

**SENATE**  
Jeffrey M. Schoenberg  
Co-Chairman

Bill Brady  
Don Harmon  
Christine Radogno  
David Syverson  
Donne Trotter

**EXECUTIVE DIRECTOR**  
Dan R. Long



**State of Illinois**  
**COMMISSION ON GOVERNMENT**  
**FORECASTING AND ACCOUNTABILITY**  
703 Stratton Ofc. Bldg., Springfield, IL 62706  
217/782-5320 Fax: 217/782-3513

<http://www.ilga.gov/commission/cgfa2006/home.aspx>

**HOUSE**  
Richard P. Myers  
Co-Chairman

Patricia Bellock  
Frank Mautino  
Robert Molaro  
Elaine Nekritz  
Raymond Poe

**DEPUTY DIRECTOR**  
Trevor J. Clatfelter

---

## **AGENDA**

**Purpose: State Facility Closure Act Hearing:**  
**Illinois Department of Transportation, Division of Traffic Safety Closure**  
July 31, 2008; 5:00 pm, State Capital, Senate Hearing Room 212

---

**I. Call to Order by Commission Co-Chairmen:**

Senator Jeffrey Schoenberg / Representative Richard Myers

**II. Illinois Department of Transportation / Central Management Services:**

1. Acting Secretary Milton Sees
2. Acting Director Maureen O'Donnell

**III. Elected Officials:**

1. State Senator Larry Bomke
2. State Representative Raymond Poe
3. State Representative Rich Brauer
4. City of Springfield Mayor Tim Davlin
5. State Senator Gary Forby
6. State Representative Brandon Phelps
7. Harrisburg Mayor Valerie Mitchell
8. Saline County Board Chairman Jim Fowler

**VI. Illinois Procurement Policy Board:**

1. Executive Director Matt Brown

**V. Economic Impact Analysis:**

1. Illinois Institute of Rural Affairs, Robin Hanna

**VI. Employee Organizations:**

1. Teamsters Local 916, Executive Assistant Leo Carroll
2. Teamsters Joint Council 65, President Keith Gleason
3. AFSCME Council 31, Regional Director Jeff Bigelow

**VII. Others: Associations; Employees; Citizens; Interested Parties; Etc.**

1. Springfield Chamber of Commerce, Gary Plummer
2. Capitol Area Association of Realtors, Pres. Phil Chiles, Director Dan Sale
3. Illinois Fertilizer & Chemical Association, President Jean Payne
4. Downtown Springfield Inc., Executive Director Victoria Clemons
5. St. John's Children's Hospital, Susan O'Connor
6. Southeastern Illinois College, President Dr. Ray Cummiskey
7. Saline County Chamber of Commerce, Vice-President Herb Klickner
8. Southeastern Illinois College Foundation, Director Tracy Wyatt & Jim Hayes
9. Peoples National Bank (Harrisburg), President Bill Bonan II

**VIII. Adjournment**

# **IDOT WITNESSES**

**July 31, 2008**

## **GROUP 1:**

Amanda Abeln  
Robin Benjamin  
Robert Buck  
Joan Buck

## **GROUP 4:**

David Cohn  
Maria Ford  
Paulette Korte  
Peg McGrath

## **GROUP 2:**

Gene Brenning  
Larry Ward  
Larry Wort  
J. Randle Schnick

## **GROUP 5:**

Brenda Morgan  
Julie Nunes  
John Paris  
Kim Periman

## **GROUP 3:**

George Tinkham  
Lisa Blackburn  
Bill Cowan  
Trevor Halfacre

## **GROUP 6:**

Iris Poe  
Lynda Ruff  
Tom Wise  
Harish Bhatt

## **GROUP 7:**

Patricia Marconi  
Katie Nation

# IDOT Facility Closure Hearing

July 31, 2008 - 5:00 p.m. -- Room 212 State House

## Illinois Department of Transportation/Central Management Services:

Milton Sees	IDOT Secretary	Springfield
Maureen O'Donnell	CMS Acting Director	Springfield

## Elected Officials:

State Senator Larry Bomke	District 50	Springfield
State Representative Raymond Poe	District 99	Springfield
State Representative Rich Brauer	District 100	Springfield
Mayor Tim Davlin	Mayor of Springfield, Illinois	Springfield
Senator Gary Forby	District 59	Benton
Representative Brandon Phelps	District 118	Harrisburg
Mayor Valerie Mitchell	Mayor of Harrisburg, Illinois	Harrisburg
Jim Fowler	Saline County Board Chairman	Harrisburg

## Illinois Procurement Policy Board:

Matt Brown	Executive Director	Springfield
------------	--------------------	-------------

## Economic Impact Analysis:

Robin Hannah	Illinois Institute of Rural Affairs	Springfield
--------------	-------------------------------------	-------------

## Employee Organizations:

Leo Carroll	Executive Assistant	Teamsters Local 916
Keith Gleason	President	Teamsters Joint Council 65
Jeff Bigelow	Regional Director	AFSCME Council 31

## OTHERS: (Associations) LIMIT 5 minutes each

Gary Plummer	President	Spfld. Chamber of Commerce
Phil Chiles	President	Capital Area Assoc. Realtors
Jean Payne	President	IL Fertilizer & Chemical Assoc.
Victoria Clemons	Executive Director	Downtown Springfield, Inc.
Susan O'Connor	Registered Nurse	St. John's Hospital
Dr. Ray Cumiskey	President	Southeastern Illinois College
Herb Klickner	Vice President	Saline Co. Chamber of Comm.
Tracy Wyatt	Executive Director	Southeastern IL College Found.
Jim Hayes		Southeastern IL College Found.
Bill Bonan, II	President	Harrisburg Peoples Natl Bank



**ORAL TESTIMONY: (Employees, Interested Parties) LIMIT 5 minutes ea. OPPOSED**

Amanda Abeln	Office Associate (Union Steward)	IDOT Employee
Robin Benjamin	Safety Responsibility Analyst	IDOT Employee
Harish Bhatt	Concerned State Employee	IDES Employee
Lisa Blackburn	Office Associate	IDOT Employee
Gene Brenning (+Spouse)	<b>Former Bureau Chief</b>	IDOT Retired Employee
Robert Buck (5 Family attending)	Tech Manager 3	IDOT Employee
Joan Buck (82 year old Mother)	Mother of Employee Robert Buck	He provides for his Mother
David Cohn	Safety Responsibility Analyst	IDOT Employee
Bill Cowan	Office Associate Opt. 2	IDOT Employee
Maria Ford	Office Associate Opt. 2	IDOT Employee
Trevor Halfacre	Office Clerk	IDOT Employee
Paulette Korte	Motorcycle Safety Training Program	ABATE Illinois/Trenton, IL
Patricia Marconi	Safety Responsibility Analyst	IDOT Employee
Peg McGrath	Extremely Opposed	Family Member IDOT Empl.
Brenda Morgan	Safety Responsibility Analyst	IDOT Employee
Katie Nation	Tech Manager 3	IDOT Employee
Julie Nunes (+2 Family)	Office Specialist	IDOT Employee
John Paris	Office Associate	IDOT Employee
Kim Periman	Office Associate 2	IDOT Employee
Iris Poe (+2 Family)	Office Associate Opt. 2	IDOT Employee
J. Randle Schnick	Former Asst. Chief Counsel	Retired IDOT Employee
Lynda Ruff	Office Administrator 3	IDOT Employee
George Tinkham	Former Asst. Chief Counsel	Retired IDOT Employee
Larry Ward	<b>Former Bureau Chief</b>	IDOT Retired Employee
Tom Wise Unit Manager	Hazardous Material Compliance Div.	IDOT Employee
Larry Wort	Former Chief Bureau of Safety Prog.	Retired IDOT Employee

**APPEARANCE ONLY: OPPOSED**

Charles Adams	Tech Manager 3	IDOT Employee
Cathy Allen (+William)		IDOT Employee
Lori Batson	Office Associate	IDOT Employee
Courtney Bee	Office Associate	IDOT Employee
Sheryl Bili	Office Administrator 3	IDOT Employee
Greg Boduch	Compliance Officer	IDOT Employee
Christine Brown	Office Associate	IDOT Employee
Laura Bunch	Executive Secretary 2	IDOT Employee
Renee Buyan	Office Associate 2	IDOT Employee
Ruth Casper (+3 Family)	Office Associate	IDOT Employee
Susan Ciaccio	Office Associate 2	IDOT Employee
Bill Cody	Tech Manager 1	IDOT Employee
Dorothy Cohn	Safety Responsibility Analyst	IDOT Employee
Julie Cowgill	Tech Manager 3	IDOT Employee
Marilyn Dokupil	Accountant Advanced	IDOT Employee
Johnita Donlow	Office Associate	IDOT Employee
James Dowdy	Office Associate 2	IDOT Employee
Joan Egizi (+Richard)		IDOT Employee

## APPEARANCE ONLY OPPOSED: (Continued):

Steve Esslinger (+1)	Technical Manager 4	IDOT Employee
Jennifer Evans	Administrative Clerk (Contractual)	IDOT Employee
Matt Faubel	Office Associate 2	IDOT Employee
Ann Fawns	Office Associate 2	IDOT Employee
Ramona Finfrock	Office Associate	IDOT Employee
Amy Frainer	Office Associate 2	IDOT Employee
Barbara Furgeson	Office Associate 2	IDOT Employee
Jennifer Grafelman (+1)	Tech Manager 3	IDOT Employee
Jennifer Halloran	Compliance Officer	IDOT Employee
Ray Hegele (+1)	Tech Manager 3	IDOT Employee
Betty Heiden	Office Administrator 4	IDOT Employee
Jason Hill	Office Clerk 5	IDOT Employee
Todd Hirstin	Traffic Safe Motor Carrier Compliance Officer	IDOT Employee
Rene' Horn	Office Associate	IDOT Employee
Carmen Howell	Safety Responsibility Analyst	IDOT Employee
Lou Humphrey (+Spouse)	Technical Manager 4	IDOT Employee
Betty Hyden		IDOT Employee
Rick Ingold		IDOT Employee
Kim Jones	Tech Manager 3	IDOT Employee
Kerry Kern	Tech Manager 5	IDOT Employee
Cindy Klasing	Tech Manager 3	IDOT Employee
Karen Koehler	Analyst	IDOT Employee
Mark Lefavor		IDOT Employee
Tim Lazar	Office Associate	IDOT Employee
Judy Leavitt	Office Associate	IDOT Employee
Joe Lindsay		IDOT Employee
Jacqueline Lueschen	Office Associate 2	IDOT Employee
Greg Mack	Compliance Officer	IDOT Employee
Karen Magee	Opposed Citizen	<b>Retired IDOT (works 75-days)</b>
Gary March	<b>Former Director</b>	Retired IDOT Employee
Keith Matthews	Compliance Officer	IDOT Employee
Mary Ann McAfee	Office Administrator 4	IDOT Employee
Catherine McGill (+7)	Safety Responsibility Analyst	IDOT Employee
Larry McGrath	Compliance Officer	IDOT Employee
Vic McIntosh	Compliance Officer	IDOT Employee
John Medema	Compliance Officer	IDOT Employee
Mary Menely (+Spouse)	Engineer/Tech 3	IDOT Employee
Rick Meyers	<b>Former Bureau Chief</b>	Retired IDOT Employee
Lori Midden	Tech Manager 4	IDOT Employee
Coliene Moore	Executive Secretary 1	IDOT Employee
Brenda Morton	Office Associate	IDOT Employee
John Murphy	Compliance Officer	IDOT Employee
Donna Nall	Office Administrator 3	IDOT Employee
Jerry Nation	Tech Manager 3	IDOT Employee
Karen Paoli	Office Coordinator	IDOT Employee
Shirley Pate	Safety Responsibility Analyst	IDOT Employee

## **APPEARANCE ONLY OPPOSED: (Continued):**

Letitia Petersen	Executive Secretary 1	IDOT Employee
Paul Petersen	Microfilm Operator 1	IDOT Employee
Rusty Peterson	Compliance Officer	IDOT Employee
Susan Price	Acting Motorcycle Analyst	IDOT Employee
Jean Reavis	Employee	IDOT Employee
Amy Rhodes	Office Associate 2	IDOT Employee
Mary Roseberry	Technical Manager 5	IDOT Employee
Linda Roth		IDOT Employee
Tony Saputo	Compliance Officer	IDOT Employee
Stan Sims	Safety Responsibility Analyst	IDOT Employee
Donna Spencer	Office Associate 2	IDOT Employee
Sheila Sperry (+1)	Office Administrator 4	IDOT Employee
Cindy Springer	Executive Secretary 2	IDOT Employee
Larry Teater	Office Associate	IDOT Employee
Veronica Tex	Office Associate 2	IDOT Employee
Cyndi Titus	Technical Manager 3	IDOT Employee
Debbie Trepanier	Safety Responsibility Analyst	IDOT Employee
Kathy Vehovc	Office Coordinator	IDOT Employee
Beverly Walker (+Spouse Donald)	Tech Manager 3	IDOT Employee
Deborah Wells	Accountant Advanced	IDOT Employee
Dinah Willard	Grant Manager	IDOT Employee
Mary (+Spouse)		IDOT Employee
Sheryl		IDOT Employee

## **INTERESTED PARTY: OPPOSED**

Sayed Ahmed	Opposed Citizen	Bartlett, IL
Andrew Albright	Concerned Citizen	Springfield, IL
Jeffrey Alexander	Concerned Citizen	Riverton, IL
Kylie Allen	Opposed Citizen	Springfield, IL
Mary Jo Anderson	Opposed Citizen	Springfield, IL
Doris Ashton	Interested Party	Chatham, IL
Janice Barnard	Opposed State Employee/LIS	Springfield, IL
Betty Bernett	Concerned Party	Springfield, IL
Robert Bernet	Concerned Citizen	Springfield, IL
Susan Bileck	Interested Party	<b>Retired</b> IDOT Employee
Cassie Blakeman	Opposed Citizen	Rochester, IL
Erich Bloxdorf	Chief Exec. Ofc. Real Estate Group	Springfield, IL
Mike Buscher	President, Aspen Real Estate	Springfield, IL
Richard Canady (+Nancy)	Interested Party	Former Employee/Springfield IL
Eleanor Claus	Opposed State Employee/CMS	Springfield, IL
Leslie Claycomb, Jr.	Opposed State Employee/IDFPR	Springfield, IL
Linda Cloyd	Office Associate 2	IDOT Employee/Can't Attend
Mark Cohn	State Journal Register Dist. Mgr.	Springfield, IL
Cheryl Connell	Opposed State Employee/DFPR	Rochester, IL
Carol Copelin	Real Estate Broker Re/Max	Springfield, IL
Jeffrey Cougill	Extremely Opposes closure	Former SOS Internal Auditor

## INTERESTED PARTY: OPPOSED (continued)

Charles A. Cue	Opposed State Worker/Corrections	Lieutenant Spfld Work Camp
Shannon Cue	Opposed State Employee/EPA	Springfield, IL
Patty Daniels	Opposed Citizen	Springfield, IL
Michelle Dawson	Technical Manager 2	IDOT Employee/Can't Attend
Shirley Distlehorst	Interested Party	Retired Teacher
Gerald Dye	Opposed Citizen	Springfield, IL
Donna Bedor	Realtor The Real Estate Group	Springfield, IL
Theresa Freeman	Concerned Family Member	Bro IDOT Employee/Sherman
Sallie Ann Flynn	Opposed State Employee/EPA	Sherman, IL
Mary Gatschenberger	Paying Taxpayer Opposes Closure	Springfield, IL
Maureen Goohanour	Opposed State Employee/CMS	Rochester, IL
Nancy Greenwood	Interested Citizen	Springfield, IL
Terri Grieve	Interested Party	Athens, IL
Vinod Gupta	No Position	Springfield, IL
Kay Helstrom	Business Person w/loose clients	Springfield, IL
Nancy Hake	Concerned Citizen	former Springfield resident
Debbie Henry	Opposed Citizen	Springfield, IL
Barbara & Gordon Hill	Interested Party	Springfield, IL
Megan Hirstein	Family Member	Father IDOT Employee
Albert Horn	President, Albert Horn Trucking	Petersburg, IL
Diana Humphrey	Opposed State Worker/DHCFS	Springfield, IL
Jerome Jacobson	Concerned Citizen	Springfield, IL
Bryan Johnsrud	Concerned Taxpayer	Springfield, IL
Eloria & Jerry Josserand	Springfield Opposed Taxpayers	Springfield, IL
Carol Kirbach	Opposed Citizen	Springfield, IL
Jim Korte	Opposed Citizen	Trenton, IL
Tammy Kujawa	Opposed State Employee/IDES	Springfield, IL
Nancy LaTourelle	Opposed Retired State Worker/DOR	Springfield, IL
Jane Locascio	Realtor, Aspen Real Estate	Springfield, IL
Nancy Long	Realton, Aspen Real Estate	Springfield, IL
Katheryn Loveless	Opposed Citizen	Springfield, IL
Susan Madison	Brd. Member/Capital Area Assoc. of Realtors/ReMax	Springfield, IL
Don Magee	Opposed Citizen	Spouse of IDOT Employee
Betty Males	Concerned Citizen	Kincaid, IL
Evelyn Margetich	Opposed State Employee/CMS	Springfield, IL
Troy Markert (+3)	Interested Party	DCEO Employee/Program Mgr.
Tara McCauley	Opposed to Move	Urbana, IL
Ila McDonald	Concerned Citizen	Springfield, IL
Jim McGrath	Concered Party	Springfield, IL
Brian McGuire	Opposed Citizen	Chatham, IL
Thomas McLaughlin	Retired Opposed to Move	Springfield, IL
Rebecca McVay	Opposed State Employee/CMS	Springfield, IL
Joe Mercier	Interested Party	Springfield, IL
Louie Midiri	Extremely Opposes closure	Springfield, IL IDOT Empl.
Mary Jane Miller	Family Member	Brother IDOT Employee
Cynthia Nagle	Opposed Realtor/Aspen Real Estate	Springfield, IL

## **INTERESTED PARTY: OPPOSED (continued)**

Linda Nelson	Sec/Treas. Cap Area Assoc Realtors	Springfield, IL
Romona Perry	Opposed Realtor/Aspen Real Estate	Springfield, IL
JoEllen Noll	Concerned Citizen	Retired/Springfield, IL
Claire & Richard Priller	Extremely Opposes closure	Springfield, IL
Louise Purdom	Concerned Citizen	Divernon, IL
Mary Kay Reed	Opposed RN Instructor SIU School Med.	Springfield, IL
Amy Reynolds	Opposed State Employee/IDOR	Springfield, IL
Clayton Roth	Opposed Citizen	Springfield, IL
James Rychel	Opposed Realtor/Aspen Real Estate	Springfield, IL
Donald Schaefer	Exc. VP Midwest Truckers Assoc.	Springfield, IL
Nancy Simpson	Opposed Citizen	Springfield, IL
Evelyn Sims	Interested Party	Springfield, IL
Will Stephens	Concerned Citizen/WXAN	Murphysboro, IL
Hope Stoldt	Opposed State Employee/HCFS	Springfield, IL
David Stout	Interested Party	U C P Employee/Spfld. IL
Lydia Stuemke	Opposed to Closure	Springfield, IL
Sharon Tadlock	Concerned Citizen Opposes Move	
Barbara Theilen	Opposed to move	Springfield, IL
Janine Tomon	Opposed Citizen	Springfield, IL
Bruce VanMetre	Opposed State Employee/DHS	Springfield, IL
Cathy Wagner	Director Capital Area Assoc Realtors	Springfield, IL OPPOSED
Justin Weaver	Interested Party	Rochester, IL
Bonnie Welch	Concerned Citizen	Springfield, IL
David Wise	Concerned Citizen	Area
Janet Wise	Opposed Citizen	Wife of IDOT Employee
Sherry Worker	Opposed Citizen	Rochester, IL
Linda Young	Interested Party	Former IDOT Employee
Victoria Young	Opposed Citizen	Dawson, IL
Chuck Volpert	Opposed Citizen	Chatham, IL

## **PROPONENTS FOR MOVE TO HARRISBURG:**

Robert Anderson	IDOT Special Asst to Chief Counsel	Springfield, IL
Marcia Armstrong	CMS Acting Property Director	Springfield, IL
Matt Beaudet	CMS Asst. Director	Springfield, IL
Steven Gobelman	IDOT Geologic-Water Asses Specialist	Springfield, IL
Bill Grunloh	IDOT Chief of Operations	Springfield, IL
Ellen Schanzle-Haskins	IDOT Chief Counsel	Springfield, IL
Nick Kanellopoulos	Deputy Counsel, Property	Springfield, IL
Maureen O'Donnell	CMS Acting Director	Springfield, IL
Ann Schneider	IDOT Director of Finance/Administration	Springfield, IL
Michael Stout	IDOT Director Division of Traffic Safety	Springfield, IL
Chelsea Atkinson	Illinois Police/Fire Commissioner	Harrisburg, IL
Gusta Atkinson	Concerned Citizen PROP	Harrisburg, IL
Mr/Mrs. Larry Barnett	Concerned Taxpayers	Harrisburg, IL

