a \$66 billion budget that GOP lawmakers are pushing forward as an alternative to spending plans sponsored by Democrats and headed for a vote in the House as soon as Thursday night.

The House Republican plan would still increase the state budget but by 5 percent instead of the 12 percent boost in spending included in House Bill 2 and related legislation.

New Mexico is in the midst of a windfall from an oil and gas boom, but GOP lawmakers caution that using too much of that money will only lead to tax increases or cuts in future years when the boom goes bust.

"The Republican proposal is a long shot in the House, where the party holds only 37 of 90 seats. But it comes up the GOP's opposition to the first budget of Democratic Gov. Michelle Lujan Grisham's term, as she seeks to implement an ambitious agenda that calls for significant increases in funding for public schools as well as broader access to Medicaid."

House Minority Whip Rod Montoya, R-Farmington, called the House's spending plan "a ridiculous, unsustainable budget."

"We created a budget that's sustainable," said Rep. Rebecca Dier, D-El Paso or Greenlee.

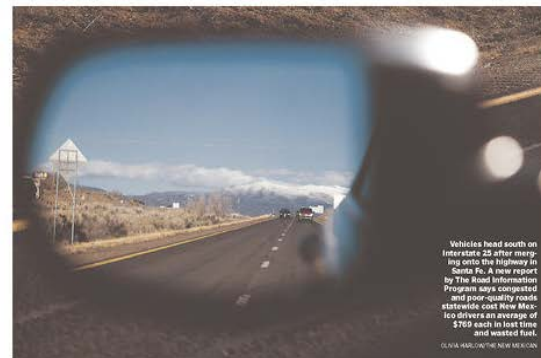
The House Republican proposal would still provide

More story on page A-4

### INSIDE

- Enacting early childhood development advances.
- Charter school mismanagement clears House committee.

LEGISLATURE, A-4



Vehicles head south on Interstate 25 after merging onto the highway in Santa Fe. A new report by The Road Information Program says congested and poor-quality roads statewide cost New Mexico drivers an average of \$769 each in lost time and wasted fuel.

OLGA MADRUGA/THE NEW MEXICAN

### POTENTIAL ROAD PROJECTS AROUND NEW MEXICO

The New Mexico Department of Transportation has identified approximately \$3 billion in needed but unfunded transportation projects throughout the state. A New Mexico list:

#### U.S. 285 SOUTH OF CARLSBAD

Need to accommodate heavy weight truck traffic and improve safety. Cost: \$45M

#### WIPP ROUTES

Transport routes are congested with oil field traffic. Secondary routes would need to be brought to good repair before being used as alternate primary routes need repair. Cost: \$72M

#### I-25 EXPANSION

Adding three lanes I-25 between Bernalillo and Santa Fe in each direction and pavement preservation. Cost: \$235M

#### LOS ALAMOS BYPASS

Construction of a two-lane road from N.M. 599 to N.M. 4 and bridge crossing the Rio Grande. Cost: \$67M

SOURCE: THE ROAD INFORMATION PROGRAM

## TOLL OF STATE'S ROUGH ROADS

Report cites poor roadways' high costs for New Mexico drivers

By Andrew Oxford  
[andrew@sfnewmexican.com](mailto:andrew@sfnewmexican.com)

It's almost impossible to find a smooth ride in New Mexico.

Most of the state's major roads and highways are in poor or mediocre condition, and those potholes cost drivers more than hundreds of dollars in additional fuel, repairs and other costs for the average driver, according to an annual survey published Wednesday.

This may not be news for New Mexicans being around on the state's roads. But this year, the

data came as lawmakers consider hundreds of millions of additional dollars in the budget for road repairs and debate raising the long-standing gas tax to pay for future maintenance.

The report by The Road Information Program, or TRIP, says New Mexicans are already paying for the condition of the state's highways.

"The worse shape roads are in, the more that vehicles are getting bogged down. What we see is vehicle depreciation accelerates. You also see more routine maintenance and fuel consumption."