## PROPONENTS FOR MOVE TO HARRISBURG: (continued)

Doris Bartolotti	Pro Move to Harrisbrug	Benton, IL
Richard Bartolotti	Pro Move to Harrisbrug	Benton, IL
Daniel Beal	Pro Taxpayer	Harrisburg, IL
Donna Bozarth	Sr. Citizen Wants Move to Harrisburg	West Frankford, Franklin Co.
Russell Bungan	Public Property Commissioner	Harrisburg, IL
Karl Casey	PRO Citizen	Harrisburg, IL
Lisa Cossey	PRO Citizen	Harrisburg, IL
Georgia Cowger	Saline County Brd Mbr/Carrier Township	Trustee Harrisburg, IL
Jo Cunningham	IDOT	Buncombe, IL
Shelley K. Deal	Resident/Landowner Hardin County	Herod, IL
David Dennison	Secretary/Treasurer DPS Inc.	Harrisburg, IL
Betty Diefenbach	Retired PRO Resident	Harrisburg, IL
Leroy Diefenbach	Owner, Diefenbach Construction/Rentals	Harrisburg
Janice Downey	Farm Owner/Concerned Citizen	Herod, IL
Katy Duncan	Saline County Citizen (Teacher)	Harrisburg, IL
James Eaton	Township Government Representative	Thompsonville, IL
Linda Eaton	Spouse of Township Chairman	Thompsonville, IL
Phyllis Erwin	Concerned Citizen	Harrisburg, IL
Ann Ferrell	Supporter of Rep. Brandon Phelps	Herod, IL
Jaylynn Ferrell	Supporter of Rep. Brandon Phelps	Herod, IL
Randall Fowler	IDOT Temporary Highway Maintainer	Harrisburg, IL
Tom Franks	Chairman, Farmers State Bank	Harrisburg, IL
Eric Fodor	Report/Daily Register	Harrisburg, IL
Gene Hauptmann	Concerned Citizen	Harrisburg, IL
Jim Hayes	President, Jim Hayes, Inc.	Harrisburg, IL
Jeffrey Jones	Saline County Engineer	Harrisburg, IL
Carolyn King	2nd Grade Reading Aid/Unit 3 School Dist	Harrisburg, IL
George Knight	Concerned Citizen	Harrisburg, IL
Sue Knight	Concerned Citizen	Harrisburg, IL
Nick Lay	IDOC	Ozark, IL
Joann Mahan	Realtor	Harrisburg, IL
Paula Markham	Photography Asst/Quik Pic Photography	Harrisburg, IL
Mark Mathis	Pro Move to Harrisbrug	Harrisburg, IL
Timothy Mitchell	Taxpayer PRO	Harrisburg, IL
James Morris	Finance & Water Commissioner	Eldorado, IL
Virgil Motsinger	Retired Educator	Harrisburg, IL
Bob Oglesby	Saline County Board/Township Supervisor	Galatia, IL
Robin Rister	Administrative Asst to Rep. Phelps	Harrisburg, IL
Ashley Roper	Prof. Photographer/Quik Pix Photography	Harrisburg, IL
Shirley Rose	Retired	Harrisburg, IL
Wiley Rose	Retired PRO Resident	Harrisburg, IL
Martin Rowe	1st State Bank	Eldorado, IL
Krystle Sands	Cosmetologist	Harrisburg, IL
Kurt Sands	Citizen	Harrisburg, IL
Linda Sasser	Administrative Asst. to Mayor	Harrisburg, IL
Ada Saward	Concerned Citizen	Harrisburg, IL

## **PROPOSERS FOR MOVE TO HARRISBURG: (continued)**

Evan Sink	Coal Industry Liaison UMW	Benton, IL
Gayla Sink	Administrative Asst. Franklin County	Mulkeytown, IL
Jonathon Stewart	Businessman Saline County	Harrisburg, IL
Meleta Stewart	Grandma's House Resale Shop	Harrisburg, IL
Mike Sumner	Owner, Morellos Pizza & Grill	Harrisburg, IL
Michael Tison	Retired Principal/Tison Financial Group	Harrisburg, IL
William Watson	Citizen PRO Move	Harrisburg, IL
Michael Williams	Bank President/Farmers State Bank	Harrisburg, IL
Barbara Willis	Admin. Asst/ IL Youth Corrections	Eldorado, IL
Amanda Wilson	Concerned Citizen	Harrisburg, IL

DRL:dkb

2008-AUGUST-06



# **COMMISSION MEMBERS ROLL-CALL**

## **IDOT FACILITY CLOSURE HEARING**

**Meeting Date: Thursday, July 31, 2008**

**Room 212, State House -- 5:00 p.m.**

<i>Commission Member</i>	<i>ATTENDANCE</i>		<i>VOTE</i>	
	<i>Present</i>	<i>Absent</i>	<i>YES</i>	<i>NO</i>
Senator Bill Brady (R)	✓			
Representative Rich Brauer (R) (for Bellock)	✓			
Senator Don Harmon (D)	✓			
Representative Frank Mautino (D)	✓			
Representative Robert Molaro (D)		✓		
Representative Richard Myers (R)	✓			
Representative Elaine Nekritz (D)		✓		
Representative Raymond Poe (R)	✓			
Senator Christine Radogno (R)	✓			
Senator Jeffrey Schoenberg (D)	✓			
Senator David Syverson (R)	✓			
Senator Donne Trotter (D)	✓			
Attendance / Vote	10	2		



ILLINOIS HOUSE OF REPRESENTATIVES

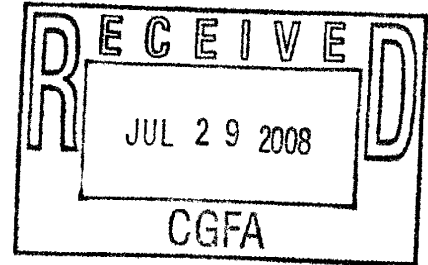


SPRINGFIELD OFFICE:  
316 STATE HOUSE  
SPRINGFIELD, IL 62706  
(217) 782-1331

**TOM CROSS**  
HOUSE REPUBLICAN LEADER

DISTRICT OFFICE:  
24047 W. LOCKPORT ST., SUITE 213  
PLAINFIELD, IL 60544  
(815) 254-0000

July 31, 2008



Mr. Dan Long, Executive Director  
Commission on Government Forecasting & Accountability  
703, Stratton Building  
Springfield, IL 62706

Dear Director Long:

Please be advised of the following temporary commission membership replacement due to the absence of the permanent member:

Commission:	Government Forecasting & Accountability
Permanent Member:	Representative Bellock
Temporary Member:	Representative Brauer
Date of Meeting:	July 31, 2008
Time of Meeting:	5:00 p.m.
Location of Meeting:	212, State House

Thank you for your attention to this matter.

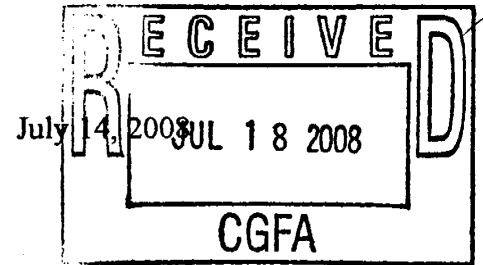
Sincerely,

A handwritten signature in cursive script that reads "Tom Cross".

Tom Cross  
State Representative

TC:ell

Executive Director Dan R. Long  
Commission on Government Forecasting & Accountability  
703 Stratton Office Building  
Springfield, IL 62706



Dear Mr. Long,

I am the longest serving Director of the Division of Traffic Safety (DTS), 1981-1989. I came to the DTS after four years as the President of the Illinois Education Association-N.E.A. While at DTS I served on the USDOT/FHWA Motor Vehicle Standards committee, USDOT/FHWA Highway Safety Standards committee and was Chairperson of the National Association of Governor's Highway Safety Representatives (NAGHSR).

My comments are to urge you to urge the commission to oppose the idea of relocating the DTS in Southern Illinois. Such a move makes no sense. The core functions of the DTS are linked to major Springfield based state agencies. Direct personal interaction with those agencies is critical to the successful delivery of the outstanding highway safety record Illinois has been able to achieve over the last 30 plus years.

Discussion:

Each of the major functions of DTS has direct, daily interaction with other IDOT Divisions, State Agencies, the Secretary of State and FHWA's Illinois Office.

-----Hazardous Materials and Motor Carrier Safety	-----Safety Responsibility
-----School Bus Inspection---Motor Cycle Safety	-----Accident Statistics
-----Accident Investigation Utilization-FARS	-----Law Enforcement Liaison
-----State Agency Highway Safety Projects	-----Fiscal Office
-----Safety Project Evaluation	

Hazardous Materials and Motor Carrier Safety---This function is carried on by a partnership of DTS's section with field officers of the Illinois State Police (ISP). The officers in the field conduct inspections and the citations written are processed and fines issued by IDOT. Any hearings regarding these citations are conducted utilizing the IDOT Office of Chief Counsel. This unit also interfaces with FHWA Motor Carrier Safety activities which are housed in the FHWA Offices across the street from the current location.

School Bus Inspection

This Section performs routine inspections on one third of all school busses in Illinois each year. The direction of the School Bus Inspection program is coordinated from Springfield with consultation with the State Board of Education. The Motor Cycle Safety Training is a grant program which is managed from Springfield and conducted by various state universities. The central location is critical to the smooth coordination of program activities.

Accident Investigation Utilization-FARS The AIU Section is responsible for providing the IDOT Division of Highways and individual districts with High Accident Location (HALS) information. This data is utilized in highway design and required for approval with FHWA for many roadway projects. The centralized location allows the unit to provide the state users with needed information on speed control, seat belt enforcement and DUI patrols. Major interactions with IDOT Divisions and Sections include Division of Highways, Local Roads, Highway Districts. In addition the section provides important highway safety statistics to other state agencies and constitutional offices.

Safety Responsibility This Section is responsible for the timely processing of Accident Reports and the notification to the Secretary of State (SOS) regarding Safety Responsibility violations. The interface is almost entirely with the SOS office on Dirksen Parkway.

State Agency Highway Safety Projects State agency Highway Safety Projects make up a large percentage of Illinois' annual Highway Safety Plan submitted to NHSTA for approval. The careful monitoring of program development and program implementation is critical to the continued funding of these programs from NHSTA. The location of this function in Springfield allows for continual contact with project managers at each state agency e.g. ISP, SBE, OSFM, DPH, etc

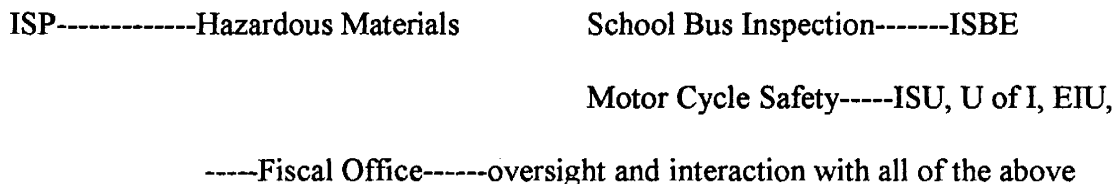
Safety Project Evaluation This important function involves Accident Statistics, Accident Information Utilization, State Agency Projects and Law Enforcement Liaison functions. Over the years DTS has been successful in securing additional NHTSA/FHWA funds because of its thorough project evaluation program.

Law Enforcement Liaison This function was previously the responsibility of the Local Projects Section of Safety Projects. The new Law Enforcement Liaison (LEL) works directly with local jurisdictions all across Illinois. The location of the unit in Springfield allows for the effective coordinated monitoring of program development, implementation and evaluation. All three of these functions are required by NHTSA to continue approval and funding of the Illinois Highway Safety Plan.

Accident Statistics Accident Statistics gathers and processes the accident forms from all reporting units of government---ISP, SOS, Chicago and all other jurisdictions. They are the beginning of the continuous flow of data which drives all of the DTS sections activity with the exception of Hazmat.

Fiscal Office This unit is responsible for the integrity of all program spending of state and federal funds. It is the gate keeper to insure that state and federal guidelines are followed and that DTS continues to obtain the maximum in federal funds.

The flow of information and linkages with state agencies strongly justifies the continued location of DTS in Springfield where it is the hub of activity in the area of highway safety



**Moving the DTS function to a location other than Springfield will be a disaster and destructive to the Highway Safety of Illinois citizens. The strategic location of DTS in Springfield where it can interact with NHTSA, FHWA, IDOT and other state agencies is the only way to efficiently and effectively deliver a quality highway safety program.**

Sincerely

**Melvin H. Smith, Past Director**  
**Division of Traffic Safety-IDOT 1981-1989**

**Illinois Department of Transportation  
Division of Traffic Safety Geographical Relocation  
July 31, 2008**

**Economic Stimulus**

The following represents the anticipated benefits from the Division of Traffic Safety's Geographical Relocation:

- The State of Illinois will gain \$15.8 million annually in economic output with over \$7.5 million in value added.
- Statewide, 103 jobs will be added in addition to the 136 new jobs (transferred positions) in Harrisburg. Springfield employees will not lose their jobs, just move into other vacant positions.
- In Saline and Williamson Counties in Southern Illinois, economic output will gain close to \$12 million annually, with over \$5.0 million in value added.
- 91 new jobs will be added in addition to the 136 new jobs (transferred positions) in Harrisburg.
- Sangamon County will lose \$295,000 in annual economic output and just under \$180,000 value added. Sangamon County would lose 4 jobs due to the decrease in output.

**Continued Service**

- The Division of Traffic Safety's is a stand alone operation that can effectively function from anywhere within the State, as demonstrated by its location in the Annex.
- IDOT is planning a detailed ramp-up of the Harrisburg facility to ensure no disruption in service from the Division of Traffic Safety.
- IDOT is accustomed to effectively managing facilities throughout Illinois with nine district offices and over 150 yards.

**Geographical Relocation**

- This initiative is a Geographical Relocation as defined by the Illinois Administrative Code Section 302.430, Geographical Transfer (Agency Directed)
- Several statutes reflect this (Please reference the enclosed Power Point "Hearing for Division of Traffic Safety Geographic Relocation" for content):
  - 20 ILCS 5/5-630 Department Offices
  - 20 ILCS 2705/2705-15 Administrative Organization
  - 20 ILCS 2705/2705- 210 Traffic Control and Prevention of Accidents
  - 30 ILCS 608/5-10

**Authority to Purchase**

- IDOT has the authority to purchase land and facilities as described in the following statutes(Please reference the enclosed Power Point "Hearing for Division of Traffic Safety Geographic Relocation" for content):
  - Title 23 United States Code Section 302, State Transportation Department
  - 20 ILCS 5/5 – 675 Acquisition of Land

## **Economic Impact Studies Comparison**

### **Summary of IDOT Update**

The Department requested an updated study to reflect the most current information available that impacts the results of the Study. The update is based on the fact that all 136 positions are being relocated to Harrisburg in Saline County and that all of the current employees will have the opportunity to choose between relocating or taking other State jobs in Springfield. The new study assumes that all of the current employees choose to remain in Springfield, therefore the impact on the Springfield economy is far less than originally anticipated.

### **Findings from the Updated SIU-C Study**

- The State of Illinois will gain \$15.8 million annually in economic output with over \$7.5 million in value added.
- Statewide, 103 jobs will be added in addition to the 136 new jobs (transferred positions) in Harrisburg. Springfield employees will not lose their jobs, just move into other vacant positions.
- In Saline and Williamson Counties in Southern Illinois, economic output will gain close to \$12 million annually, with over \$5.0 million in value added.
- 91 new jobs will be added in addition to the 136 new jobs (transferred positions) in Harrisburg.
- Sangamon County will lose \$295,000 in annual economic output and just under \$180,000 value added. Sangamon County would lose 4 jobs due to the decrease in output.

### **WIU Study's Faulty Assumptions Inflate Negative Impact on Sangamon County**

- In the WIU study under Results on Page 10 states that: "The majority of impacts are linked to the loss of \$5.5 million of IDOT DTS employees' annual disposable income..." Employees will be given the choice between relocating or retaining a job at the same salary and title in Springfield. There will be no loss of disposable income for those employees. In SIU-C's updated study it is assumed that all employees will choose to stay in Springfield.
- The WIU Study continues that: "...Another set of impacts are associated with loss of the annual lease, utility charges and other fees for the Springfield IDOT DTS facility." This study is assuming that the building will never be leased by anyone after Traffic Safety moves out. That is not a realistic assumption. Additionally, a vast majority of the current building owners do not live in Sangamon County.
- According to the WIU study: "the combined effects of these losses translate into decrease annual Output approaching \$9.3 million (see Table 4)." Absent the impact they indicate, the impact to Sangamon County's economy is negligible and reflects what the SIU-C study indicates.



**Southern**  
Illinois University  
**Carbondale**

July 31, 2008

Department of Economics  
[www.siu.edu/~econ](http://www.siu.edu/~econ)  
[www.siu.edu](http://www.siu.edu)

Dear !

I looked at the WIU study, sent to me yesterday. This study assumes the 136 employees will move from Springfield to Southern Illinois, which is contrary to what the Governor's office has announced. As far as I know, the Governor has announced that no state employee will move from Springfield to Southern Illinois. **Thus, this study is not relevant anymore.** The employee compensation of 136 employees is the largest amount to affect the economic impact analysis. Due to this assumption this study is showing a much larger negative economic impact in the Springfield area than it would be.

Second, the WIU study unfairly assumes that the Annex will be empty. So they have accounted in the model that the lease and maintenance expenses have a negative effect in the Springfield area. **This in an unfair assumption in the model.** This biases all of the results. In my opinion, the fair assumption would be to assume that if the Annex is not rented to the State Government, it will be rented to some other organization and will earn the same, or more lease income. It may stay vacant for a few months but that is irrelevant. I don't think that it is the taxpayer's responsibility to take care of empty buildings in the state.

Third, the WIU study has not accounted for the General expenses of \$223,892. General expenses include: travel, commodities, equipment, contractual services, etc. This would have had a negative impact in Springfield and a positive impact in the Southern Illinois area.

Sincerely,

Subhash Sharma

Professor of Economics and

Director of Graduate Studies

Department of Economics

Southern Illinois University Carbondale

Carbondale, IL 62901-4515

Email: [sharma@siu.edu](mailto:sharma@siu.edu)

Web page: <http://www.siu.edu/~sharma>

# **Commission on Government Forecasting & Accountability**

**Hearing for**

**Division of Traffic Safety Geographic Relocation**

**Milton Sees, P.E.  
Secretary,**

**Illinois Department of Transportation**





# Commission on Government Forecasting & Accountability

Executive Director: Dan R. Long

## Senators

- Jeffrey M. Schoenberg (co-chair)
- Bill Brady
- Don Harmon
- Christine Radogno
- David Syverson
- Donne Trotter

## Representatives

- Richard P. Myers (co-chair)
- Patricia Bellock
- Frank Mautino
- Robert Molaro
- Elaine Nekritz
- Raymond Poe

# **Representatives from Springfield and Harrisburg**

- **Mayors**
- **Special Guests**
- **Citizens**

**Welcome**

**Thank You  
for coming tonight!**

# **Tonight's Hearing**

- **Governor's Message**
- **Cost Benefit Analysis**
- **Economic Impact**
- **Space Needs Assessment**
- **Annex Lease / Purchase**
- **Comparable Springfield Sites**
- **Statutory Authorization**
- **Historical IDOT Purchases**
- **Summary**

# the Governor:

- Focus on improving the local economies all over Illinois with special emphasis on areas that lag . . . in economic activity especially employment opportunities.
- Continue to provide the excellent service the Citizens of Illinois have come to expect from the Division of Traffic Safety.

## *July 27<sup>th</sup> Announcement in Harrisburg:*

- “The Southern Illinois region has suffered disproportionately as a result of the downturn of the economy and will benefit greatly by this relocation.”
- “I am happy to announce that we are here to give southern Illinois its share, and that much-needed jobs will be created in this area.”

# Chronology of Events:

- Fall 2006    - Request to Replace Carpeting in Annex Building, Resulting in Review of all Leases
- Feb 2007    - Discussions about Renegotiation versus Move
- May 2007    - IDOT Staff Discussions to Reduce Lease Costs
- Jul 31, 2007    - Annex Lease Expires – Convert to Holdover Status
- Jan 2008    - IDOT Traffic Safety Relocation Committee Formed
- May 2, 2008    - Secretary Sees announces geographic relocation of DTS
- May 5, 2008    - Secretary Sends official notice to Commission on Government Forecasting and Accountability (CoGFA)
- Jun 1, 2008    - CoGFA requests Formal Recommendation
- Jun 27, 2008    - Governor announces new site in Harrisburg
- Jul 1, 2008    - CoGFA report complete
- Jul 31, 2008    - CoGFA Public Hearing
- Sep 11, 2008    - CoGFA Findings

# Cost Benefit:

## ■ Current Lease

☐ 3215 Executive Park Drive

Springfield, Illinois

☐ 68,170 Sq Ft

☐ \$24.18 / Sq Ft

☐ \$1,648,577 / year in lease costs

### . Includes:

- ▲ Base Rent
- ▲ Janitorial Surcharge
- ▲ Property Taxes
- ▲ Insurance
- ▲ Maintenance Wage Expenses
- ▲ \$250,000 Utilities

# Cost Benefit:

## ■ Benefits Considered

- ☐ Positive Impact on S. Illinois Economy
- ☐ Eliminate Lease Vs Purchase Costs
- ☐ Adding Permanent State Asset
- ☐ Lower Utility Costs

## ■ Costs Considered

- ☐ One Time Costs Include
  - Office Relocation expenses
  - Facility Renovation expenses
  - IT Setup Costs
  - Initial Purchase Price of Building

# **Cost Benefit:**

## **■ Southern Illinois Alternative (Harrisburg, Illinois)**

- ☐ 1 - 1.5 Year Payback
- ☐ Purchase Price \$812,000
- ☐ Build Out appx. \$750,000
- ☐ Projected \$12.8 Million Savings over  
10 Years



# Economic Impact:

## ■ IDOT Study

- July 23 – Minimal jobs lost in Springfield as all current employees choose to stay or relocate

## ■ Dr Sharma & Dr Pitafi

## ■ Input from IDOT for Economic Impact:

- State of Illinois
- Saline & Williamson Counties
- Sangamon County

# Economic Impact:

## ■ State of Illinois

- ☐ Annual Economic Output will increase \$15.8 Million
- ☐ Annual Value Added to Economy is \$7.6 Million
- ☐ OTO Economic Output Increases \$4.0 Million
- ☐ OTO Value Added Totals \$2.3 Million
- ☐ Jobs Gained
  - . 103 as multiplier effect

# Economic Impact:

## ■ Harrisburg / Saline & Williamson

### Counties

- ☐ Annual Economic Output will increase \$11.9 Million
- ☐ Annual Value Added to Economy is \$5.0 Million
- ☐ OTO Economic Output Increases \$2.3 Million
- ☐ OTO Value Added Totals \$1.2 Million
- ☐ Jobs Gained
  - 136 Division of Traffic Safety
  - 91 as multiplier effect

# Economic Impact:

## ■ Springfield / Sangamon County

- ☐ Annual Economic Output Lost Totals \$295,390
- ☐ Annual Decrease in Value Added is \$179,959
- ☐ OTO Economic Output Increases \$444,623\*
- ☐ OTO Value Added Totals \$244,022\*
- ☐ Jobs Lost
  - 4 as multiplier effect

\* Increase due to moving related expenditures

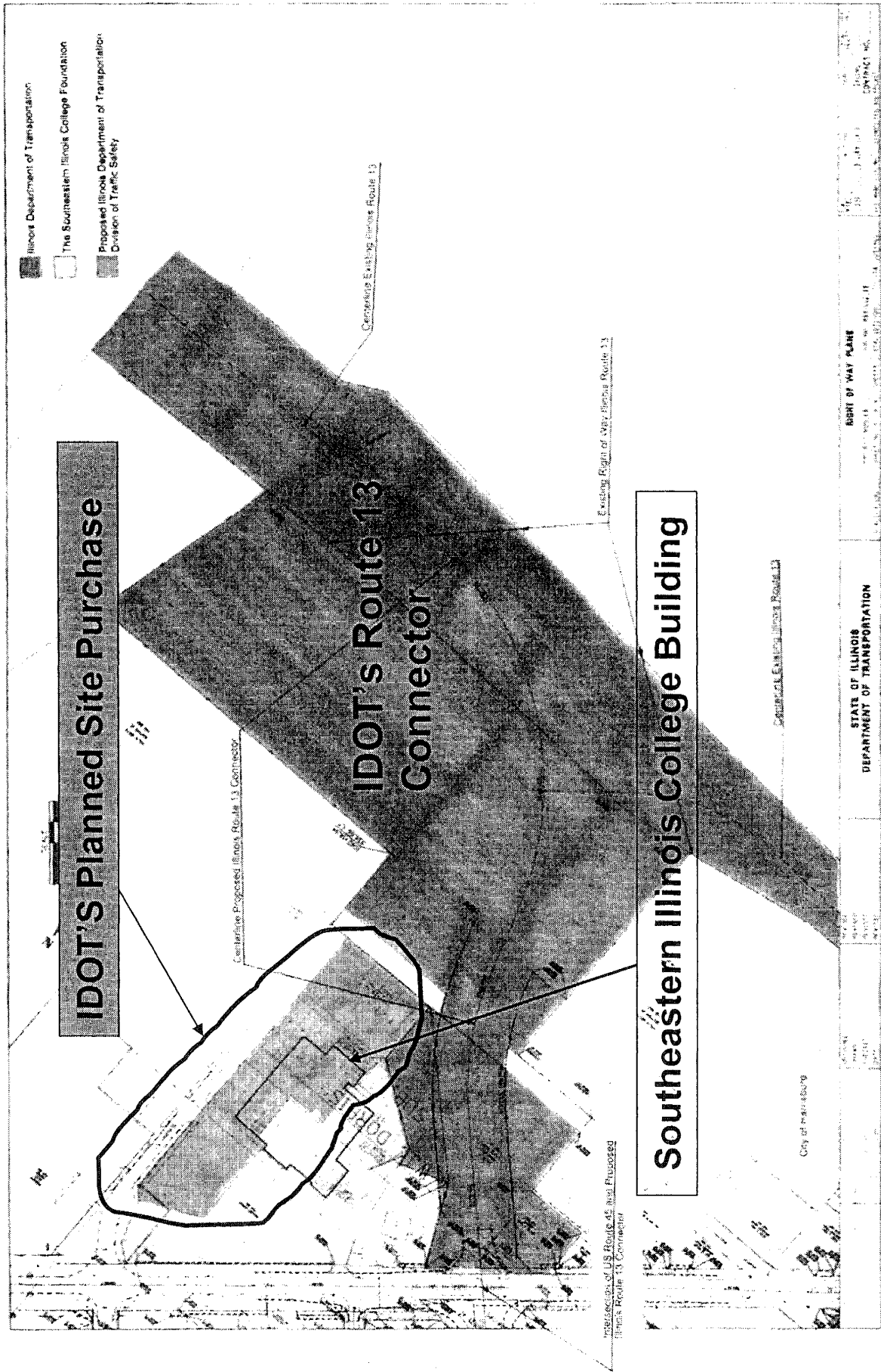
# Space Needs Assessment

- **Purpose**
  - Identify location where DTS relocation would significantly improve economy
  - Locate existing structure to purchase

# Space Needs Assessment

## ■ Research

- May – June, 2008
- Nine facilities investigated
- Reduced Footprint (square footage floor space)
- Selected Southeastern Illinois College Building
  - Best Value
    - Quality
    - Price
  - Abuts existing IDOT land



# **Annex Lease / Purchase**

**Ms Ellen Schanzle-Haskins,  
IDOT Chief Counsel**



# ***Why not purchase the existing Annex Building?***

## **Costs to Purchase Annex**

### **From the Annex Lease Agreement signed 2002:**

- In order to buy, IDOT must pay the Greater of

#### **Fair Market Value or Adjusted Purchase Price**

*In order to purchase the Annex Building from the current California Owners IDOT has only two options and the greater option is required:*

- **Fair Market Value** –
  - Each party hires an appraiser.
  - The two appraisers pick a third appraiser.
  - Average of the closest two appraisals is used.
- **Adjusted Purchase Price**
  - A) **Original 1999 Purchase Price**
    - + Closing Costs
    - + Brokerage Fees
    - + Other Amounts Paid to third parties to close purchase
    - **TOTAL Cost Compounded annually at 5% (10 years = 1.629)**
    - Estimated at \$10,020,000

# Costs to Purchase Annex

## From the Lease Agreement:

### ■ Adjusted Purchase Price (cont.)

#### B) Original Cost of any Improvements

- Compounded annually at 5% from Dec. 31 of year they occurred
- Estimated Unknown

#### C) Transaction Costs

- Prepayment Penalties
- Payoff of Encumbrances (Annex and Prescott Bloom Buildings which are assigned to LaSalle Bank National Assoc., as Trustee. Mortgage matures 12/31/2009)
- Estimated in 2002 at \$8,000,000

# **PURCHASE OF OFFICE BUILDING FOR DIVISION OF TRAFFIC SAFETY**

**(approx. 32,000 square feet)**

- **Springfield current market  
\$3,990,000**
- **Harrisburg contract price  
\$792,000**
- **Both buildings would require similar  
build out costs**

# Price for Comparable Buildings in Springfield (July 2008):

<u>Address</u>	<u>SQ Ft</u>	<u>Price</u>	<u>\$ / Sq Ft</u>
2960 Professional Drive	28,362	\$3,825,000	\$ 134.56
1099 West Wood Street	32,297	\$3,990,000	\$ 122.78
3201 West White Oaks Dr	98,048	\$7,750,000	\$ 79.04

Springfield Current Average - \$ 112.23 / 68,170 Sq Ft

Base Price for Annex - \$ 7,650,490

Inflation - .804

1999 Price - \$ 6,150,995

Per Purchase Option Add On 5% per yr - \$10,020,000

**\* Conclusion:** *Annex would cost to purchase \$10,020,000 for 68,170 Sq. Ft. while other comparable office space in Springfield would cost about \$4 million.*

# Statutory Authorization:

## ... to geographically relocate

### ■ 20 ILCS 5/5-630 Department Offices

- ... The Director of each Department may, in the director's discretion and with the approval of the Governor, establish and maintain, at places other than the seat of government, branch offices for the conduct of any one or more functions of the director's department.

### ■ 20 ILCS 2705/2705-15 Administrative Organization

- (a) The Secretary may create and establish offices, divisions, and administrative units as necessary for the efficient administration and operation of the Department and may assign functions, powers, and duties to the several offices, divisions, and administrative units in the Department.
- (b) The Department has the power to establish the administrative organization within the department that is required to carry out the powers, duties, and functions of the Department and best utilize the personnel, skills, facilities, and resources of the Department and its offices, divisions, and agencies.

### ■ 20 ILCS 2705/2705- 210 Traffic Control and Prevention of Accidents

- The Department has the power to develop, consolidate, and coordinate effective programs and activities for the advancement of driver education, for the facilitation of the movement of motor vehicle traffic, and for the protection and conservation of life and property on the streets and highways of this State and to advise, recommend, and consult with the several departments, divisions, boards, commissions, and other agencies of this State in regard to those programs and activities

### ■ 30 ILCS 608/5-10

- (a) Before a State facility (including lease facilities) may be closed, the State executive branch officer with jurisdiction over the facilities shall file notice of the proposed closure with the Commission (Commission on Government Forecasting and Accountability) . . . the Commission, in its discretion, may require the State executive branch officer with the jurisdiction over the facility to file a recommendation for the closure of the facility with the Commission. . . .
- (b) . . . the Commission, in its discretion, may conduct one or more public hearings on the recommendation. . . .
- (c) within 50 days after the State executive branch officer files the required recommendation, the Commission shall issue an advisory opinion on that recommendation.

# Statutory Authorization:

... to purchase land & buildings

## ■ Title 23 United States Code Section 302, State Transportation Department

- “Any State desiring to avail itself of the provisions of this title shall have a State transportation department which shall have adequate powers, and be suitably equipped and organized to discharge to the satisfaction of the secretary the duties required by this title. In meeting the provisions of this subsection, a State may engage, to the extent necessary or desirable, the services of private engineering firms.”
- The Federal Statutes go on at 23 CFR 1.3 Federal-State Cooperation: authority of State highway departments:

*“The Administrator shall cooperate with the States, through their respective State highway departments, in conjunction of Federal-aid highways. Each State highway department, maintained in conformity with 23 U.S.C. 302, shall be authorized, by the laws of the State, to make final decisions for the State in all matters relating to, and to enter into, on behalf of the State, all contracts and agreements for projects and to take such other actions on behalf of the State as may be necessary to comply with the Federal laws and regulations in this part.”*

## ■ 20 ILCS 5/5 – 675 Acquisition of Land

- The Secretary of Transportation and the Director of Natural Resources are respectively authorized, with the consent in writing of the Governor, to acquire by private purchase, or by condemnation in the manner provided for the exercise of the power of eminent domain under Article VII of the Code of Civil Procedure, any and all lands, buildings, and grounds for which an appropriation may be made by the General Assembly to their respective departments.”

# History IDOT Building Purchases

## 2003

### Bloomington Office Building: \$375,000

2003 purchase of an office building in Bloomington as a satellite office for District 5 (Paris) to house approximately 20 engineers and staff. No CMS involvement. Letter from Lisa Madigan approving the title and warrant issuance and stating "The Corporate Warranty Deed from the Grantor to the State of Illinois, Department of Transportation, meets the statutory requirements and is satisfactory". This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposing to use for Harrisburg). Was thereafter approved by the Comptroller (Hynes) for payment.

## 2001

### Troy Office and Operations Facility

In 2001 IDOT transferred an existing building and land to the City of Maryville for land owned by Maryville, and constructed an office building to house the Troy operations facility and offices. No CMS involvement. This land exchange using an Intergovernmental Agreement with Maryville and no money changed hands. This transaction using the IDOT authority for Intergovernmental Agreements.

## 2000

### Browns Edwards – Wabash Operations Facility \$260,000

2000 purchase of the Edwards-Wabash operations facility with offices. No CMS involvement. Letter from Attorney General Jim Ryan dated February 16, 2000 approving the title and warrant and stating "... the property may be acquired, providing you first place in your file a written record of your determination (that any outstanding rights in others, i.e. mineral rights, will not affect the full use and enjoyment of the property by IDOT)". This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposing to use for Harrisburg). Transaction was thereafter approved by the Comptroller (Hynes) for payment.

# History IDOT Building Purchases

1999

## District 9 Office Building \$135,000

Jackson County Extension of the District 9 Headquarters office building through purchase of building made into office space. No CMS involvement. Letter from Attorney General Jim Ryan "convey adequate title to the above-described property to the People of the State of Illinois for highway purposes and the conveyance of title has my approval." This purchase using the authority of 20 ILCS 5/5-675. Transaction approved by Comptroller (Hynes).

1994 &

1995

## Addition to District 2 Office Building

Property acquired to provide parking for District 2 headquarters. No CMS involvement. Letter from Attorney General Roland Burris, "The form of Warranty Deed examined will convey merchantable title to the property described therein to the People of the State of Illinois, Department of Transportation" Paid for from 6900 permanent improvement appropriation line item and approved by Comptroller (Netsch)

1992

## Peoria Office and Materials Lab

Peoria Office and materials lab. No CMS involvement. Constructed on IDOT property previously owned. Constructed with 6900 permanent improvement appropriation line item. Transaction approved by Comptroller (Netsch).



# History IDOT Building Purchases

1990

## Rock Island Office and Materials Lab \$338,150

Purchase of Rock Island office and materials lab. No CMS involvement. Letter from Attorney General Neil Hartigan "The documents and warranty deed examined will convey fee simple title to the above described property to the People of the State of Illinois (Department of Transportation), and the conveyance of title has my approval." This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item and was thereafter approved by the Comptroller (Burris) for payment.

1990

## Rodenburg Office and Operations Building \$23,000,000

Purchase of land and construction of office and operations building. No CMS involvement. Letter from Attorney General Neil Hartigan "This is your authority to obtain a warrant payable to Chicago Title and Trust Company as escrowee". This purchase using the authority of 20 ILCS 5/5-675. Thereafter approved by the Comptroller (Burris) for payment.

1990

## Emergency Traffic Patrol Building \$5,100,000

Office building built on existing IDOT property to house the Minute Men Emergency Traffic Patrol. Paid for from 6900 permanent improvement appropriation line item. Thereafter approved by the Comptroller (Burris) for payment.

1987 &

## District 2 Office Building Parking Lot Acquisitions

1989

Two parcels were acquired for parking for the Dixon office building. No CMS involvement. Letter from Attorney General Hartigan "...Deed will convey fee simple title to the State of Illinois, Department of Transportation, ...". Purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item.

# History IDOT Building Purchases

## 1986 Charles Team Section Operations Facility \$1,343,847

St. Charles office and operations facility built on property transferred from DOC. No CMS involvement. Authority through Intergovernmental Agreement. Paid from 6900 permanent improvement appropriation line item. Thereafter approved by Comptroller (Burris) for payment.

## 1985 Local Roads Office Building Carbondale \$73,500

Purchase of a building for Local Roads office building. No CMS involvement. Letter from Attorney General Neil Hartigan "the form of warranty deed submitted will convey fee simple title to the ... People of the State of Illinois, Department of Transportation." This purchased using the authority of 20 ILCS 5/5-675 and paid from 6900 permanent improvement appropriation line item and was thereafter approved by the Comptroller (Burris) for payment.

## 1985 Office for District 2 Headquarters \$36,800

Purchase of a building for Dixon office expansion. No CMS involvement. Letter from Attorney General Neil Hartigan "The Warranty Deed executed will convey fee simple title to the above described tract to the People of the State of Illinois, Department of Transportation ... This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposed to use for Harrisburg). Was thereafter approved by the Comptroller (Burris) for payment.

# History - Illinois Dept of Natural Resources Purchases

1999

Field Survey Office Facility Taintor Road, Springfield,  
\$110,000

Purchase of a field survey office by IDNR. No CMS involvement. Purchases pursuant to 20 ILCS 801/1-15. Letter from Attorney General Jim Ryan approving the title and warrant issuance and stating "The Warranty Deed from the Grantor to the State of Illinois Department of Natural Resources meets the statutory requirements and is satisfactory." Approved by Comptroller (Hynes) for payment.

1988

Purchase of Office Building in Pope County, Illinois \$250,000

Purchase of a building converted to office through condemnation power of IDNR, 20 ILCS 835. IDNR represented by Attorney General Neil Hartigan. No CMS involvement. Paid from the Parks and Conservation Fund and approved by Comptroller (Burris).

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
**STATUTORY AUTHORITY**

**Federal Authority**

At the inception of the federal highway system, Congress required the States, by law, to establish State transportation departments.

These State departments were given broad authorization to make decisions on behalf of their respective State.

Title 23 U.S.C § 302. State transportation department

(a) Any State desiring to avail itself of the provisions of this title **shall have a State transportation department** which **shall have adequate powers**, and be suitable equipped and organized to discharge to the satisfaction of the Secretary (U.S. Secretary of Transportation) the duties required by this title. In meeting the provisions of this subsection, a State may engage, to the extent necessary or desirable, the services of private engineering firms.

The Code of Federal Regulations required States to give their DOT authority to make all final decisions: 23 CFR

§ 1.3 Federal-State cooperation; Authority of State highway departments.

The Administrator shall cooperate with the States, through their respective State highway departments, in the construction of Federal-aid highways. Each State highway department, maintained in conformity with 23 U.S.C. 302, **shall be authorized, by the laws of the State, to make final decisions for the State in all matters relating to, and to enter into, on behalf of the State, all contracts and agreements for projects and to take such other actions on behalf of the State as may be necessary.**

**Purchase Powers: The Illinois Legislature, pursuant to federal direction, then passed this authority to Illinois Department of Transportation.**

IDOT's direct authority to purchase property and buildings can be found in the Civil Administrative Code (20 ILCS 5/5-675), the Illinois Finance Act (30 ILCS 105/8.3) and the Highway Code (605 ILCS 5/4-501).

### **The Civil Administrative Code**

Section 5-675 of the Civil Administrative Code (20 ILCS 5/5-675) relating to the acquisition of land states that:

**"The Secretary of Transportation and the Director of Natural Resources are respectively authorized, with the consent in writing of the Governor, to acquire by private purchase, or by condemnation in the manner provided for the exercise of the power of eminent domain under the Eminent Domain Act, any and all lands, buildings, and grounds for which an appropriation may be made by the General Assembly to their respective departments...."**  
(Emphasis supplied).

Additionally, the appropriation for IDOT each year from the General Assembly gives IDOT authority to purchase building and includes the following language, (amounts of appropriation change each year):

**"Department of Transportation, Section 5. The sum of \$6,000,000, or so much thereof as may be necessary, is appropriated from the Road Fund to the Illinois Department of Transportation facilities, including BUT NOT LIMITED TO the purchase of land, construction, repair, alterations and improvements to maintenance and **traffic facilities, district and central headquarters facilities, . . .**"**

## The Illinois Finance Act

Section 8.3 of the Illinois Finance Act (30 ILCS 105/8.3) relating to the use of the Road Fund states that:

“Money in the Road Fund shall, if and when the State of Illinois incurs any bonded indebtedness for the construction of permanent highways, be set aside and used for the purpose of paying and discharging annually the principal and interest on that bonded indebtedness then due and payable, and for no other purpose. **The surplus, if any, in the Road Fund after the payment of principal and interest on that bonded indebtedness then annually due shall be used as follows:...**

**secondly -- for expenses of the Department of Transportation for construction, reconstruction, improvement, repair, maintenance, operation, and administration of highways in accordance with the provisions of laws relating thereto, or for any purpose related or incident to and connected therewith, ... or for the acquisition of land and the erection of buildings for highway purposes,** including the acquisition of highway right-of-way or for investigations to determine the reasonably anticipated future highway needs; or for making of surveys, plans, specifications and estimates....; or for the operating and maintaining of highway garages; or for patrolling and policing the public highways and conserving the peace; or for the operating expenses of the Department relating to the administration of public transportation programs; **or for any of those purposes or any other purpose that may be provided by law.**

Appropriations for any of those purposes are payable from the Road Fund. **Appropriations may also be made from the Road Fund for the administrative expenses of any State agency that are related to motor vehicles or arise from the use of motor vehicles.” (Bold Added).**

## The Highway Code

Section 4-501 of the Highway Code (605 ILCS 5/4-501) relating to the acquisition of land states that:

**“The Department, in its name, or any county may acquire the fee simple title, or such lesser interest as may be desired, to any land, rights, or other property necessary for the construction, maintenance or operation of State highways, ..., or necessary for any other purpose or use contemplated by this Code by purchase ...**

Along the same lines, section 4-504 of the Highway Code (605 ILCS 5/4-504) relating to the acquisition of state land states that:

**“Subject to the approval of the Governor and the consent of any department, board, commission, officer or other agency of the State government having control and custody of any land now or hereafter owned by the State, the Department is authorized to take and use such portion as may be deemed necessary for State highway purposes over such land...**

The Department has established the Division of Traffic Safety in furtherance of its mission of efficient operation of the Department. 20 ILCS 2705/2705-15. The Division is an efficient tool to exercise the Department's power to develop and coordinate programs for traffic control and prevention of accidents. 20 ILCS 2705/2705-210.