More story on page A-4

## High court limits police powers to seize property

By Robert Barnes  
Washington Post

WASHINGTON — The Supreme Court ruled unanimously Wednesday that the Constitution's protection on excessive fines applies to state and local governments, limiting their abilities to impose financial penalties and seize property.

The decision delighted critics of civil asset forfeiture, who welcomed it as a new weapon in their war against what's been labeled "police for profit" — the practice of seizing cars, cars and other property from those convicted, or even suspected, of committing a crime.

Justice Ruth Bader Ginsburg, on her second day back on the bench after undergoing cancer surgery in December, announced the court's decision, saying the Eighth Amendment's Excessive Fines Clause protects against government forfeiture at all levels.

"For good reason, the protection against excessive fines has been a constant shield throughout Anglo-American history. Exorbitant tolls undermine that constitutional liberty," Ginsburg wrote. "Excessive fines can be used, for example, to retaliate against or chill the speech of political enemies... Even absent a political motive, fines may be employed in a measure out of accord with the penal goals of retribution and deterrence."



A sign notifies customers at Peli Peli Kitchen in Houston that it does not take cash. A growing number of stores and restaurants are adopting no-cash policies. (AP/WIDEWORLD PHOTOS)

## Making stores take cash

Legislation around country takes aim at 'cashless' businesses

By Karen Zeick  
New York Times

Stores and restaurants in several states would be required to do something every time if certain lawmakers have their way: accept their customers' cash.

The legislation comes amid a worldwide move toward "cashless payments" using cards or mobile devices, which supporters say are safer, quicker and more convenient. But critics say an outright ban on cash discriminates against those without credit or bank accounts, and raises concerns about privacy and data security.

The New Jersey Legislature and the Philadelphia City Council have passed measures that year that would ban cashless stores. New York City, Washington and Chicago are weighing similar bills.

"It's important to recognize the fact that not everyone has access to banks or lines of credit," said state Sen. Nellie Fox, one of the sponsors of the bill in New Jersey.

Fox said that she had many constituents who had bank accounts, including low-income families deterred by fees and minimum-balance requirements. (A report by the Federal Deposit Insurance Corp. in 2017 estimated that 43 percent of U.S. households were "unbanked.") Older adults also may not have electronic payments set up, so be comfortable using them, she noted.

The principles in the proposed bills range from hundreds to thousands of dollars. In the New Jersey bill, they could go up to \$500 for a second offense. A spokesman said the governor was

More story on page A-4

## Santa Fe senior living facility faces wrongful death lawsuit

Suit following 2017 death of 83-year-old is second against Pacifica in last two years

By Rebecca Moss  
[rebecca@sfnewmexican.com](mailto:rebecca@sfnewmexican.com)

It was clear how long Julian Gual lay on his back the evening of Feb. 22, 2017, looking up at the ceiling of his room at Pacifica Senior Living. It would be at least an hour and a half before staff at the assisted living center found him slumped in the gap between his wheelchair and bed, and unresponsive. Jim to Christine St. Vincent Regional Medical Center, according to a new wrongful death lawsuit against the facility.

Less than 14 hours later, he was found on the floor again. No one saw Gual fall hard on his face, breaking his nose and cutting a wide gash across his forehead that required six stitches. It was at least his fifth fall in as many months, his son said.

"At the hospital, they cleaned him up from top to bottom," Fred Gual said in an interview. "In his opinion, he had no one. He had no help from anyone on his behalf."

because he hadn't been checked in at least three months."