**LISTING OF OFFICE FACILITIES PURCHASED  
AS PART OF IDOT AND IDNR SPECIFIC AUTHORITY  
(Current through 1983)**

**Illinois Department of Transportation:**

**2003**     **Bloomington Office Building: \$375,000**

2003 purchase of an office building in Bloomington as a satellite office for District 5 (Paris) to house approximately 20 engineers and staff. No CMS involvement. Letter from Lisa Madigan approving the title and warrant issuance and stating "The Corporate Warranty Deed from the Grantor to the State of Illinois, Department of Transportation, meets the statutory requirements and is satisfactory". This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposing to use for Harrisburg). Was thereafter approved by the Comptroller (Hynes) for payment.

**2001**     **Troy Office and Operations Facility**

In 2001 IDOT transferred an existing building and land to the City of Maryville for land owned by Maryville, and constructed an office building to house the Troy operations facility and offices. No CMS involvement. This land exchange using an Intergovernmental Agreement with Maryville and no money changed hands. This transaction using the IDOT authority for Intergovernmental Agreements.

**2000**     **Browns Edwards – Wabash Operations Facility \$260,000**

2000 purchase of the Edwards-Wabash operations facility with offices. No CMS involvement. Letter from Attorney General Jim Ryan dated February 16, 2000 approving the title and warrant and stating " ... the property may be acquired, providing you first place in your file a written record of your determination (that any outstanding rights in others, i.e. mineral rights, will not affect the full use and enjoyment of the property by IDOT)". This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposing to use for Harrisburg). Transaction was thereafter approved by the Comptroller (Hynes) for payment.

**1999**     **District 9 Office Building \$135,000**

Jackson County Extension of the District 9 Headquarters office building through purchase of building made into office space. No CMS



involvement. Letter from Attorney General Jim Ryan "convey adequate title to the above-described property to the People of the State of Illinois for highway purposes and the conveyance of title has my approval." This purchase using the authority of 20 ILCS 5/5-675. Transaction approved by Comptroller (Hynes).

**1994 &**  
**1995**    **Addition to District 2 Office Building**

Property acquired to provide parking for District 2 headquarters. No CMS involvement. Letter from Attorney General Roland Burris, "The form of Warranty Deed examined will convey merchantable title to the property described therein to the People of the State of Illinois, Department of Transportation" Paid for from 6900 permanent improvement appropriation line item and approved by Comptroller (Netsch)

**1992**    **Peoria Office and Materials Lab**

Peoria Office and materials lab. No CMS involvement. Constructed on IDOT property previously owned. Constructed with 6900 permanent improvement appropriation line item. Transaction approved by Comptroller (Netsch).

**1990**    **Rock Island Office and Materials Lab \$338,150**

Purchase of Rock Island office and materials lab. No CMS involvement. Letter from Attorney General Neil Hartigan "The documents and warranty deed examined will convey fee simple title to the above described property to the People of the State of Illinois (Department of Transportation), and the conveyance of title has my approval." This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item and was thereafter approved by the Comptroller (Burris) for payment.

**1990**    **Rodenburg Office and Operations Building \$23,000,000**

Purchase of land and construction of office and operations building. No CMS involvement. Letter from Attorney General Neil Hartigan "This is your authority to obtain a warrant payable to Chicago Title and Trust Company as escrowee". This purchase using the authority of 20 ILCS 5/5-675. Thereafter approved by the Comptroller (Burris) for payment.

**1990**    **Emergency Traffic Patrol Building \$5,100,000**

Office building built on existing IDOT property to house the Minute Men Emergency Traffic Patrol. Paid for from 6900 permanent improvement

appropriation line item. Thereafter approved by the Comptroller (Burris) for payment.

**1987 & District 2 Office Building Parking Lot Acquisitions**

**1989**

Two parcels were acquired for parking for the Dixon office building. No CMS involvement. Letter from Attorney General Hartigan "...Deed will convey fee simple title to the State of Illinois, Department of Transportation, ...". Purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item.

**1986 Charles Team Section Operations Facility \$1,343,847**

St. Charles office and operations facility built on property transferred from DOC. No CMS involvement. Authority through Intergovernmental Agreement. Paid from 6900 permanent improvement appropriation line item. Thereafter approved by Comptroller (Burris) for payment.

**1985 Local Roads Office Building Carbondale \$73,500**

Purchase of a building for Local Roads office building. No CMS involvement. Letter from Attorney General Neil Hartigan "the form of warranty deed submitted will convey fee simple title to the ... People of the State of Illinois, Department of Transportation." This purchased using the authority of 20 ILCS 5/5-675 and paid from 6900 permanent improvement appropriation line item and was thereafter approved by the Comptroller (Burris) for payment.

**1985 Office for District 2 Headquarters \$36,800**

Purchase of a building for Dixon office expansion. No CMS involvement. Letter from Attorney General Neil Hartigan "The Warranty Deed executed will convey fee simple title to the above described tract to the People of the State of Illinois, Department of Transportation ... . This purchase using the authority of 20 ILCS 5/5-675 and paid for from 6900 permanent improvement appropriation line item (proposed to use for Harrisburg). Was thereafter approved by the Comptroller (Burris) for payment.

Additionally, IDNR has made two similar office purchases through their independent authority.

**OFFICES PURCHASED BY THE ILLINOIS DEPARTMENT OF NATURAL  
RESOURCES PURSUANT TO THEIR INDEPENDENT AUTHORITY:**

**1999**    **Field Survey Office Facility Taintor Road, Springfield, \$110,000**

Purchase of a field survey office by IDNR. No CMS involvement. Purchases pursuant to 20 ILCS 801/1-15. Letter from Attorney General Jim Ryan approving the title and warrant issuance and stating "The Warranty Deed from the Grantor to the State of Illinois Department of Natural Resources meets the statutory requirements and is satisfactory." (See attached Exhibit 11). Approved by Comptroller (Hynes) for payment.

**1988**    **Purchase of Office Building in Pope County, Illinois \$250,000**

Purchase of a building converted to office through condemnation power of IDNR, 20 ILCS 835. IDNR represented by Attorney General Neil Hartigan. No CMS involvement. Paid from the Parks and Conservation Fund and approved by Comptroller (Burris).

## **ILLINOIS DEPARTMENT OF TRANSPORTATION**

### **Division of Traffic Safety Building Purchase**

#### **TIMELINE:**

- JUNE 27, 2008:** Contract for projected purchase of Harrisburg building signed with the following provision.
- “(E) The Department reserves the right to cancel this contract at any time for any reason in the sole discretion of the Department upon 5 days written notice.”
- JULY 1, 2008:** IDOT files recommendation for closure of the Division of Traffic Safety Annex Building with the Commission pursuant to 30 ILCS 608/5.
- JULY 1, 2008:** All actions to purchase the Harrisburg building are **frozen** until September 11, 2008, pursuant to 30 ILCS 608/5-10 of the Facilities Closure Act.
- “d) No action may be taken to implement the recommendation for closure of a state facility until **50 days after the filing of any required recommendation.** (30 ILCS 608/5-10(d).
- SEPTEMBER 11, 2008:** Running of the 50 days and anticipated opinion of the Commission.

**OPTION TO PURCHASE**  
**Lease No. 4577**  
**Illinois Dept. of Transportation**  
**3215 Executive Drive, Springfield, IL**

Provided Tenant is not then in default hereunder, Tenant shall have the right and option to purchase, for cash, the Landlord's entire interest in the entire Leased Premises at any time during the Term. Tenant shall give written notice to Landlord of its desire to exercise this option. The purchase price for the Leased Premises shall be the greater of (a) its "Fair Market Value," or (b) the "Adjusted Purchase Cost," plus in either case, the "Transaction Costs."

The "Fair Market Value" of the Leased Premises shall be established by mutual agreement of the parties. If Landlord and Tenant fail to agree on such value within 30 days after the date of Tenant's notice exercising the option, the Fair Market Value shall be established by appraisal as follows. Landlord shall name an appraiser by giving notice to Tenant within 10 days after the lapse of the 30-day period referred to above. Tenant shall, within 10 days thereafter, name a second appraiser by notice to Landlord. The two appraisers so appointed shall name a third appraiser within 10 days after the appointment of the second appraiser. If Landlord, Tenant or the two appraisers fail to appoint the corresponding appraiser within the designated time periods, then the appraiser(s) may be appointed by the Chief Judge of the court for the district in which the Leased Premises is located. If said Chief Judge shall be requested to appoint an appraiser(s) and shall refuse to do so, then such appointment or appointment may be made by such bar association president or arbitration association as Landlord shall determine. The appraisers so selected shall be qualified by education, experience and training to appraise the Leased Premises. Acting independently of each other, each of said three appraisers, within 60 days after appointment of the third appraiser, shall submit to Landlord and Tenant a written report and appraisal stating his opinion as to the value of the Leased Premises for the purpose of a cash sale, free of existing encumbrances. The two appraisals which are closest in amount shall be averaged and the resulting amount shall be conclusively deemed to be the Fair Market Value of the Leased Premises.

The "Adjusted Purchase Cost" means the "Original Cost," compounded for each of the two quantities comprising the Original Cost at the rate of five percent per annum over a period of time commencing on the date stated below and ending on the closing date for the transfer of the Leased Premises to Tenant. The commencement dates are: as to the quantity described in clause (a) below: January 4, 1999 which is date on which Landlord acquired such property, and as to each quantity described in clause (b) below: December 31 of the year in which such amounts were expended.

The "Original Cost" is sum of (a) all amounts expended by Landlord to purchase the Leased Premises, including but not limited to (i) the gross purchase price thereof, (ii) closing costs, brokerage fees and other amounts paid to third parties in connection with the closing of that purchase, plus (b) the sum of the costs expended by Landlord for all capital improvements including additions to the Leased Premises, including but not limited to the following items: (i) purchase price for any land acquisition, plus brokers' commissions and closing costs, less prorations, if any, (ii) "hard" construction costs, (ii) design, engineering and related "soft" costs,

Page Two  
Option to Purchase  
Lease No. 4577

(iii) testing and preparing necessary analyses or studies in connection with the entitlements, including environmental reports, biological reports, cultural or archeological reports, wetlands reports and other similar analyses (iv) permits and fees such as zoning permits, use permits, map amendments and other similar permits, (v) survey, (vi) title insurance, (vii) legal fees, development fees, and fees for other professionals and consultants, (viii) financing costs, (ix) insurance costs, (x) construction period interest, and (xi) general office costs associated with pursuing the project, including telephone, postage, copying and overhead of the Landlord's managing agent; and other similar expenses. Landlord shall certify all sums described in this paragraph to Tenant.

"Transaction Costs" means the sum of (1) the cost, if any, of any prepayment penalty, premium, yield maintenance charge or other sum payable to any third party to obtain a full release of mortgage financing encumbering all or any portion of the Leased Premises as of the closing date for the transfer of the Leased Premises to Tenant, plus (2) closing costs and other amounts paid to third parties in connection with the transfer of the Leased Premises to Tenant.

The closing of the transfer of the Leased Premises to Tenant shall occur in the Springfield, Illinois offices of a title insurance company (or its affiliate) licensed to insure titles in the State of Illinois selected by Landlord, on a date mutually selected by Landlord and Tenant that is not later than 90 days after the purchase price shall have been determined, as extended (if required) to comply with the administrative procedures (if any) imposed by the Landlord's lender with respect to disposition of the mortgage financing encumbering the Leased Premises. Landlord shall convey good and marketable title to the Leased Premises subject to all covenants, conditions of record, roads and highways, easements, this Lease (and for such purpose, any matter that is Tenant's responsibility under the Lease shall be considered a permitted exception to title), general real estate taxes and special assessments, if any, that are not yet due or payable, and acts done or suffered by Tenant or any party claiming by, through or under Tenant. The closing shall otherwise be conducted in accordance with the customs and practices then in effect for commercial real estate transactions in Springfield, Illinois.

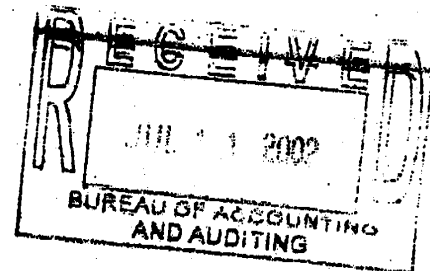
If the closing of the transfer of the Leased Premises to Tenant pursuant to this option does not occur for any reason other than due to Landlord's default, then Landlord may elect any of the following remedies: (i) to terminate the proposed transfer in which event Tenant shall reimburse Landlord for any out-of-pocket costs incurred in connection with proposed transfer and Tenant's option to purchase the Leased Premises shall be cancelled and of no further force and effect; (ii) to seek specific performance to compel Tenant to proceed with the transfer, or (iii) seek damages for Tenant's failure to perform. If the closing of the transfer of the Leased Premises to Tenant pursuant to this option does not close due to Landlord's default, Tenant shall be entitled to specific performance as its sole and exclusive remedy.

**GOVERNMENT PROPERTY FUND LLC**

**BY E-MAIL**

July 3, 2002

Mr. David Campbell  
Bureau Chief, Accounting and Auditing  
Illinois Department of Transportation  
2300 South Dirksen Parkway,  
Springfield, Illinois 62764-0002



**RE:   *Purchase Option***  
***Department of Transportation Annex***

Dear Mr. Campbell:

I am writing on behalf of Government Property Fund I LLC ("GPF I"), the owner of the IDOT Annex located at 3215 Executive Park Drive (the "Annex"). In connection with the renewal of the Department of Transportation lease, the Department has expressed interest in purchasing the Annex.

As more fully described below, GPF I is currently precluded from selling the Annex by restrictions contained in the building's mortgage. Upon maturity of the loan, GPF I would be willing to sell the Annex to the Department on the terms and conditions outlined in Exhibit O of the lease renewal signed by Director Kirk Brown November 20, 2001.

As noted, the Annex is encumbered by a Mortgage and Security Agreement dated December 30, 1998 ("Mortgage") in favor of Prudential Mortgage Capital Company, LLC ("Prudential"). The Mortgage was subsequently assigned from Prudential to LaSalle Bank National Association, as Trustee under that certain Pooling and Servicing Agreement dated May 1, 1999 ("PSA") for the Certificateholders of the Heller Financial Commercial Mortgage Asset Corp. Commercial Mortgage Pass-Through Certificates Series 1999 PH-1 ("1999 PH-1 REMIC"). The Mortgage matures on December 31, 2009.

The Mortgage contains express prohibitions against the sale or other transfer of the Annex. A sale or other transfer of the Annex to the State would constitute an Event of Default under the Mortgage. The Mortgage also contains substantial penalties for prepayment prior to loan maturity. Any prepayment would require the Borrower to reimburse the Lender for the lost value of the interest income payable over the remaining life of the loan. The amount of such prepayment penalty varies with the prevailing

Mr. David Campbell

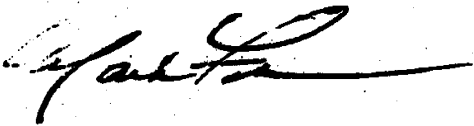
July 3, 2002

market interest rates and the remaining term of the loan, but is conservatively estimated to exceed \$2 million.

Furthermore, the Annex is part of a pooled financing with the Prescott Bloom building occupied by the Illinois Department of Public Aid. The IDOT Annex and the Prescott Bloom building collectively provide collateral for the loan. The Mortgage contains no provisions allowing a partial release of collateral. Accordingly, any prepayment of the IDOT financing would likely require a prepayment of the Prescott Bloom financing as well. Based on current market conditions, the estimated prepayment penalty would likely exceed \$6 million.

In view of the foregoing conditions and circumstances, GPF I is not able to provide the Department with an alternative option to purchase the Annex from that already provided in Exhibit O of the Lease.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mark Friedman', with a stylized flourish at the end.

Mark Friedman  
President of the Managing Member

Cc: Mr. Michael Bartletti  
Central Management Services  
State of Illinois  
Room 702, Stratton Office Building  
Springfield, IL 62706.



# Costs to Purchase Annex

## From the Lease Agreement:

- Adjusted Purchase Price (cont.)

### B) Original Cost of any Improvements

- Compounded annually at 5% from Dec. 31 of year they occurred
- Estimated Unknown

### C) Transaction Costs

- Prepayment Penalties
- Payoff of Encumbrances (Annex and Prescott Bloom Buildings  
which are assigned to LaSalle Bank  
National Assoc., as Trustee. Mortgage  
matures 12/31/2009)
- Estimated in 2002 at \$8,000,000

# *Why not purchase the existing Annex Building?*

## Costs to Purchase Annex

### From the Annex Lease Agreement signed 2002:

- In order to buy, IDOT must pay the Greater of Fair Market Value or Adjusted Purchase Price

*In order to purchase the Annex Building from the current California Owners IDOT has only two options and the greater option is required:*

- Fair Market Value –
  - Each party hires an appraiser.
  - The two appraisers pick a third appraiser.
  - Average of the closest two appraisals is used.
- Adjusted Purchase Price
  - A) Original 1999 Purchase Price
    - + Closing Costs
    - + Brokerage Fees
    - + Other Amounts Paid to third parties to close purchase
  - **TOTAL Cost Compounded annually at 5% (10 years = 1.629)**
  - **Estimated at \$10,020,000**

# Price for Comparable Buildings in Springfield (July 2008):

<u>Address</u>	<u>SQ Ft</u>	<u>Price</u>	<u>\$ / Sq Ft</u>
2960 Professional Drive	28,362	\$3,825,000	\$ 134.56
1099 West Wood Street	32,297	\$3,990,000	\$ 122.78
3201 West White Oaks Dr	98,048	\$7,750,000	\$ 79.04

Springfield Current Average - \$ 112.23 / 68,170 Sq Ft  
 Base Price for Annex - \$ 7,650,490  
 Inflation - .804  
 1999 Price - \$ 6,150,995  
 Per Purchase Option Add On 5% per yr - \$10,020,000

**\* Conclusion:** *Annex would cost to purchase \$10,020,000 for 68,170 Sq. Ft. while other comparable office space in Springfield would cost about \$4 million.*

# the Governor:

“Gov. Rod Blagojevich insists his administration will do everything possible to limit the pain for employees affected by moving more than 100 state jobs from Springfield to southern Illinois.

In an interview Thursday with The State Journal-Register, Blagojevich promised that employees in the Illinois Department of Transportation traffic safety division who don’t want to uproot their lives won’t have to.

They’ll get other state jobs at the same pay and benefits and with similar duties and location, he said.

“Nothing will change in terms of their quality of life, their income and their benefits or their commute to work, to varying degrees,” Blagojevich said. “They’ll be in the Springfield area, so they’ll be close to home, if they choose to stay here.”

- *State Journal Register* July 11, 2008

# the Governor:

The employees of the Division of Traffic Safety are invited to come to Harrisburg when the division is relocated here, the governor said, but he expects most will stay in Springfield and transfer to other state jobs – something Blagojevich pledged would be possible for them. The employees will be offered moves to jobs with the same salaries and benefits in the Springfield area, Blagojevich said.

- *Marion Daily Republican* June 27, 2008

**Economic Impact Analysis:  
Moving IDOT Division of Traffic Safety  
from Springfield to Southern Illinois**

**Prepared by**

Subhash C. Sharma  
Professor of Economics  
Southern Illinois University Carbondale  
Carbondale, Illinois 62901  
Phone : 618-453-5070  
e-mail : [sharma@siu.edu](mailto:sharma@siu.edu)

and

Basharat A. Pitafi  
Assistant Professor of Economics  
Southern Illinois University Carbondale  
Carbondale, Illinois 62901  
Phone : 618-453-5070

July 23, 2008

## Contents

1. Summary.....	2
2. Methodology.....	3
3. Inputs .....	4
A: For the Southern Illinois Region: .....	4
B: For the Sangamon County .....	5
4. Impact on the Southern Illinois Region.....	6
4.A. Annual Impact on the Southern Illinois Region .....	6
I. Annual Impact on Output and Value Added.....	6
II. Annual Impact on Employment and Labor Income.....	6
III. Detailed Analysis of Annual Value Added Impact .....	7
IV. Summary of Annual Tax Revenues .....	8
4.B. One-Time Impact on the Southern Illinois Region.....	9
I. One-Time Impact on Output and Value Added .....	9
II. One-Time Impact on Employment and Labor Income.....	9
III. Detailed Analysis of One-Time Value Added Impact .....	10
IV. Summary of One-Time Tax Revenues.....	11
5. Impact on the Sangamon County .....	12
5.A. Annual Impact on the Sangamon County.....	12
I. Annual Impact on Output and Value Added.....	12
II. Annual Impact on Employment and Labor Income.....	12
III. Detailed Analysis of Annual Value Added Impact .....	13
IV. Summary of Annual Tax Revenues .....	14
5.B. One-Time Impact on the Sangamon County .....	15
I. One-Time Impact on Output and Value Added .....	15
II. One-Time Impact on Employment and Labor Income.....	15
III. Detailed Analysis of One-Time Value Added Impact .....	16
IV. Summary of One-Time Tax Revenues.....	17
6. Impact on the State of Illinois .....	18
6.A. Annual Impact on the State of Illinois.....	18
I. Annual Impact on Output and Value Added.....	18
II. Annual Impact on Employment and Labor Income.....	18
III. Detailed Analysis of Annual Value Added Impact .....	20
IV. Summary of Annual Tax Revenues .....	21
6.B. One-Time Impact on the State of Illinois .....	22
I. One-Time Impact on Output and Value Added .....	22
II. One-Time Impact on Employment and Labor Income.....	22
III. Detailed Analysis of One-Time Value Added Impact .....	23
IV. Summary of One-Time Tax Revenues.....	24

# Economic Impact Analysis: Moving IDOT Division of Traffic Safety from Springfield to Southern Illinois

## 1. Summary

The Illinois Department of Transportation (IDOT) is planning to geographically relocate its Division of Traffic Safety (DTS) from Springfield (currently at 3215 Executive Park Drive) to Southern Illinois. This study investigates the impact on the economy of the Southern Illinois region and on the economy of Springfield area for the year 2008. In our conversation with the Illinois Department of Transportation representatives, we were instructed to look into the effect on Saline County in Southern Illinois and Sangamon County for Springfield. However, after looking at the detailed data provided to us by IDOT, we suggested that Williamson County should be added to the Southern Illinois study area in order to appropriately capture the economic impact of DTS geographic relocation. The suggestion was agreed to. Thus, for the Southern Illinois region we consider two counties, Saline and Williamson. The DTS office relocation involves one-time expenditures as well as changes to annual expenditures by IDOT at the current location and in Southern Illinois. **Both the one-time and the annual impacts have been estimated in this study.**

The results of the analysis indicate that in Southern Illinois, the move will result in annual output increase of about \$12.0 million along with the creation of 91 jobs in addition to the 136 jobs created by IDOT. Additional one-time output of \$2.29 million will be generated in the first year, accompanied by 25 additional jobs. On the other hand, the Sangamon County will lose annual output of about 300 thousand dollars accompanied by 4 lost jobs. One-time impact in the county, created due to moving-related expenditures, increases output by about 444 thousand dollars in the first year along with a 4 jobs gain. The benefit to Southern Illinois outweighs the loss to the Sangamon County.

In terms of the statewide impacts, the output added to the Illinois state economy annually is valued at \$15.8 million. 103 jobs will be created in addition to the 136 newly created local jobs by IDOT. Additional one-time output of \$4 million will be generated in the first year, accompanied by 32 additional jobs. Note that the impacts on the state economy are not simply the net of the positive impacts on the Southern Illinois economy and the negative impacts on Sangamon County because the impact of an expenditure item may be different in Southern Illinois and in Sangamon County, depending on the characteristics of the local economies, including industrial production functions and leakages, i.e., industries' and consumers' spending outside the local economy.



## 2. Methodology

The Impact Analysis and Planning (IMPLAN) software and database developed by the Minnesota IMPAN group is used in this study. The IMPLAN software and database are widely used in economic impact studies. The IMPLAN software was originally developed by the U.S. Department of Agriculture's Forest Service in the late 1970's and 1980's. IMPLAN is used in Federal Government, state and local governments, Academic units, non-profit organizations and in the private sector. The Minnesota IMPAN group's website lists US federal government agencies, state government agencies, local governments, academia, and for-profit and non-profit organizations among over 500 users of IMPLAN.

IMPLAN is built on a mathematical model known as Input-Output model, developed by Professor Wassily Leontief and Professor Richard Stone. Professor Leontief and Professor Stone both received Nobel Prizes in Economics. This input-output model expresses relationship between sectors of the economy in a chosen geographic location. The IMPLAN software classifies the economy in 509 sectors, recognized by the U.S. Department of Commerce. The software uses an extended input-output framework to quantify the interactions between different industries and institutions in an economy. This framework allows for the estimation of three kinds of effects of a change in economic activity in a geographical area: *Direct Effects*, *Indirect Effects*, and *Induced Effects*. Direct effects are the initial changes in an industry when expenditures are made for the purchase of its output. These include changes in employment and production corresponding to a specified amount of sales by a particular industry. Indirect effects are the effects in other industries created by the purchase of goods and services by the directly affected industry. Finally, the Induced effects are the effects on all local industries caused by the expenditures of household income generated in the directly and indirectly affected industries.

In interpreting the tables that follow, note that

Labor Income = Employee Compensation + Propriety Income,  
and

Value-added = Labor Income + Other Property Type income + Indirect Business Taxes

### 3. Inputs

The inputs used in this analysis are provided by representatives from the Illinois Department of Transportation. These are as follows.

#### A: For the Southern Illinois Region:

1. Building-related one-time costs	
1.a Building purchase price	\$ 1,000,000.00
1.b Build out & building preparations costs	\$ 1,000,000.00
1.c IT setup cost	\$ 325,000.00
2. Building-related recurring (annual) costs:	
2.a Janitorial services; Mat cleaning Pest control services, etc.	\$ 4,864.00
2.b Waste Removal	\$ 3,129.00
2.c Gas	\$ 33,358.00
2.d Electricity	\$ 88,690.00
2.e Water	\$ 1,549.00
2.f N.E.C	\$ 1,712.00
3. Employee-related costs	
3.a No employee will be relocated to Southern Illinois	\$ 00.00
3.b 136 employees would be hired in Southern Illinois	\$ 6,828,416.00
3.c Health insurance @ \$15,900 per employee per year	\$ 2,162,400.00
3.d Employee moving costs (one time)	\$ 00.00

Note: *We are making the assumption that health insurance carriers spend on average \$15,900 per employee in the region. Moreover, current social security and retirement contributions have no effect in the region.*

4. General Expenses	\$ 223, 892
Contains several categories. The major ones are:	
travel: in-state and bon-state; commodities;	
equipment; contractual services; postage; rental and repair etc.	

Note: *Utilities and General expenses total = \$357,193.00.*

**B: For the Sangamon County (the negative inputs are the losses from the county)**

1 .Building-related expenses	\$	00.00
Since the building will stay there, and if IDOT is not leasing it, someone else would be leasing it, all building maintenance (e.g. Janitorial services, Mat cleaning, Pest control, Waste removal, etc.) and utilities (e.g. electricity, water etc.) are assumed to remain same.		
2. Office equipment moving cost (one-time)	\$	250,000.00
3. Employee-related costs		
3.a No employee will move to Southern Illinois	\$	00.00
3.b Retirees and temp staff stay in the area	\$	00.00
4. General Expenses	\$	- 223,892.00
These are the expenses being moved to Southern Illinois		

#### 4. Impact on the Southern Illinois Region (Saline and Williamson Counties)

##### 4.A. Annual Impact on the Southern Illinois Region

###### I. Annual Impact on Output and Value Added

	<b>Output</b>	<b>Value Added</b>
Direct	\$ 8,369,123	\$ 2,816,279
Indirect	\$ 780,800	\$ 427,713
Induced	\$ 2,751,494	\$ 1,833,856
<b>Total</b>	<b>\$ 11,901,417</b>	<b>\$ 5,077,849</b>

###### II. Annual Impact on Employment and Labor Income

	<b>Employment</b>	<b>Labor Income</b>
Direct	50	\$ 1,768,170
Indirect	9	\$ 265,435
Induced	32	\$ 1,187,467
<b>Total</b>	<b>91</b>	<b>\$ 3,221,072</b>

The estimates indicate that annual output in the Southern Illinois economy will increase by about \$12 million. 91 jobs will be created in addition to the 136 newly created local jobs by IDOT. The increase in total value-added will be about \$5 million, consisting of labor income (\$3.22 million), other property type income (\$1.46 million), and indirect business taxes (\$400,918). \$3.22 million of labor income includes employee compensation (\$2.89 million, besides the compensation of the IDOT employees) and proprietary income (\$328,586). Adding the compensation of the IDOT employees noted in section 3.A.3.b. (\$6.8 million), the total increase in labor income is about \$10 million.

In addition to these annual impacts, there will be one-time impacts that are noted in section 4.B., including additional output of \$2.285 million and 25 jobs.

### III. Detailed Analysis of Annual Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ 1,594,429	\$ 208,935	\$ 1,089,121	\$ 2,892,486
Proprietary Income	\$ 173,741	\$ 56,500	\$ 98,345	\$ 328,586
Other Property Type Income	\$ 813,266	\$ 126,607	\$ 515,986	\$ 1,455,858
Indirect Business Taxes	\$ 234,843	\$ 35,671	\$ 130,404	\$ 400,918
Total Value Added	\$ 2,816,279	\$ 427,713	\$ 1,833,856	\$ 5,077,849

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits include retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.

#### IV. Summary of Annual Tax Revenues

	Employee Compensation	Proprietary Income	Household Expenditure	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ 15,411	\$ 00.00	\$ 75,588	\$ 59,643	\$ 347,694	\$ 498,336
Federal Government	\$ 314,196	\$ 14,645	\$ 272,743	\$ 138,025	\$ 53,224	\$792,833

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.

#### 4.B. One-Time Impact on the Southern Illinois Region

##### I. One-Time Impact on Output and Value Added

	Output	Value Added
Direct	\$ 1,337,401	\$ 629,816
Indirect	\$ 268,102	\$ 147,357
Induced	\$ 679,993	\$ 449,805
Total	\$ 2,285,497	\$ 1,226,978

##### II. One-Time Impact on Employment and Labor Income

	Employment	Labor Income
Direct	14	\$ 556,112
Indirect	3	\$ 97,450
Induced	8	\$ 281,395
Total	25	\$ 934,957

The one-time impact is estimated to increase output by about \$2.29 million in the Southern Illinois economy and create 25 jobs **in addition to the annual impacts noted in section 4.A.** \$934,957 of labor income will be generated including employee compensation (\$722,235) and proprietary income (\$5212,722). The increase in total value-added will be about \$1.2 million, consisting of labor income (\$934,957), other property type income (\$220,766), and indirect business taxes (\$71,254).

### III. Detailed Analysis of One-Time Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ 383,515	\$ 81,691	\$ 257,029	\$ 722,235
Proprietary Income	\$ 172,597	\$ 15,759	\$ 24,366	\$ 212,722
Other Proprietary Type Income	\$ 53,557	\$ 33,226	\$ 133,984	\$ 220,766
Indirect Business Taxes	\$ 20,147	\$ 16,681	\$ 34,426	\$ 71,254
Total Value Added	\$ 629,816	\$ 147,357	\$ 449,805	\$ 1,226,978

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits includes retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.



#### IV. Summary of One-Time Tax Revenues

	Employee Compensation	Proprietary Income	Household Expenditure	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ 3,848	\$ 00.00	\$ 22,165	\$ 9,044	\$ 61,795	\$ 96,852
Federal Government	\$ 78,453	\$ 9,481	\$ 79,976	\$ 20,930	\$ 9,459	\$198,299

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.

## 5. Impact on the Sangamon County

### 5.A. Annual Impact on the Sangamon County

#### I. Annual Impact on Output and Value Added

	<b>Output</b>	<b>Value Added</b>
Direct	\$ -160,022	\$ -92,178
Indirect	\$ -38,453	\$ -21,614
Induced	\$ -96,915	\$ -66,167
<b>Total</b>	<b>\$ -295,390</b>	<b>\$ -179,959</b>

#### II. Annual Impact on Employment and Labor Income

	<b>Employment</b>	<b>Labor Income</b>
Direct	-2	\$ -65,333
Indirect	-1	\$ -14,564
Induced	-1	\$ -43,688
<b>Total</b>	<b>-4</b>	<b>\$ -123,585</b>

The estimates indicate that annual output in the Sangamon County economy will decrease by \$295,390 and 4 jobs will be lost. \$123,585 of labor income will be lost including employee compensation (\$114,966) and proprietary income (\$8,619). The total value-added will decrease by \$179,959, consisting of labor income (\$123,585), other property type income (\$41,777), and indirect business taxes (\$14,597).

In addition to these annual impacts, there will be one-time impacts that are noted in section 5.B., including a \$444,623 increase in output and a gain of 4 jobs.

### III. Detailed Analysis of Annual Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ -60,773	\$ -13,164	\$ -41,029	\$ -114,966
Proprietary Income	\$ -4,560	\$ -1,400	\$ -2,659	\$ -8,619
Other Proprietary Type Income	\$ -18,497	\$ -5,545	\$ -17,736	\$ -41,777
Indirect Business Taxes	\$ -8,348	\$ -1,505	\$ -4,743	\$ -14,597
Total Value Added	\$ -92,178	\$ -21,614	\$ -66,167	\$ -179,959

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits includes retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.

#### IV. Summary of Annual Tax Revenues

	Employee Compensation	Proprietary Income	Household Expenditure	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ -1,345	\$ 00.00	\$ -2,698	\$ -1,717	\$ -12,918	\$ -18,678
Federal Government	\$ -11,213	\$ -388.00	\$ -10,048	\$ -3,973	\$ -1,679	\$ -27,301

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.

## 5.B. One-Time Impact on the Sangamon County

### I. One-Time Impact on Output and Value Added

	<b>Output</b>	<b>Value Added</b>
Direct	\$ 242,763	\$ 115,377
Indirect	\$ 71,294	\$ 40,131
Induced	\$ 130,566	\$ 88,514
<b>Total</b>	<b>\$ 444,623</b>	<b>\$ 244,022</b>

### II. One-Time Impact on Employment and Labor Income

	<b>Employment</b>	<b>Labor Income</b>
Direct	2	\$ 87,908
Indirect	1	\$ 28,005
Induced	1	\$ 57,734
<b>Total</b>	<b>4</b>	<b>\$ 173,647</b>

The one-time impact is estimated to increase output by \$444,623 in the Sangamon County economy and create 4 jobs in addition to the annual impacts noted in section 5.A. This positive impact results from moving-related expenditures reported in section 3.B.2. \$173,647 of labor income will be generated including employee compensation (\$167,199) and proprietary income (\$6,447). The increase in total value-added will be about \$ 244,022, consisting of labor income (\$173,647), other property type income (\$57,455), and indirect business taxes (\$12,921).

### III. Detailed Analysis of One-Time Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ 87,284	\$ 25,803	\$ 54,113	\$ 167,199
Proprietary Income	\$ 624	\$ 2,203	\$ 3,621	\$ 6,447
Other Proprietary Type Income	\$ 24,915	\$ 8,299	\$ 24,240	\$ 57,455
Indirect Business Taxes	\$ 2,554	\$ 3,827	\$ 6,540	\$ 12,921
Total Value Added	\$ 115,377	\$ 40,131	\$ 88,514	\$ 244,022

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits includes retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.

#### IV. Summary of One-Time Tax Revenues

	Employee Compen- sation	Proprietary Income	Household Expenditur e	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ 1,957	\$ 00.00	\$ 3,758	\$ 2,361	\$ 11,435	\$ 19,511
Federal Government	\$ 16,308	\$ 290.00	\$ 13,998	\$ 5,464	\$ 1,486	\$ 37,546

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.

## 6. Impact on the State of Illinois

### 6.A. Annual Impact on the State of Illinois

#### I. Annual Impact on Output and Value Added

	<b>Output</b>	<b>Value Added</b>
Direct	\$ 8,209,101	\$ 3,038,675
Indirect	\$ 1,771,508	\$ 986,189
Induced	\$ 5,823,463	\$ 3,553,545
<b>Total</b>	<b>\$ 15,804,073</b>	<b>\$ 7,578,410</b>

#### II. Annual Impact on Employment and Labor Income

	<b>Employment</b>	<b>Labor Income</b>
Direct	43	\$ 1,894,240
Indirect	12	\$ 620,984
Induced	48	\$ 2,268,671
<b>Total</b>	<b>103</b>	<b>\$ 4,783,895</b>

The estimates indicate that annual output in the Illinois state economy will increase by about \$15.8 million. 103 jobs will be created in addition to the 136 newly created jobs by IDOT in Southern Illinois. The increase in total value-added will be about \$7.5 million, consisting of labor income (\$4.78 million), other property type income (\$2.19 million), and indirect business taxes (\$602,645). \$4.78 million of labor income includes employee compensation (\$4.3 million, besides the compensation of the IDOT employees) and proprietary income (\$477,550). Adding the compensation of the IDOT employees noted in section 3.A.3.b. (\$6.8 million), the total increase in labor income is about \$11.6 million.

In addition to these annual impacts, there will be one-time impacts that are noted in section 6.B., including additional output of \$4 million and 32 jobs.

Note that the impacts on the state economy are not simply the net of the positive impacts on the Southern Illinois economy and the negative impacts on Sangamon County. This is because the



impact of an equal amount of expenditure may be larger in Southern Illinois and smaller in the Sangamon County or vice versa, depending on the characteristics of the local economies, including industrial production functions and leakages. Leakages, i.e., industries and consumers spending outside the local economy, mean that the full impact of a change is not limited to the economy of a county but extends elsewhere in the state. The impact is captured more fully by estimating the effect on the entire state than by estimating it for just one county.

### III. Detailed Analysis of Annual Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ 1,740,386	\$ 518,203	\$ 2,047,756	\$ 4,306,345
Proprietary Income	\$ 153,854	\$ 102,781	\$ 220,915	\$ 477,550
Other Proprietary Type Income	\$ 885,731	\$ 290,274	\$ 1,015,865	\$ 2,191,870
Indirect Business Taxes	\$ 258,704	\$ 74,931	\$ 269,009	\$ 602,645
Total Value Added	\$ 3,038,675	\$ 986,189	\$ 3,553,545	\$7,578,410

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits includes retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.

#### IV. Summary of Annual Tax Revenues

	Employee Compensation	Proprietary Income	Household Expenditure	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ 16,999	\$ 00.00	\$ 121,222	\$ 90,362	\$ 520,988	\$ 749,570
Federal Government	\$ 486,025	\$ 21,718	\$ 454,200	\$ 209,115	\$ 81,657	\$ 1,252,716

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.

## 6.B. One-Time Impact on the State of Illinois

### I. One-Time Impact on Output and Value Added

	<b>Output</b>	<b>Value Added</b>
Direct	\$ 1,580,165	\$ 838,528
Indirect	\$ 650,827	\$ 339,554
Induced	\$ 1,783,594	\$ 1,085,539
<b>Total</b>	<b>\$ 4,014,585</b>	<b>\$ 2,263,621</b>

### II. One-Time Impact on Employment and Labor Income

	<b>Employment</b>	<b>Labor Income</b>
Direct	13	\$ 728,307
Indirect	4	\$ 222,589
Induced	15	\$ 679,385
<b>Total</b>	<b>32</b>	<b>\$ 1,630,281</b>

The one-time impact is estimated to increase output by \$4 million in the Illinois state economy and create 32 jobs **in addition to the annual impacts noted in section 6.A.** \$1.63 million of labor income will be generated including employee compensation (\$1.39 million) and proprietary income (\$239,382). The increase in total value-added will be about \$2.26 million, consisting of labor income (\$1.63 million), other property type income (\$492,476), and indirect business taxes (\$140,864).

### III. Detailed Analysis of One-Time Value Added Impact

	Direct	Indirect	Induced	Total
Employee Compensation	\$ 592,275	\$ 185,936	\$ 612,688	\$ 1,390,899
Proprietary Income	\$ 136,031	\$ 36,654	\$ 66,697	\$ 239,382
Other Proprietary Type Income	\$ 85,470	\$ 86,335	\$ 320,621	\$ 492,476
Indirect Business Taxes	\$ 24,751	\$ 30,629	\$ 85,484	\$ 140,864
Total Value Added	\$ 838,528	\$ 339,554	\$ 1,085,539	\$ 2,263,621

*Total Value Added* is the sum of four components in the economy, i.e. Employee Compensation, Proprietary Income, Other Proprietary Type Income, and Indirect Business Taxes.

*Employee Compensation* includes wages and salary components and benefits. Benefits includes retirement payments, health and life insurance and any other non cash payments.

*Proprietary Income* is the income received by self employed individuals, e.g., private business owners, doctors, lawyers etc.

*Other Property Type Income* is the income received by individuals in the form of rents for their properties; royalties, and dividends paid by corporations. This category also includes the profits earned by corporations.

*Indirect Business Taxes* are the excise and sales tax paid by individuals to businesses.

#### IV. Summary of One-Time Tax Revenues

	Employee Compensation	Proprietary Income	Household Expenditure	Enterprises (Corporations)	Indirect Business Taxes	Total
State and Local Taxes	\$ 5,490	\$ 00.00	\$ 41,474	\$ 20,303	\$ 121,777	\$ 189,045
Federal Government	\$ 156,980	\$ 10,887	\$ 155,398	\$ 46,985	\$ 19,087	\$ 389,336

*Federal Government taxes includes:* Corporate Profits Tax; Indirect Bus Taxes: Custom Duty, Excise Taxes, Fed Non Taxes; Personal Taxes: Estate and Gift Tax, Income Tax, Non Taxes-Fines-Fees; Social Ins Taxes: Employee Contributions and Employer Contributions.