More story on page A-6

# ALABAMA



*“Governor Kay Ivey argues more is needed ... She cites a February 2019 study by TRIP, a national transportation research group that says Alabamians are losing \$5.3 billion dollars each year as a result of driving on deficient roadways. The study further breaks it down by major cities in Alabama, saying if you live in Mobile, for example, deficient roads are likely costing the average driver nearly \$1,600 annually.”* [WALA FOX 10 Mobile](#)



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THE OFFICE OF  
**GOVERNOR GRETCHEN WHITMER**

ABOUT NEWS ISSUES APPOINTMENTS LT GOVERNOR

WHITMER / NEWS

### Gov. Whitmer Statement on Hidden Roads Tax Costing Michigan Drivers \$646 Per Year

FOR IMMEDIATE RELEASE  
March 12, 2019

**Gov. Whitmer Statement on Hidden Roads Tax Costing Michigan Drivers \$646 Per Year**

**LANSING, Mich.** -- Today Governor Gretchen Whitmer released the following statement after the national transportation research group TRIP found that the average Michigan driver spends \$646 per year on car repairs, which is up from \$562 in previous reports.



**Governor Gretchen Whitmer**  @GovWhitmer · Michigan

Every driver in Michigan is already paying a hidden tax on their roads. The cost just went up. If we don't raise the \$2.5 billion we need to fix Michigan roads the right way, with the right materials, the cost will go up year after year.

[michigan.gov/whitmer/0,9309...](https://michigan.gov/whitmer/0,9309...)

321 142 723



**Governor Gretchen Whitmer**  @GovWhitmer

49th Governor of Michigan. Proud mom.

East Lansing, MI [michigan.gov/whitmer](https://michigan.gov/whitmer) Joined January 2010

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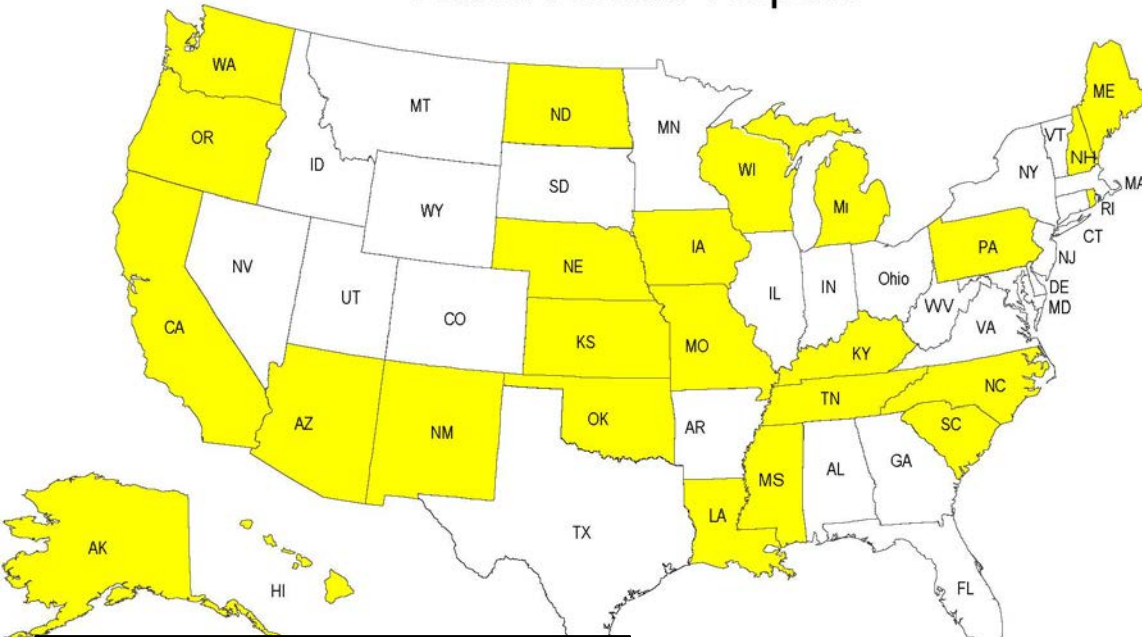
**MDTransportationDept** ✓ @MDOTNews · Mar 21  
MDOT Secretary Pete K. Rahn discusses congestion and the #TrafficReliefPlan at @MDSHA's Statewide Operations Center in Hanover following the release of the TRIP report. TRIP's Rocky Moretti is in background. #MDOTinnovates