*State/Local Govt. taxes includes:* Corporate Profits Tax; Dividends; Indirect Bus Taxes: Motor Vehicle License, Other Taxes, Property Tax, S/L Non Taxes, Sales Tax, Severance Tax; Personal Taxes: Estate and Gift Tax, Income Tax, Motor Vehicle License, Non Taxes (Fines- Fees), Other Taxes (e.g. Fishing/Hunting), and Property Taxes; Social Ins Taxes: Employee Contributions and Employer Contributions.



## GENERAL ASSEMBLY

STATE OF ILLINOIS

July 8, 2008

The Honorable Lisa Madigan  
Attorney General  
Attention: Opinions Bureau  
500 South Second Street  
Springfield, IL 62706

Dear Attorney General Madigan:

As Minority Spokesman of the Senate Transportation Committee, along with my colleagues, Representatives Poe and Brauer, I respectfully request your opinion regarding the meaning of the term "implement" in (d) of Section 5-10 of the State Facilities Closure Act (30 ILCS 608/5-10(d)).

Pursuant to the State Facilities Closure Act (30 ILCS 608), the Department of Transportation notified the Commission on Government Forecasting and Accountability of the planned closure of the State facility located at 3215 Executive Drive in Springfield (Division of Traffic Safety) on May 5, 2008. On July 1, 2008, the Department of Transportation filed the recommendation for closure of this facility. Governor Blagojevich has publicly announced that the Division of Traffic Safety will be relocated to Harrisburg, Illinois and that the State will be purchasing a building to house the employees of the Division of Traffic Safety. A public hearing on this facility closure and relocation of the Division of Traffic Safety is scheduled for July 31, 2008. Section 5-10(d) of the State Facilities Closure Act provides that "no action may be taken to implement the recommendation for closure of a state facility until 50 days after the filing of any required recommendation". However, Governor Blagojevich has publicly indicated that the process of moving the Division of Traffic Safety to Harrisburg and the purchase of the building where this division will be located are proceeding.

Given that moving the Division of Traffic Safety will have a drastic impact on the employees of that facility and their families and upon the economy of Springfield, it is important that we as legislators fully understand what actions the Governor and the Department may take regarding closing of the Springfield facility and relocation of the Division of Traffic Safety to Harrisburg during the 50 day period following the July 1, 2008 recommendation of closure. Therefore, I respectfully request that you provide an opinion that addresses the following questions:

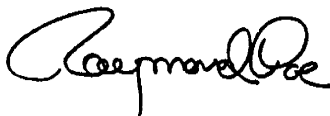
What is the meaning of the word "implement" in Section 5-10(d) of the State Facilities Closure Act? Does purchase of a new facility to replace the one being closed amount to implementation of the closure? Can such purchase be negotiated or finalized during the 50 day period following the recommendation for closure of the Springfield facility? Can the Department take any steps toward relocating the employees of the Division of Traffic Safety during the 50 days following the recommendation for closure of the Springfield facility?

Thank you for your assistance in this matter. Your prompt response is appreciated as the Governor and the Department of Transportation have publicly indicated that they are proceeding with the relocation of the Division of Traffic Safety during the time period in which the Commission on Government Forecasting and Accountability is reviewing the closure of the Springfield facility pursuant to the State Facilities Closure Act. Therefore, clarification as to the validity of the actions of the Department to proceed with acquiring property in Harrisburg is needed as soon as possible.

Sincerely,



Larry Bomke



Raymond Poe



Rich Brauer





# Illinois Department of Transportation

## Memorandum

---

To: Matt Brown, Executive Director  
From: Ann Schneider  
Subject: Procurement Policy Board Responses  
Date: July, 9, 2008

---

In response to questions posed by the Procurement Policy Board, the Department of Transportation offers the following:

1. How many jobs are part of the planned move to Harrisburg?
  - a. The final number is dependent on a number of factors yet to be decided, but the estimate publicly discussed has been approximately 140.
2. Will CMS manage the facility?
  - a. Please contact CMS on this question.
3. How will the build out process be procured?
  - a. The new facility that IDOT is purchasing in Harrisburg consists of approximately 32,000 sq. ft.. It will require some interior build-out and remodeling, which will mainly consist of interior finishes including new ceilings, some partitions and floor coverings. There will also be some mechanical and electrical modifications required.

This work will be accomplished through the Capital Development Board. The design and construction firms will be selected through CDB's normal procurement procedures. The administration and supervision of the design and construction will also be done by the Capital Development Board.

IDOT/CDB will make the selected design firm aware that they will be required to work with CMS to assure compliance with CMS established space use guidelines. IDOT has reached out to CMS to begin discussions on using the template used by CMS for the State Police build out of the AIG building.

CAVANAGH & O'HARA  
Attorneys At Law

m

407 East Adams Street  
P.O. Box 5043  
Springfield, Illinois 62705  
Telephone (217) 544-1771  
Telefax (217) 544-9894

William K. Cavanagh  
Michael W. O'Hara  
Patrick J. O'Hara  
James P. Moody  
John T. Long  
Britt W. Sowle  
John A. Wolters  
—  
Of Counsel  
Michael J. Masterson, P.C.

Swansea Office  
1609 North Illinois Street  
Swansea, Illinois 62226  
Telephone (618) 222-5945  
Telefax (618) 222-6755

—  
Chicago Office  
20 South Clark  
Suite 3000  
Chicago, Illinois 60603  
Telephone (312) 629-3141  
Telefax (312) 855-0445

May 2, 2008

Mr. Michael Stout  
Director of Traffic Safety  
Illinois Department of Transportation  
3215 Executive Park Drive  
Springfield, Illinois 62794

**Re: Unilateral Decision to Move  
IDOT - Division of Traffic Safety**

Dear Mr. Stout:

As you are aware, this law firm represents Teamsters' Local #916. We have just been apprised — as our clients have just been apprised — that the entire IDOT Division of Traffic Safety, presently wholly located at the Dirksen Parkway facility of the Illinois Department of Transportation in Springfield, Illinois, has been earmarked for moving (*in its entirety*) to Benton, Illinois. Mike, the gravity of this situation *cannot* be overly emphasized.

Whoever the decision makers were who concocted this patently myopic decision to transport an entire Division of the Illinois Department of Transportation — a Division that has been located in Springfield, Illinois, for literally *decades* — for the purported (and articulated) purpose of stimulating the economy of Southern Illinois — simply doesn't "get it."

The utter (and unnecessary) disruptive effect such unilateral decision will have on the dedicated employees comprising the bargaining unit is obvious. To require these employees to choose their jobs over their hometowns and schools is wrong, both morally and in a business sense. The obvious pain of disrupted lives and the prohibitive cost in time and labor required of employees required to pick-up all of their possessions and move hundreds of miles away from family and friends... that's evidently lost on the decision-makers whose level of salary insulates them from the harshest aspects of such a radical move.

Frankly, we are incredulous that the Illinois Department of Transportation believes that it can unilaterally alter the working conditions of employment for these employees without *any* input from the Union prior to a final decision having been made to consummate such move. The Local

Union is the certified exclusive bargaining representative of these employees pursuant to the Illinois Labor Relations Act (5 ILCS 315 *et seq.*) and, frankly, the Local Union was (and is) entitled to *far* more than simply a "heads up" as to the ultimate decision that has already (evidently) been made. That is, the decision "announced" today is not only one in which the Union is disappointed, but also the Local Union vehemently objects to the manner in which the Local Union was wholly left out of any decisional process utilized by the State to reach the radical conclusion to move the entire Traffic Safety Division (comprised of more than fifty (50) people) to a locale a hundred miles away.

In this regard, please consider this correspondence as a formal demand for the following data and information: (a) any and all documents containing *any* information — written, typed, graphed, statistical, etc. — purportedly utilized by the State in coming to the conclusion that a need existed to move the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois; (b) identify with specificity any and all individuals (*i.e.*, name, address, and job title) who contributed to or provided input for any portion of the decision to move the Traffic Safety Division from Springfield, Illinois, to Benton, Illinois; (c) identify any and all dates and places that meetings (or telephone conferences) took place pertaining to discussions concerning said move of the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois, together with the identity of each and every individual who participated within said meeting(s) and/or telephone conference(s).

As you are aware, as the certified exclusive bargaining representative for these public employees, Teamsters' Local Union #916 is unequivocally entitled to said information. (See, *NLRB v. Acme Indus. Co.*, 87 S.Ct. 565, 569, 64 LRRM 2069 (1967); failure to provide relevant information requested by Union is *per se* violation of the National Labor Relations Act. *Curtiss Wright Corporation v. NLRB*, 347F.2d. 61(3rd Cir.1965); *Soule Glass and Glazing Co. v NLRB*, 652 F2d. 1055 (1<sup>st</sup> Cir.1981)) The Illinois Labor Relations Board has adopted the same criteria for Illinois public employers providing information and documentation to a certified exclusive bargaining representative. (See, *Local 308, ATU and Chicago Transit Authority*, 4 PERI 3013 (Ill LLRB 1988))

Thus, should we not hear from you within ten (10) days of your receipt of this correspondence, we will assume the Illinois Department of Transportation will not comport its actions with the strictures of the Illinois Labor Relations Act and we will thus be required to resort to formally enforcing the bargaining unit's statutory protections under the A ct. Should such formal redress be necessary, we will seek any and all attorney fees incurred by the Local Union in pursuing these remedies.

Should you have any questions concerning this matter, please feel free to call me.

Yours very truly,




Michael W. O'Hara

CAVANAGH & O'HARA  
Attorneys At Law

---

407 East Adams Street  
P.O. Box 5043  
Springfield, Illinois 62705  
Telephone (217) 544-1771  
Telefax (217) 544-9894



William K. Cavanagh  
Michael W. O'Hara  
Patrick J. O'Hara  
James P. Moody  
John T. Long  
Britt W. Sowle  
John A. Wolters  
  
Of Counsel  
Michael J. Masterson, P.C.

Swansea Office  
1609 North Illinois Street  
Swansea, Illinois 62226  
Telephone (618) 222-5945  
Telefax (618) 222-6755

  
Chicago Office  
20 South Clark  
Suite 3000  
Chicago, Illinois 60603  
Telephone (312) 629-3141  
Telefax (312) 855-0445

June 3, 2008

Mr. Michael Stout  
Director of Traffic Safety  
Illinois Department of Transportation  
3215 Executive Park Drive  
Springfield, Illinois 62794

**Re: Unilateral Decision to Move  
IDOT - Division of Traffic Safety**

Dear Mr. Stout:

Several weeks ago, I wrote to you about the absolutely abysmal decision purportedly made by the "powers that be" to unilaterally move the Illinois Department of Transportation's Division of Traffic Safety from its Springfield, Illinois locale to Benton, Illinois. That move, supposedly premised as it is on the patently false notion that no space is available in Springfield, is currently being contested by more than several Illinois Legislators.

Within my May 2, 2008 correspondence, I stated the following:

....please consider this correspondence as a formal demand for the following data and information: (a) any and all documents containing *any* information — written, typed, graphed, statistical, etc. — purportedly utilized by the State in coming to the conclusion that a need existed to move the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois; (b) identify with specificity any and all individuals (*i.e.*, name, address, and job title) who contributed to or provided input for any portion of the decision to move the Traffic Safety Division from Springfield, Illinois, to Benton, Illinois; (c) identify any and all dates and places that meetings (or telephone conferences) took place pertaining to discussions concerning said move of the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois, together with the identity of each and every individual who participated within said meeting(s) and/or telephone conference(s).

As you are aware, as the certified exclusive bargaining representative for these public

employees, Teamsters' Local Union #916 is unequivocally entitled to said information. (See, *NLRB v. Acme Indus. Co.*, 87 S.Ct. 565, 569, 64 LRRM 2069 (1967); failure to provide relevant information requested by Union is *per se* violation of the National Labor Relations Act. *Curtiss Wright Corporation v. NLRB*, 347F.2d. 61(3rd Cir.1965); *Soule Glass and Glazing Co. v NLRB*, 652 F2d. 1055 (1<sup>st</sup> Cir.1981)) The Illinois Labor Relations Board has adopted the same criteria for Illinois public employers providing information and documentation to a certified exclusive bargaining representative. (See, *Local 308, ATU and Chicago Transit Authority*, 4 PERI 3013 (Ill LLRB 1988))

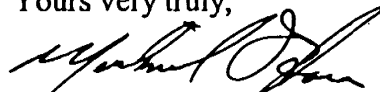
Thus, should we not hear from you within ten (10) days of your receipt of this correspondence, we will assume the Illinois Department of Transportation will not comport its actions with the strictures of the Illinois Labor Relations Act and we will thus be required to resort to formally enforcing the bargaining unit's statutory protections under the Act. Should such formal redress be necessary, we will seek any and all attorney fees incurred by the Local Union in pursuing these remedies.

I sincerely desire to avoid having to file formal litigation with the Illinois Labor Relations Board in order to acquire the documentation and information to which the Local Union is *unquestionably and unequivocally* entitled. Predictably, I have not heard one word from the Illinois Department of Transportation about my previous (May 2<sup>nd</sup>) request. Perhaps such silence is an indication that the Illinois Department of Transportation acquiesces in the notion that it has committed a patent unfair labor practice in unilaterally purporting to make the decision to consummate the move without any input whatsoever from the Local Union. Even so, the Local Union is *still* entitled to the information and documentation demanded.

Thus, by this correspondence, I once again respectfully demand immediate response to my initial (and now this second) request for the information and documentation cited above. Should I not hear from you within five (5) days of your receipt of this correspondence, I have been authorized to *immediately* seek formal redress from the Illinois Labor Relations Board. Thus, should I not hear from you by Monday, June 9<sup>th</sup>, I have been directed to immediately institute formal litigation with the Board (and in any other administrative or judicial forum deemed appropriate so as to assure the State's compliance with applicable law). Should the initiation of such formal litigation be necessitated, the Local Union will seek any and all attorneys' fees incurred by the Local in having to resort to such formal means of redress. Thus, I would respectfully request that you give this matter your immediate attention.

Should you have any questions concerning this matter, please feel free to call me.

Yours very truly,



Michael W. O'Hara

cc: Mr. Leo Carroll, Teamsters' Local #916



# Illinois Department of Transportation

2300 South Dirksen Parkway / Springfield, Illinois / 62764

June 9, 2008

Mr. Michael O'Hara  
Cavanagh & O'Hara  
Attorneys At Law  
407 East Adams Street  
P.O. Box 5043  
Springfield, IL 62705

Dear Mr. O'Hara:

As I mentioned to you in our conversation of Friday, June 6, 2008, we had, indeed, responded to your letter of May 2 within the ten days you suggested. Our response letter, dated May 12, 2008 was faxed to you once again on Friday and I will attach it to this letter as well.

As stated in the May 12 response, we believe your request for documents with regard to the proposed move of the Division of Traffic Safety is premature, as the terms of the geographic transfer have yet to be finalized. We are, therefore, unable to provide a great deal of information at this early date. As I further mentioned, we are happy to provide you with a summary of the costs of the current lease for the Annex building which currently houses Traffic Safety and copies of the lease documents. Also, we would be agreeable to meet with you to discuss any issues you might have on this subject.

We are ever cognizant of our obligations under the collective bargaining agreement and will give official notification to the union in a timely manner when official notice is in order. If you have further questions, do not hesitate to call me.

Very truly yours,

A handwritten signature in cursive script that reads "Ellen Schanzle-Haskins".

Ellen Schanzle-Haskins  
Chief Counsel

Enclosure

cc: Milton Sees



# Illinois Department of Transportation

Division of Traffic Safety

3215 Executive Park Drive / P.O. Box 19245 / Springfield, Illinois / 62794-9245

May 12, 2008

Mr. Michael O'Hara  
Cavanagh & O'Hara  
Attorneys At Law  
407 East Adams Street  
P.O. Box 5043  
Springfield, Illinois 62705

Dear Mr. O'Hara:

I am in receipt of your letter dated May 2, 2008. At this time, we do not have this information readily available.

The Department is fully aware of its obligations under the collective bargaining agreement and feels that your request is somewhat premature. We will abide by the contract and give official notification to the union when we have made determinations as to the timing of the move, the actual location and the list of employees that will actually be impacted. As we have stated, this move is approximately a year out and no location has yet been determined.

Sincerely,

A handwritten signature in cursive script that reads "Michael R. Stout".

Michael R. Stout  
Director

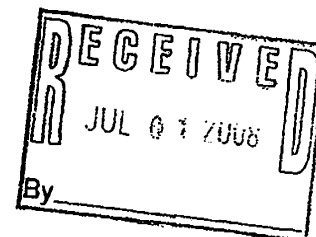
cc: Ann Schneider  
Terry Redman



# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

June 27, 2008



Mr. Tony Barr, President  
Teamsters Local 916  
2873 N. Dirksen Parkway, Suite 200  
Springfield, IL 62702

Dear Mr. Barr:

Please consider this letter official notification that the Illinois Department of Transportation (IDOT) plans to perform a geographical transfer of the following Pro-Tech Teamster positions within our Division of Traffic Safety:

Position Title	# Budgeted Positions
Technical Manager I	2
Technical Manager II	1
Technical Manager III	15
Technical Manager IV	18
Technical Manager V*	3*
Engineering Technician III	1
Civil Engineer III	1
<b>Total</b>	<b>62</b>

\* Pending Labor Board Certification

Please note that the above table represents the total number of affected (budgeted) positions, not the total number of affected staff.

We will be geographically relocating IDOT's Division of Traffic Safety employees headquartered at the Annex at 3215 Executive Drive, Springfield, Illinois, 62764 to the Southeastern Illinois College Foundation Building at 540 Commercial Street, Harrisburg, Illinois 62946 in Saline County. The proposed effective date of the geographical transfer is approximately six months from the date of this letter.

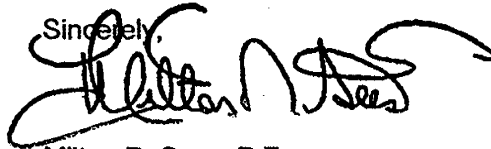


Mr. Tony Barr  
Page Two  
June 27, 2008

This geographical transfer is being implemented to improve the economy and employment climate in Southern Illinois. During preliminary analysis, the IDOT team investigated the economic/employment position of all Illinois regions based on statistics provided for the individual counties. The economy of Southern Illinois is heavily dependent on the declining coal mining industry. Reflective of this downturn, as of March 2008 four of the five counties with the highest unemployment rates are in Southern Illinois. The addition of approximately 140 jobs to the Southern Illinois economy could lower the unemployment rate in those counties by as much as 8 percent. Additionally, the added jobs would have a multiplier effect that is greater than the effect of the loss of those jobs to the Springfield area.

If you have questions or need additional information, please contact Terry Redman, Labor Relations Manager at (217) 782-4056.

Sincerely,

A handwritten signature in black ink, appearing to read "Milton R. Sees", written over a horizontal line.

Milton R. Sees, P.E.  
Secretary

cc: Leo Carroll, Teamsters Local 916, Executive Assistant

GENERAL TEAMSTERS / PROFESSIONAL & TECHNICAL EMPLOYEES  
LOCAL UNION No. 916  
AFFILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
JAMES P. HOFFA, GENERAL PRESIDENT



July 1, 2008

EXECUTIVE BOARD

TONY BARR,  
PRESIDENT

DAVID RUSH,  
VICE PRESIDENT

TOM CLATFELTER,  
SECRETARY TREASURER

LEO CARROLL,  
RECORDING SECRETARY

LENNY REYNOLDS,  
TRUSTEE

JIM FRANKLIN,  
TRUSTEE

DAVE SHAFER,  
TRUSTEE

STAFF

TONY BARR,  
DIRECTING BUSINESS AGENT

LEO CARROLL,  
EXECUTIVE ASSISTANT

TOM CLATFELTER,  
BUSINESS AGENT

DAVID RUSH,  
BUSINESS AGENT

LARRY LARSON,  
BUSINESS AGENT

LOU MENENDEZ,  
ORGANIZER &  
BUSINESS AGENT

DAVE ROBINSON,  
ORGANIZER &  
BUSINESS AGENT

TERESA HANNER,  
SEC./TITAN OPERATOR

SUE FICKAS,  
SEC./HEALTH &  
WELFARE SPEC.

ESTHER SPARKS,  
OFFICE MANAGER &  
BOOKKEEPER

Terry Redman  
Labor Relations  
IL Dept. of Transportation  
2300 S. Dirksen Pkwy.  
Springfield, IL 62764

Re: Traffic Safety – Proposed Geographic Transfer

Dear Mr. Redman:

Please be advised that we wish to negotiate the impact on our members employed by IDOT's division of Traffic Safety who are slated to be transferred to Harrisburg, Illinois.

Please advise me of a convenient time and date.

Sincerely,

Leo Carroll  
Executive Assistant

LC/e

GENERAL TEAMSTERS / PROFESSIONAL & TECHNICAL EMPLOYEES  
LOCAL UNION No. 916  
AFFILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
JAMES P. HOFFA, GENERAL PRESIDENT



July 3, 2008

EXECUTIVE BOARD

TONY BARR,  
PRESIDENT

DAVID RUSH,  
VICE PRESIDENT

TOM CLATFELTER,  
SECRETARY TREASURER

LEO CARROLL,  
RECORDING SECRETARY

LENNY REYNOLDS,  
TRUSTEE

JIM FRANKLIN,  
TRUSTEE

DAVE SHAFER,  
TRUSTEE

STAFF

TONY BARR,  
DIRECTING BUSINESS AGENT

LEO CARROLL,  
EXECUTIVE ASSISTANT

TOM CLATFELTER,  
BUSINESS AGENT

DAVID RUSH,  
BUSINESS AGENT

LARRY LARSON,  
BUSINESS AGENT

LOU MENENDEZ,  
ORGANIZER &  
BUSINESS AGENT

DAVE ROBINSON,  
ORGANIZER &  
BUSINESS AGENT

TERESA HANNER,  
SEC./TITAN OPERATOR

SUE FICKAS,  
SEC./HEALTH &  
WELFARE SPEC.

ESTHER SPARKS,  
OFFICE MANAGER &  
BOOKKEEPER

Terry Redman  
Labor Relations  
IL Dept. of Transportation  
2300 S. Dirksen Pkwy.  
Springfield, IL 62764

Dear Mr. Redman:

The Governor has announced on two separate occasions that those people who did not wish to move to Harrisburg would be offered a state job here in Springfield.

Would you please furnish me a list of those jobs, their title, pay and work site so I may properly inform my members.

I would like to have this information as soon as possible.

Yours truly,

A handwritten signature in cursive script, appearing to read "Leo Carroll".

Leo Carroll  
Executive Assistant

LC;/e

cc: Affected members





# Illinois Department of Transportation

Office of Finance and Administration  
2300 South Dirksen Parkway / Springfield, Illinois / 62764

July 7, 2008

Mr. Leo Carroll, Executive Assistant  
Teamsters Local 916  
2873 N. Dirksen Parkway, Suite 200  
Springfield, IL 62702

Dear Leo:

Thank you for your July 1, 2008 and July 3, 2008 letters regarding the proposed geographical relocation of IDOT's Division of Traffic Safety employees to Harrisburg, Illinois.

Please be advised that, since the Pro-Tech agreement is silent on geographical transfers, this relocation will be conducted in accordance with Chapter 6-6 of the Department's *Personnel Policies Manual*.

In response to your July 1, 2008 request to negotiate the impact of this relocation, please be advised that our June 27, 2008 letter to Mr. Tony Barr was *preliminary* notification of the proposed relocation. Once we give Local #916 *official* notification of the geographical relocation (which will include affected staff, tentative effective date, etc.) we will welcome the opportunity to sit down and discuss the impact on your members.

In response to your July 3, 2008 letter regarding positions being offered to employees who choose not to relocate, we can include this topic when we meet for impact discussions.

If you have any questions, please call me at 217.782-4056.

Sincerely,

A handwritten signature in cursive script, appearing to read 'T. Redman'.

Terry Redman  
Labor Relations Manager

cc: Ann Schneider

GENERAL TEAMSTERS / PROFESSIONAL & TECHNICAL EMPLOYEES  
LOCAL UNION No. 916  
AFFILIATED WITH THE INTERNATIONAL BROTHERHOOD OF TEAMSTERS  
JAMES P. HOFFA, GENERAL PRESIDENT



July 15, 2008

EXECUTIVE BOARD

TONY BARR,  
PRESIDENT

DAVID RUSH,  
VICE PRESIDENT

TOM CLATFELTER,  
SECRETARY TREASURER

LEO CARROLL,  
RECORDING SECRETARY

LENNY REYNOLDS,  
TRUSTEE

JIM FRANKLIN,  
TRUSTEE

DAVE SHAFER,  
TRUSTEE

STAFF

TONY BARR,  
DIRECTING BUSINESS AGENT

LEO CARROLL,  
EXECUTIVE ASSISTANT

TOM CLATFELTER,  
BUSINESS AGENT

DAVID RUSH,  
BUSINESS AGENT

LARRY LARSON,  
BUSINESS AGENT

LOU MENENDEZ,  
ORGANIZER &  
BUSINESS AGENT

DAVE ROBINSON,  
ORGANIZER &  
BUSINESS AGENT

TERESA HANNER,  
SEC./TITAN OPERATOR

SUE FICKAS,  
SEC./HEALTH &  
WELFARE SPEC.

ESTHER SPARKS,  
OFFICE MANAGER &  
BOOKKEEPER

Mr. Terry Redman  
Labor Relations  
Illinois Dept. of Transportation  
2300 S. Dirksen Parkway  
Springfield, IL. 62764

Re: Proposal Transfer of Traffic Safety Division

Dear Terry,

In response to your letter of July 7, 2008, Secretary Sees' letter of June 27<sup>th</sup> states that it was the Official notice of the relocation. (Copy of letter attached).

Accordingly, we are now demanding that IDOT meet with us over the issues of the relocation and further, that you furnish us a list of the jobs as previously requested.

Sincerely,

Leo Carroll  
Executive Assistant  
Teamsters Local Union 916



CAVANAGH & O'HARA  
Attorneys At Law

---


407 East Adams Street  
P.O. Box 5043  
Springfield, Illinois 62705  
Telephone (217) 544-1771  
Telefax (217) 544-9894



Swansea Office  
1609 North Illinois Street  
Swansea, Illinois 62226  
Telephone (618) 222-5945  
Telefax (618) 222-6755



Chicago Office  
20 South Clark  
Suite 3000  
Chicago, Illinois 60603  
Telephone (312) 629-3141  
Telefax (312) 855-0445

William K. Cavanagh  
Michael W. O'Hara  
Patrick J. O'Hara  
James P. Moody  
John T. Long  
Britt W. Sowle  
John A. Wolters  
  
Of Counsel  
Michael J. Masterson, P.C.

July 14, 2008

Ms. Ellen Schanzle-Haskins  
Chief Counsel  
Illinois Department of Transportation  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

**Re: Traffic Safety Closing  
Teamsters' Local #916**

Dear Ms. Schanzle-Haskins:

As you are aware, this law firm represents Teamsters' Local #916. The Local represents many individuals who will be directly and indirectly adversely affected by the proposed closing and resulting transfer of the Springfield Illinois Department of Traffic Safety facility. Previously, within your correspondence to me dated June 9, 2008, you indicated that my previous "request for documents with regard to the proposed move of the Division of Traffic Safety [was] premature, as the terms of the geographic transfer have yet to be finalized." Thereafter, neither the Local Union nor my law firm has received any information or documents from you or the Illinois Department of Transportation pertaining to our previous request.

More particularly, with respect to your indication within the June 9<sup>th</sup> letter sent to me in response to the Union's documentation request, would not the "finalization" of the terms of the geographic transfer by the Illinois Department of Transportation make the Union's request for documentation a futile act, inasmuch as the "finalization" would presumably mean that the "geographic transfer" is a *fait accompli*? If not, please explain.

Within my original letter to Mr. Stout, I requested (on behalf of the Local Union) the following documentation:

- (a) any and all documents containing *any* information — written, typed, graphed, statistical, etc. — purportedly utilized by the State in coming to the conclusion that a need existed to move the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois; (b)

identify with specificity any and all individuals (*i.e.*, name, address, and job title) who contributed to or provided input for any portion of the decision to move the Traffic Safety Division from Springfield, Illinois, to Benton, Illinois; (c) identify any and all dates and places that meetings (or telephone conferences) took place pertaining to discussions concerning said move of the Division of Traffic Safety from Springfield, Illinois, to Benton, Illinois, together with the identity of each and every individual who participated within said meeting(s) and/or telephone conference(s).

Clearly, the documentation requested above is relevant to the Union's concerns as to the proposed transfer. That documentation request is not limited to information that would exist only *after* the "finalization" of the geographic transfer. Therefore, I would once again renew my request for said documentation and information (having previously renewed my request by letter dated June 3rd).

Let me perfectly blunt. There is wide-held belief amongst the bargaining unit members represented by the Teamsters (and amongst the members of the bargaining unit that will be affected by the transfer and represented by another labor organization) that the "proposed" transfer is already "finalized"<sup>1</sup> and that the subsequent machinations being perpetrated by the Department is but an attempt to rationalize that "done deal." The information and documentation requested in my original correspondence would go a long way of establishing the accuracy or inaccuracy of that belief.

In addition, we are apprised that the American Federation of State, County, and Municipal Employees, Council #31, requested information and documentation by means of correspondence to the Department on May 14, 2008, and again on May 20, 2008 (letters sent by AFSCME representative Eric Hostetter to IDOT Personnel Officer Terry Redman). Having not received that documentation and information, AFSCME subsequently filed an unfair labor practice charge with the Illinois Labor Relations Board. Please consider this correspondence as a formal demand for the same documentation and information requested by AFSCME within said May 14<sup>th</sup> and May 20<sup>th</sup> letters. As the certified exclusive bargaining representative for employees employed by the Traffic Safety Division, Teamsters' Local #916 is absolutely entitled to the timely proffering of said documentation and information.

I would note that within your June 9<sup>th</sup> correspondence to me, you indicate that the Department is "ever cognizant of [its] obligations under the collective bargaining agreement and will give official notification to the union in a timely manner when official notice is in order." Frankly, I am not sure what "official notice" is being referenced, but please consider this correspondence as a formal demand not only for the information and documentation requested, but also a formal demand on the part of the Local Union to *substantively* participate in any meetings and negotiations affecting the decisional process as to the proposed transfer of the Traffic Safety facility personnel. That is, the Local Union desires to participate in the process well before the transfer is "finalized" or the transfer is a *fait accompli*.

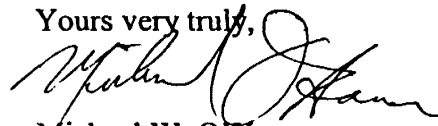
---

<sup>1</sup> That belief is premised only in part by the Governor's previous and specific indication that the transfer is a "done deal."

Finally, we would note that the information and documentation requested within our May 2<sup>nd</sup> and June 3<sup>rd</sup> correspondence should be readily available (and not subject to the response that such is somehow dependent upon the "finalization" of any part or portion of the process). The prior written request of the Union specifically pertains to the information and documentation that precipitated or resulted in the Department's purported need to consummate the transfer, as well as the identity of the individuals who participated in meetings and conversations that culminated in the proposed transfer being announced (as well as the time and place of those meetings and conversations). Certainly that information exists, regardless of the status of the proposed transfer's "finalization." Thus, we would respectfully request, once again, for the information and documentation requested herein. Should we not hear from you within five (5) days of your receipt of this correspondence, I have been authorized to *immediately* seek formal redress from the Illinois Labor Relations Board. Thus, should I not hear from you by Monday, July 21st, I have been directed to immediately institute formal litigation with the Board (and in any other administrative or judicial forum deemed appropriate so as to assure the State's compliance with applicable law). Should the initiation of such formal litigation be necessitated, the Local Union will seek any and all attorneys' fees incurred by the Local in having to resort to such formal means of redress. Thus, I would respectfully request that you give this matter your immediate attention. Please be assured that Teamsters' Local Union #916 desires to amicably resolve any problems or issues pertaining to this documentation and information request, so if there is any means by which the Local can aid in expediting the Department's compliance with this request, please feel free to ask.

Should you have any questions concerning this matter, please feel free to call me.

Yours very truly,



Michael W. O'Hara

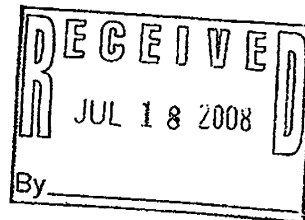
cc: Mr. Leo Carroll, Teamsters' Local #916





# Illinois Department of Transportation

Office of Finance and Administration  
2300 South Dirksen Parkway / Springfield, Illinois / 62764



SENT CERTIFIED MAIL  
7007 0710 0000 9541 0212

July 17, 2008

Mr. Leo Carroll, Executive Assistant  
Teamsters Local 916  
2873 N. Dirksen Parkway, Suite 200  
Springfield, IL 62702

Dear Leo:

Thank you for your July 15, 2008, letter regarding Secretary Sees' June 27, 2008, union notification letter and our July 7, 2008, response letter.

Whereas it is understandable that the word "official" in the June 27, 2008, letter could cause confusion, it does refer to the fact that the "Illinois Department of Transportation plans to perform a geographical transfer..." By using the word "plans", the intent was to provide the union with official notification of our preliminary plan. The pending official union notification letter referred to in our July 7, 2008, response letter will give you official notice that we will be implementing a permanent agency-directed geographical relocation. However, sending such a letter at this time would be premature as the CoGFA hearing/review process is currently underway.

Again, once we send the official union notification, it will include affected staff and the tentative date. At that time we can schedule a time to meet and discuss the union's relocation issues, including the issue regarding positions being offered to employees who choose not to relocate.

If you have any questions, please call me at 217-782-4056.

Sincerely,

A handwritten signature in cursive script, appearing to read 'T. Redman'.

Terry Redman  
Labor Relations Manager

cc: Ann Schneider

CAVANAGH & O'HARA  
Attorneys At Law

---


407 East Adams Street  
P.O. Box 5043  
Springfield, Illinois 62705  
Telephone (217) 544-1771  
Telefax (217) 544-9894



Swansea Office  
1609 North Illinois Street  
Swansea, Illinois 62226  
Telephone (618) 222-5945  
Telefax (618) 222-6755

Chicago Office  
20 South Clark  
Suite 3000

Chicago, Illinois 60603  
Telephone (312) 629-3141  
Telefax (312) 855-0445

William K. Cavanagh  
Michael W. O'Hara  
Patrick J. O'Hara  
James P. Moody  
John T. Long  
Britt W. Sowle  
John A. Wolters  
  
Of Counsel  
Michael J. Masterson, P.C.

July 21, 2008

Mr. Terry Redman  
Labor Relations Manager  
Illinois Department of Transportation  
Office of Finance and Administration  
2300 South Dirksen Parkway  
Springfield, Illinois 62764

**Re: Your Letter of July 17, 2008 - to Leo Carroll  
Relocation of Division of Traffic Safety**

Dear Mr. Redman:

This law firm represents Teamsters' Local #916. Mr. Leo Carroll has provided me with copies of the various correspondence the Local has received from (and sent to) the Illinois Department of Transportation concerning the closing of the Division of Traffic Safety here in Springfield, Illinois (and relocating the same in Southern Illinois). I am writing to express the Local Union's utter dismay at the substantive content of your last correspondence.

In response to the Local Union's July 1, 2008 request to negotiate the impact of the proposed relocation of the Division of Traffic Safety, you "advised that [your] June 27, 2008 letter to Mr. Tony Barr was *preliminary* notification of the proposed relocation" and that "[o]nce [the State] give[s] Local #916 *official* notification of the geographical relocation (which will include the affected staff, tentative effective date, etc.) we will welcome the opportunity to sit down and discuss the impact on [the Local's] members." (Emphasis in original)

Mr. Carroll immediately corrected your misstatement, specifically indicating within his July 15, 2008 correspondence to you that Secretary Milton R. Sees, P.E. sent a letter to the President of Teamsters' Local #916, Mr. Tony Barr, dated June 27, 2008, which specifically and unequivocally indicates that the Local should "consider this letter [*i.e.*, Secretary Sees' correspondence dated June 27, 2008] *official* notification that the Illinois Department of Transportation (IDOT) plans to perform a geographical transfer of the following Pro-Tech

Teamster positions within [its] Division of Traffic Safety.” Additionally, despite your insinuations to the contrary, Secretary Sees’ June 27<sup>th</sup> correspondence identified the “affected staff” and “tentative effective date”<sup>2</sup>, just as you indicated the “official” notification would. Premised upon that “official notification,” Mr. Carroll, on behalf of Teamsters’ Local #916, demanded to bargain “over the issues of the relocation,” and also demanded “a list of the jobs” the State has indicated would be available to replace the jobs lost by these affected Springfield employees.

Incredibly, you now indicate within your most recent correspondence to Mr. Carroll, dated July 17, 2008, that the Department is not willing to bargain over these issues at this particular time. Using a paradigm of bureaucratic doublespeak — without first even indicating that the “official notification” reference made by Secretary Sees was in error — you state that:

[w]hereas it is understandable that the word “official” in the June 27, 2008, letter could cause confusion, it does refer to the fact that the “Illinois Department of Transportation plans to perform a geographical transfer...” By using the word “plans”, the intent was to provide the union with official notification of our preliminary plan. The pending official union notification letter referred to in our July 7, 2008, response letter will give you official notice that we will be implementing a permanent agency-directed geographical relocation. However, sending such a letter at this time would be premature as the CoGFA hearing/review process is currently underway.

Huh? Without dignifying your disingenuous distinguishment of the terms “plans” and “will be,” suffice it to say that your explanation is not only incredible, it’s offensive that you would believe such “explanation” would serve to placate either the Local Union or the affected members the Union serves. The flippancy with which you address these matters belies the seriousness of the subject and belittles the dedicated State employees whose lives you and your agency are destroying. Let’s get it straight: the only people who failed to recognize the “premature” nature

---

<sup>1</sup> Secretary Sees’ June 27<sup>th</sup> letter lists the Position Titles that will be affected (to wit: Technical Manager I’s, Technical Manager II’s, Technical Manager III’s, Technical Manager IV’s, Technical Manager V’s, Engineering Technician III’s and Civil Engineer III’s) — just as your letter of July 7<sup>th</sup> indicated the *official* notification would — and indicates the number of employees in each affected position. .

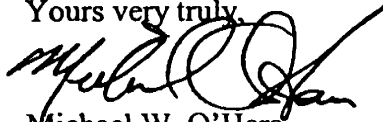
<sup>2</sup> Secretary Sees’ June 27<sup>th</sup> letter specifically indicates the “proposed effective date of the geographical transfer is approximately six months from the date of [the June 27<sup>th</sup>] letter” — thereby specifying the “tentative effective date,” just as your letter of July 7<sup>th</sup> indicated the *official* notification would. Furthermore, Secretary Sees’ June 27<sup>th</sup> letter, besides specifically and unequivocally indicating that it should serve as the Local Union’s “*official* notification,” also specifies the exact location (City and street address) to which the Division is being transferred (to wit: Southeastern Illinois College Foundation Building at 540 Commercial Street, Harrisburg, Illinois 62946)

of the decisional process *vis-a-vis* the CoGFA hearing/review process, Mr. Redman, is you and your staff. The fact that the June 27<sup>th</sup> letter of Secretary Sees treats the relocation as a “done deal” — the Governor’s words, not mine — to the point of specifying the very street address where the relocated Division will be moved, speaks volumes as to the agency’s purported frankness and willingness to engage in good faith bargaining.

Please consider this correspondence as formal, written demand, once again, for the lists of jobs that will be proffered those employees who do not desire to make the relocation move. If, indeed, the State has not compiled the list of such jobs (*i.e.*, the reference to such was just another instance of the agency’s reckless disregard of the future employment for these dedicated employees), then have the decency to just say so. Skip the semantics about “plans” and “will be.”

Also, please consider this correspondence as formal written demand to *immediately commence* bargaining over these relocation issues. Please provide dates, locales and times that you and/or your staff can meet to commence such bargaining. Should we not hear from you within five (5) days of your receipt of this correspondence, we will assume that it is just one more instance in this shameful campaign to punitively affect the lives of dedicated Springfield State employees where the Department will not comport its actions with applicable law, and we will take the necessary, formal steps to have such refusal to bargain addressed by means of litigation.

Yours very truly,

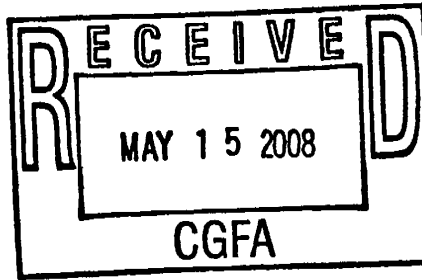


Michael W. O'Hara

cc: Mr. Leo Carroll, Recording Sec., Teamsters' Local #916

# AFSCME Council 31

Suite 800  
29 N. Wacker  
Chicago, Illinois 60606  
(312) 641-6060  
FAX (312) 346-1016  
www.afscme31.org



*Executive Director*  
Henry Bayer

*Executive Vice Presidents*  
Lori Gaston  
Dorinda Miller  
Herdastine Williams

*Secretary*  
Barney Franklin

*Treasurer*  
Caryl Wadley-Foy

*Executive Board*  
Gloria Arseneau  
Alyce Bond  
Randy Dominic  
Robert Fanti  
David Ford  
Richard Heitz  
Randy Hellmann  
Kenneth Kleinlein  
Gary Kroeschel  
Troy Milligan  
David Morris  
Patricia Ousley  
Kim Pahlmann  
Ralph Portwood  
Barb Reardon  
Sam Rossi  
Edward Schwartz  
Denise Slaughter  
Russell Stunkel  
Raymond Summers  
Tom Van den Eeden  
Michael Vanover  
Laverne Walker  
Trudy Williams

*Retiree President*  
Doris Clark

*Trustees*  
Hector Cruz  
Kathy Lane

American Federation  
of State, County and  
Municipal Employees,  
AFL-CIO



May 12, 2008

Dan Long, Executive Director  
Commission on Government Forecasting and Accountability  
703 Stratton Office Building  
Springfield, IL. 62706

Dear Mr. Long:

The Illinois Department of Transportation has notified CGFA of its intent to close its Annex at 3215 Executive Park in Springfield. The Annex houses IDOT's traffic safety division which has 148 employees, including over 100 of our members. Newspaper reports indicate IDOT plans to move the facility to Benton, Illinois. We are opposed to this completely unnecessary plan, which would uproot families, force transfers, cause job loss for our members and economic harm to the City of Springfield.