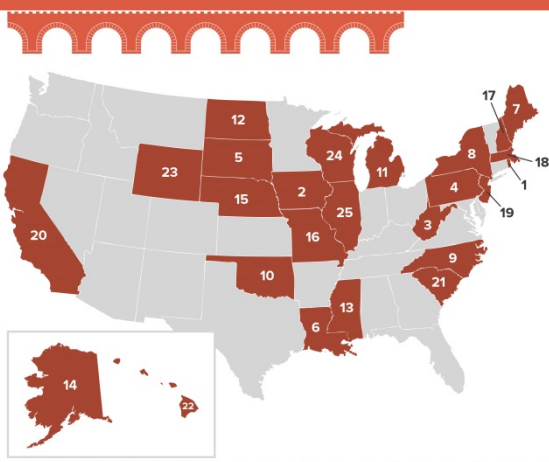
# Rural Roads Report

## Report Partners

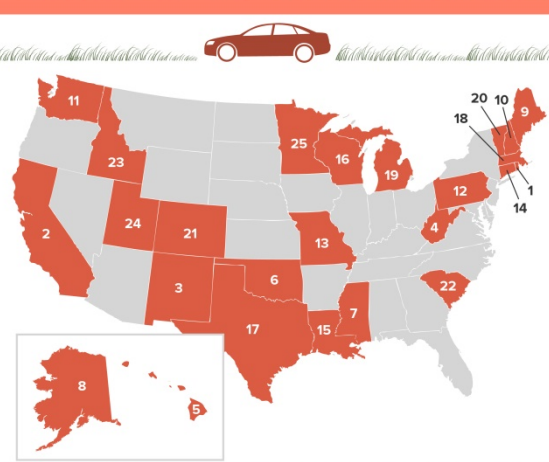
- \* AAA
- \* American Farm Bureau Federation
- \* U.S. Chamber of Commerce
- \* Regional AAA Chapters
- \* Regional Chambers of Commerce
- \* Regional Farm Bureau Federation Offices



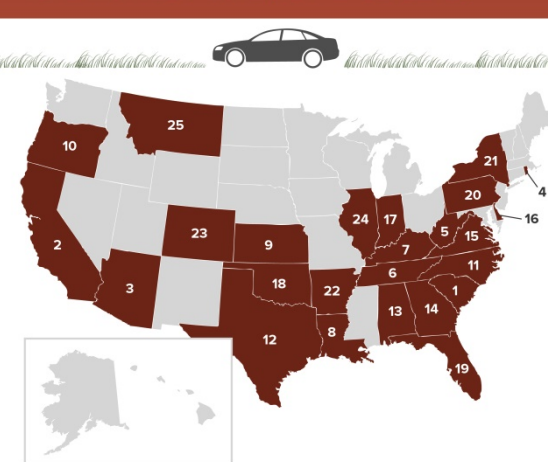
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### TOP 25 STATES WITH HIGHEST PERCENTAGE OF MAJOR RURAL ROADS IN POOR CONDITION



### TOP 25 STATES WITH THE HIGHEST RURAL ROAD FATALITY RATE (NON-INTERSTATE)





# RURAL ROADS

cbs8.com





**The Sacramento Bee** ✓  
@sacbee\_news

Official account of The Sacramento Bee in California. News, sports, entertainment, politics.

📍 Sacramento, CA 🌐 [sacbee.com](http://sacbee.com) 📅 Joined April 2008

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**Pittsburgh Post-Gazette** ✓  
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The Pittsburgh Post-Gazette, serving Western Pa. for over 200 years. [facebook.com/pittsburghpost...](https://www.facebook.com/pittsburghpost...) / [instagram.com/pittsburghpg/](https://www.instagram.com/pittsburghpg/)

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649 Following 162.8K Followers




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# Chicago Tribune



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FRIDAY, JUNE 28, 2019

BREAKING NEWS AT CHICAGOTRIBUNE.COM

## Commentary: Why the gas tax is good for Illinois businesses

By Todd Maisch | Chicago Tribune



The state's 19-cent-per-gallon motor fuel tax, last raised in 1990, will double to 38 cents per gallon on Monday, July 1. (Antonio Perez / Chicago Tribune)

We hear a lot about the things Illinois could do differently. This year, however, our legislators successfully passed real policy initiatives to promote business growth in our state.

For the first time in 29 years, a sustainable, bipartisan transportation funding package was approved by the legislature and [signed by the governor](#). It will require each of us to pay a little more, on average about \$12 a month, in increased gas taxes and registration costs, but it will improve safety and reduce the financial toll of poor infrastructure.

The nonprofit research group TRIP [estimates](#) that the average Illinois driver pays about \$600 a year in increased vehicle maintenance costs, like worn tires and suspension parts, and over \$1,500 in congestion and safety costs due to accidents. We expect those costs to decrease as we begin to see improved infrastructure throughout the state.

We understand taxpayers' distrust of the gas tax increase. That's why the Illinois Chamber of Commerce drafted and championed a constitutional amendment that requires all transportation funds to be used solely for transportation, instead of being diverted to other purposes. This "[lockbox amendment](#)" was overwhelmingly approved by voters in 2016.

This year, we went a step further and introduced a measure to move all funds from the state sales tax on gas from the general revenue fund to transportation funding. A version of this proposal was incorporated in the final capital package. Besides applying all state taxes motorists pay at the pump to transportation, the package also requires annual audits to

ensure the money is being spent as promised. If funds are found to be misused, the chamber will be the first to sound the alarm and demand enforcement of our constitution. We strongly believe both measures protect taxpayers by enhancing the transparency of our government.

This final package contains historic pro-business reforms including the Blue Collar Jobs Act, reinstatement of the Manufacturer's Purchase Credit and tabling of a bill that would have added devastating regulations to certain manufacturers in Illinois.

Additionally, it eliminates the antiquated Illinois franchise tax — a tax that business groups have been fighting to repeal for decades — and creates a data center tax incentive to make Illinois more attractive to technology companies. We believe the data center initiative alone is the biggest business incentive to pass in our state in 20 years.

The package's supporters didn't just vote for a gas tax. They voted to fix our roads and transit, enhance our manufacturing sector, protect our truckers and move agricultural goods more efficiently. They voted to help attract tech companies to the Land of Lincoln, remove outdated taxes on business and, most importantly, bring jobs and investment to our state.

In October 1919, the newly ratified Illinois Chamber of Commerce published its first article called "The Why of the Illinois Chamber of Commerce." Its president wrote that the chamber, "will encourage in every way possible the advancement of the commercial, industrial, manufacturing, agricultural and civic interests of the state and will advocate legislation thoroughly considerate of business interests and general welfare of the state and nation."

We know this legislation isn't perfect. But, we believe that it will encourage the advancement of the commercial, industrial, manufacturing, agricultural and civic interests of the people of Illinois. We don't take tax increases lightly, but after thorough consideration we believe this infrastructure package is in the best interest of our business community, our state and our national transportation network.

As you head to the pump this summer, we hope you remember your taxes are going to support stronger infrastructure in your community and a stronger Illinois.

*Todd Maisch is president and CEO of the Illinois Chamber of Commerce.*

# 100 ILLINOIS CHAMBER 1919-2019



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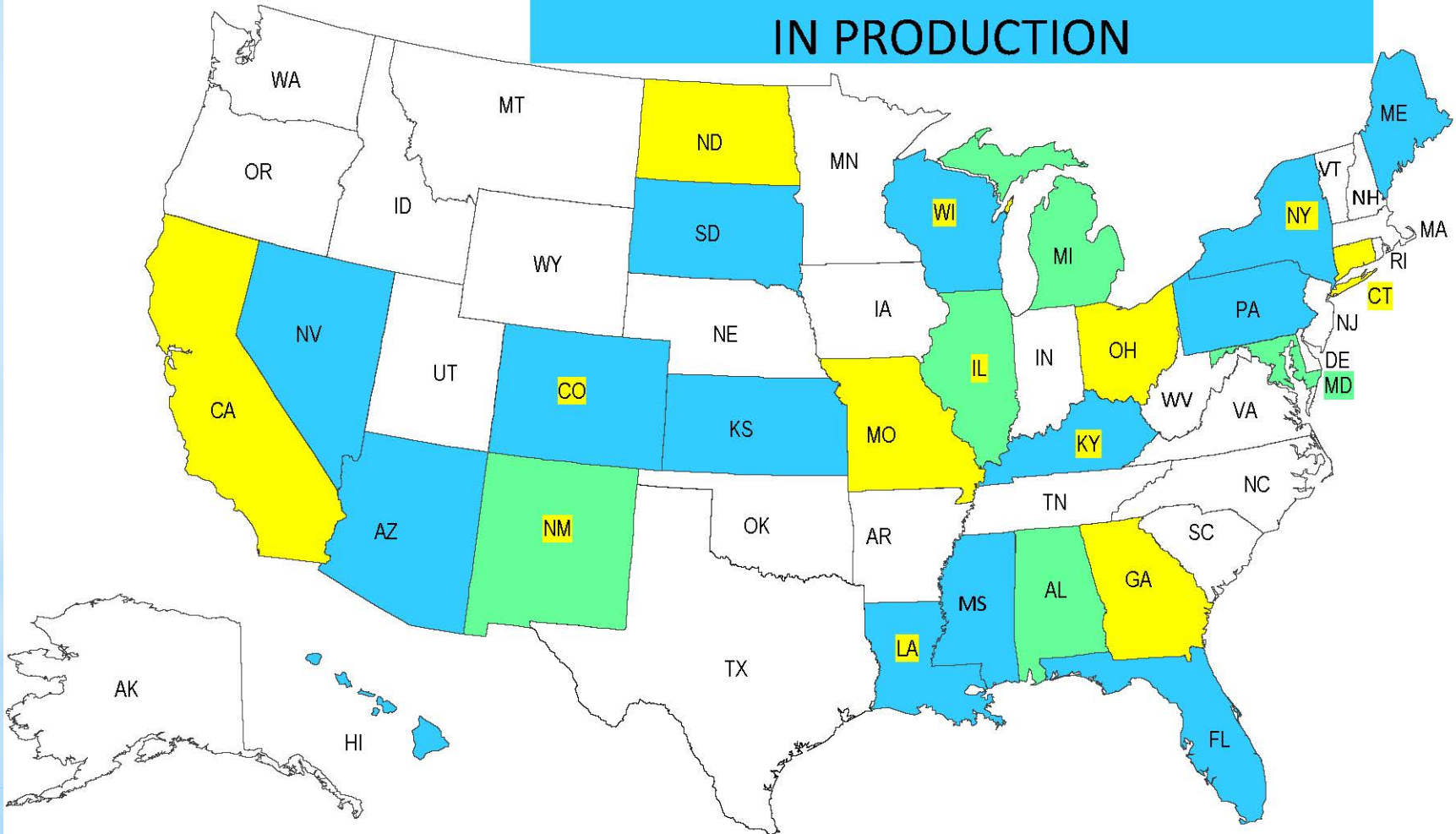
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# Louisiana Transportation by the Numbers

MEETING THE STATE'S NEED FOR  
SAFE, SMOOTH AND EFFICIENT MOBILITY



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THE CONDITION AND FUNDING NEEDS OF THE CAPITAL REGION'S AGING BRIDGE SYSTEM



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