There are many unanswered questions about the closure, including what it will cost and what its impact will be on the IDOT staff and the community of Springfield. For example, Benton apparently does not have a building large enough to house the IDOT employees; it is not clear what it will cost to move the employees and the facility; and the supposed cost-saving nature of the move is undermined by suggestions that the main IDOT building and other state office buildings in Springfield could accommodate the traffic safety employees.

We are confident that once the issue is thoroughly examined, it will be clear that the IDOT closure would be bad fiscal policy. While the State Facilities Closure Act provides the Commission latitude in deciding whether it will intervene in the case of office closures, we believe public interest dictates a thorough analysis of the closure by CGFA. We urge you to trigger the full CGFA overview as described in the Act by requesting the "recommendation for closure" from IDOT. And we urge that at least one public hearing on the matter be held in Springfield.

Please let me know if there is any additional information our union can provide as this process goes forward.

Sincerely,

Henry Bayer  
Executive Director

cc: CGFA Members  
Senate President Emil Jones  
House Speaker Michael Madigan  
Senator Frank Watson  
Representative Tom Cross



Transforming the economy  
of Sangamon County.

3 South  
Old State Capitol Plaza  
Springfield, IL 62701

Ph: 217.525.1173

Fax: 217.525.8768

[www.gscc.org](http://www.gscc.org)

**Greater Springfield Chamber of Commerce  
IDOT Testimony  
Commission on Government Accountability and Forecasting  
July 31, 2008**

Members of the Commission: My name is Gary Plummer and I am the President of the Greater Springfield Chamber of Commerce. Thank you for providing the opportunity for interested parties to offer perspectives on this important issue to the state and this community.

The Chamber and our affiliate, the Quantum Growth Initiative, have as our primary mission the creation and retention of jobs in Springfield and Sangamon County. As the area's largest employer, State government jobs are critical to the economic health of the community.

Since the Governor announced the relocation of the IDOT Traffic Safety division, the Chamber has been working closely with our partners in local government, the private sector and labor leaders to present a united front against the proposed move.

Using salary information that AFSCME provided, we asked Northern Illinois University to estimate the economic impact of the loss of the IDOT positions to the Springfield area economy. Their work was not as extensive as the CMS SIU study, however Northern estimates that the loss of the AFSCME positions will take \$2.6 million out of our economy every year. If a similar salary number is used for the Teamsters positions that number would grow to approximately \$5 million annually. The NIU analysis also estimates that the loss of the AFSCME positions will result in the additional loss of another 12 jobs in businesses that meet the basic consumer demand for goods and services.

The NIU study doesn't include the negative impact of the additional commercial office space that would be vacant in the Springfield market or the depressing effect that would result in the residential real estate market from the sudden listing of homes or increase in apartment vacancies.

The AFSCME survey indicated that two thirds of the IDOT AFSCME employees have working spouses. We know that the NIU study did not provide an economic impact for the loss of that spending power if the

employees and their families were to relocate. That figure for both the AFSCME and Teamsters would certainly increase the \$5 million figure mentioned previously.

Given the state of our business climate in Illinois and the challenge that it poses to all communities trying to attract quality jobs, we cannot understand how the Governor believes transferring jobs from one location in the State to another is a sound economic development policy. On its face it is ill founded and illogical. Our priority should be attracting new private investment to achieve economic growth for Illinois. Shuffling positions from one place to another does not achieve any economic growth for our state.

It is unfortunate that in the battle to grow our economy in Springfield and Sangamon County, we find our State government on the opposite side of our efforts.

Thank you again for the time you have provided for my testimony.

3149 Robbins Road ■ Springfield, Illinois 62704 ■ 217.698.7000 ■ 217.698.7009

**CAPITAL AREA ASSOCIATION OF REALTORS  
PROPOSED RELOCATION OF THE TRAFFIC SAFETY DIVISION OF IDOT  
07/31/08 TESTIMONY OF CAAR PRESIDENT PHIL CHILES**

**ORGANIZED 1921**

**President**

PHILIP CHILES, ABR, GRI

**President Elect**

NANCY LONG, ABR, CRS, GRI

**Secretary/Treasurer**

LINDA NELSON, GRI, e-PRO

**DIRECTORS**

MARIE BARD, ABR, CRS, GRI

RODNEY EGIZII, GRI

CINDY HAMILTON

KYLE KILLEBREW

CINDI KRUSE, ABR, CRS, GRI

SUSAN MADISON,  
ABR, CRS, GRI

NICK MUSSO, GRI

FRITZ PFISTER, ABR, GRI

LYNN RAYMOND, ABR, CRS, GRI

PETER STEWARD, ABR, CRS, GRI

TRACIE TAYLOR

**Executive Vice President**

DANIEL R. SALE,  
CAE, RCE, e-PRO

Good morning. My name is Phil Chiles and I am President of the Capital Area Association of REALTORS. Our organization represents nearly 700 REALTORS in Sangamon, Christian, Menard and Macoupin Counties. I am here to testify in opposition to the Governor's proposal to move the IDOT Traffic Safety Division away from this community.

I would like to commend the Governor for recognizing the need for economic development in our fine state. However, what he fails to understand is that all areas of this state need economic development opportunities.

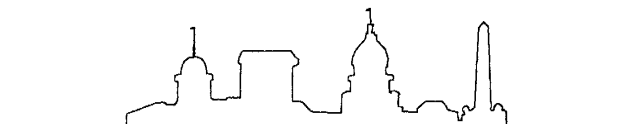
I have no doubt that a case will be made today that the people of Southern Illinois are in need of economic development opportunities. That is not in question. What is in question is whether the Governor should use government jobs and resources to enhance the economic climate of one region of the state at the expense of another. I would suggest that this is bad public policy and is very short sighted.

This move is not about better serving the public and it's not about saving money. A very weak case has been made that this will actually save money. It has been said that this proposal by the Governor is more about retribution toward a community that he despises and is intended to reward his supporters. I sincerely hope that this is not the case but the facts are hard to ignore.

This points to a much bigger issue; the Governor's lack of leadership in cultivating a favorable business climate in Illinois. We should be looking to adopt policies that are friendly toward business - not driving them away. We should establish incentives that encourage new business to locate in this state. This state should put out the welcome mat for businesses. This would result in a win-win situation for all and we would be fighting over new jobs instead of resorting to the cannibalization of government jobs. Instead of working to address the hostile business climate in this state the Governor is part of the problem with terrible proposals such as the gross receipts tax.

Let's make no mistake. The detrimental impact on this community of this proposed move is significant and real. In terms of the impact on residential real estate this will result in a potential loss of over \$8 million dollars during the first year. The impact of this move when compounded over fifteen years becomes extremely sizeable - over \$21 million dollars.

Let me explain how we arrive at these numbers. These estimates are based on the assumption that 140 jobs and or employees will leave this community. Of these 140 employees it is estimated that 70 percent own homes, resulting in 98 homeowners and 42 renters. With 98 homeowners and a median home sale price of \$104,500





there will be a loss of over \$10.2 million in residential real estate investment. The annual loss of rental income alone will be nearly \$300,000. The annual loss of property tax revenue for schools and local government will be over a quarter of a million dollars. Ironically, there will be an initial economic stimulus of \$2.7 million resulting from the sale of 98 homes, assuming, that is, that they will be able to sell. The end result will be a potential short term net loss of over \$8 million.

I indicated earlier that over a fifteen-year time frame the economic impact of this move will result in a potential loss of over \$21 million. This includes a \$10.2 million loss of investment in residential real estate, \$3.8 million in lost property tax revenue and \$4.3 million in lost residential rental income. Finally, since homeowners move every six years on average, it is assumed that these homeowners would have "turned over twice" resulting in a loss of economic stimulus of \$5.4 million. The net loss of economic stimulus would be \$2.7 million after backing out the initial positive stimulus provided in year one.

Likewise, this move will cause the commercial real estate market to suffer. The commercial office market has already suffered greatly due to continued downsizing of state government. The loss of approximately 3,000 government jobs locally in the past few years, among other things, has had a significant impact on the health of commercial real estate. A reduction of 3,000 employees has resulted in an estimated corresponding reduction in demand of 600,000 square feet of office space. This amounts to an estimated loss of \$8.4 million in rent at the market rate of \$14 per square foot. This problem has been compounded by the fact that the state has begun a new trend of purchasing buildings including the Department of Natural Resources Headquarters building as well as the old AIG building. This not only results in the reduction in the demand for privately held office space but it takes property tax revenue away from local government, as there is no property tax levied on state owned property. Additionally, this glut of office space created by government downsizing has contributed to the fact that lease rates have remained at about the same level for the past 20 years.

The financial impact of this proposed move on our community is damaging enough. If only it stopped there, but it doesn't. The Governor has made it known that he intends to pursue more of this "economic redistribution". This type of talk has resulted in a great deal of uncertainty in our local real estate market. Many government workers are nervous about their future. They worry about whether their agency, department or unit will be next and, if so, what will this mean to them. They wonder whether they will have a job twelve months from now or be forced to uproot their families as well.

We are all in this together and should be working together. Instead, the Governor has chosen to take two communities and pit them against one another. Like it or not, for better or worse, Springfield is the state capital and this is where the business of state government belongs. I respectfully urge this body to send a strong message to the Governor that this proposed move is unacceptable.

This concludes my remarks. I would be happy to take any questions you may have.

# Capital Area Association of REALTORS®

## Estimated First Year Impact of the Proposed Relocation of the IDOT Traffic Safety Division on Residential Real Estate

The below information provides a summary analysis of the first year impact of the proposed relocation of the Illinois Department of Transportation Traffic Safety Division. These figures are based on the assumption of the relocation of 140 jobs and/or employees to Southern Illinois. The 2000 US Census figures for Sangamon County reveal that there is a 70 percent homeownership rate. Based on this rate an assumption is made that 70 percent of these employees own homes while 30 percent pay rent. This translates into 98 homeowners and 42 renters.

Current value of **lost residential real estate investment** in the local community:

\$ 104,500	2007 median priced home (1)
<u>x 98</u>	Estimated number of homeowners
<b>(\$10,241,000)</b>	Lost investment

Economic Impact of residential property sales:

<b>\$ 2,784,474</b>	The typical home sale results in an average economic activity of \$28,413 (2) per home multiplied by 98 homes sold.
---------------------	---

First year **lost property tax revenue** based on average property tax rate for Capitol Township's tax rate of 7.50%. (3) Capitol Township has the most parcels of any Twp. in Sangamon County.  
(\$ 256,025) 98 x \$34,833.33 (4) = \$ 3,413,666.30 x 7.50 percent tax rate

First year **lost rental income** based on 42 renters and the average rental price of \$579.00 for a 2-bedroom apartment in Sangamon County.

(\$ 291,816) 12 months x \$579.00 (5) x 42 renters

### Year 1 Impact

\$10,241,000

256,025

291,816

\$10,788,841

- 2,784,474

**\$ 8,004,367**

Lost investment

Lost property tax revenue

Lost rental stimulus

Economic activity generated by 98 home sales

**Net negative impact**

### Sources

(1) Capital Area Association of REALTORS® Multiple Listing Service

(2) Illinois Association of REALTORS® 2006 Study of residential real estate sales and the impact on the Illinois economy prepared by RCF Economics and Financial Consulting.

(3) Supervisor of Assessments for Sangamon County.

(4) Valuation is based on 1/3 of the fair market value

(5) <http://www.citydata.com>

# Capital Area Association of REALTORS

## Estimated 15 Year Impact of the Proposed Relocation of the IDOT Traffic Safety Division on Residential Real Estate

The below information provides a summary analysis of the first year impact of the proposed relocation of the Illinois Department of Transportation Traffic Safety Division. These figures are based on the assumption of the relocation of 140 jobs and/or employees to Southern Illinois. The 2000 US Census figures for Sangamon County reveal that there is a 70 percent homeownership rate. Based on this rate an assumption is made that 70 percent of these employees own homes while 30 percent pay rent. This translates into 98 homeowners and 42 renters.

Current value of **lost residential real estate investment** in the local community:

\$ 104,500 2007 median priced home (1)  
x 98 Estimated number of homeowners  
(\$10,241,000) Lost investment

### Lost economic impact of future residential property sales:

\$ +2,784,474 Yr 1 The typical home sale results in an average economic activity of \$28,413 (2) per home multiplied by 98 homes sold.  
- 2,784,474 Yr 7 The typical homeowner moves every six years (3). Year one represents an economic stimulus while years seven and thirteen represent a lost opportunity.  
- 2,784,474 Yr 13  
( \$2,784,474)

### Lost property tax revenue:

( \$3,840,375) Based on average property tax rate for Capitol Township of 7.50 percent (4) resulting in an estimated loss of \$256,025 per year x 15 years.

**Lost rental income** based on 42 renters with an average rental price of \$579.00 (5) for a 2-bedroom apartment in Sangamon County.

( \$4,377,240) 12 months x \$579.00 x 15 years x 42 renters

### 15 Year Impact

\$10,241,000  
2,784,474  
3,840,375  
4,377,240

Lost investment  
Net economic activity generated by 98 home sales  
Lost property tax revenue  
Lost rental stimulus

**\$ 21,243,089**

**Net negative impact**

### Sources

- (1) Capital Area Association of REALTORS® Multiple Listing Service
- (2) Illinois Association of REALTORS® 2006 Study of residential real estate sales and the impact on the Illinois economy prepared by RCF Economics and Financial Consulting.
- (3) 2005 National Association of REALTORS Profile of Homebuyers and Sellers
- (4) Supervisor of Assessments of Sangamon County.
- (5) <http://www.citydata.com>



---

**Illinois Fertilizer & Chemical Association**

---

P.O. Box 1326, Bloomington, Illinois 61702-1326 • Telephone: 309.827.2774 • Fax: 309.827.2779 • [www.ifca.com](http://www.ifca.com)

July 31, 2008

Dear Chairman and Committee Members:

I am here on behalf of the 1,100 members of the Illinois Fertilizer & Chemical Association. IFCA represents the business and people who supply fertilizer, seed, agrichemicals, equipment and agronomic services to the farmers of Illinois. With over 20 million acres in crop production in this state, our members transport a tremendous amount of fertilizer and agrichemicals over public highways to the farm fields. In 2007 Illinois ag retailers shipped nearly 3.5 million tons of nitrogen, potassium and phosphorus fertilizers to Illinois farmers. Nearly 1.6 million tons were in the form of anhydrous ammonia, a hazardous material that must be handled with great respect and attention to the regulations to ensure its safe use in corn and wheat production. We also supply farmers with propane, diesel fuel and pesticides and the transportation of these products is under the purview of the Division of Traffic Safety.

Our organization works very closely with the Division of Traffic Safety to ensure the safe transportation of our products. I don't think most people realize what the people in Traffic Safety do, and how important continuity in this office is to regulated industries such as agriculture. While the positions within the Division may be transferred, the people who hold them will likely not move with the jobs. The resulting vacancies in areas of hazardous materials and motor carrier compliance and enforcement are what deeply concern our members.

**Experience will be Lost**

Unless you work with hazardous materials everyday like our members do, you cannot fathom the complexity of these regulations and how they apply to everyday activities like transporting fertilizer, agrichemicals and fuel to Illinois farmers. Here is the Code of Federal Regulations as it pertains to hazardous materials transportation (hold up book). Here are the federal regulations on motor carrier safety including commercial driver's license, vehicle maintenance and inspections, drug and alcohol testing, medical cards and hours of service (hold up books). Here is the Illinois Vehicle Code that incorporates all these federal laws plus hundreds of laws unique to Illinois to every car, truck and trailer in Illinois.

Understanding these complex rules and how they apply to thousands of unique situations that play out every day on our state highways is not something that anyone can learn quickly. I have been working with these rules for 20 years and I consider myself only marginally astute in understanding them. Unless you are going to hire people directly from USDOT headquarters, you will not find people anywhere who can learn these rules in a few months or even a few years. This has nothing to do with Harrisburg or Southern Illinois. If you parked the Division of Traffic Safety on the Campus of SIU Carbondale or Princeton University, for

much as we see them now. That means less training, less awareness, less interaction with industry and probably less overall safety for hazardous materials and motor carrier transportation.

### **Agriculture's Safety Concerns**

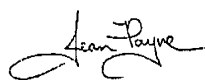
Ag retailers are a highly regulated sector of the agricultural industry. While farmers enjoy many exemptions from the regulations, the fertilizer and chemical dealers do not. This proposal to move the Division of Traffic Safety, and the subsequent loss of experienced hazmat and motor carrier officers who in my opinion cannot be replaced, will undermine the safety of our industry.

Let me tell you just how concerned I am about this. Do you remember back in 2004 when this Administration proposed moving the Environmental Programs in the Illinois Department of Agriculture to the Illinois EPA? Agriculture fought back because we knew it would erode the effectiveness of the regulations governing the storage and application of pesticides and fertilizers in Illinois. This proposal scares me equally, as I know it will erode the safety of our industry and jeopardize the communities and the citizens who share the roadways with fertilizers, pesticide and fuel—products which are vital to Illinois agriculture.

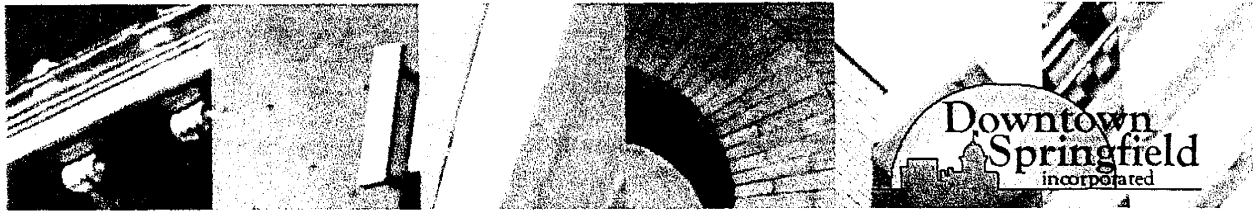
Most people don't even think about the risks associated with the transportation of these materials because we have done a darn fine job of transporting millions of tons of these products every year without incident. When I say we, I don't just mean the fertilizer and chemical dealers out there...I mean the dealers under the leadership and mentoring of the Division of Traffic Safety and the employees in the Division who have decades of hands-on experience working with our industry. The transportation of agricultural inputs in Illinois is a safe practice; we have few accidents and therefore most people take the Division of Traffic Safety for granted. I felt it very important to Illinois agriculture to be here today to let you know that being taken for granted is a good thing because it means you are doing your job, and doing it well. The Division of Traffic Safety, as it is today, does it well.

Agriculture and our Association are certainly proponents of business and job growth throughout the state, including Southern Illinois. But we also feel that there has got to be a better solution to creating jobs than to jeopardize the experienced leadership that is so vital to commerce and public safety. My agribusiness colleagues in other states are envious of the effectiveness of our Illinois DOT hazmat and motor carrier officers and their ability to work together with our industry to accomplish safety objectives while fulfilling our obligation to get agricultural inputs to farmers in a timely and efficient manner. Other states don't have that and they sure would like to. It would be a tremendous loss for Illinois to lose the leadership that sets us above the rest in terms of hazardous materials and motor carrier safety.

Thank you for considering the opinions of the agricultural input suppliers on this matter.



Jean Payne  
President



w w w . d o w n t o w n s p r i n g f i e l d . o r g

**DOWNTOWN SPRINGFIELD, INC.**

## **IDOT TESTIMONY**

**Commission on Government Accountability and Forecasting**

**July 31, 2008**

---

Downtown Springfield, Inc.  
3 West Old State Capitol Plaza, Suite 15  
Springfield, Illinois 62701

---

Phone: 217/544-1723  
Fax: 217/544-1725  
E-mail: [dsi@downtownspringfield.org](mailto:dsi@downtownspringfield.org)

**Downtown Springfield, Inc.**  
**IDOT Testimony**  
**Commission on Government Accountability and Forecasting**  
**July 31, 2008**

Members of the Commission: My name is Victoria Clemons and I am the Executive Director of Downtown Springfield, Inc., a Main Street Organization dedicated to preserving, promoting and enhancing Springfield's downtown commercial district.

One of the primary goals of our organization is to not only attract new business to the central business district, but to retain the businesses that we currently have.

State government and its employees have always played a crucial role in maintaining the vitality of downtown Springfield. Over the past 5 years, a little over 2000 workers have left the downtown district and vacated nearly 450,000 square feet of office space. As you can imagine, the impact to the commercial district has been significant.

Over the past three years, Downtown Springfield, Inc. has met with leasing agents with the Department of Central Management Services on a bi-annual basis to discuss our concerns. In those meetings, we offered assistance to CMS in securing adequate, cost-effective, and safe accommodations for state workers if offices were to consolidate or wished to be placed closer to the center of government – the State Capitol. We provided a building vacancy inventory that highlighted both large and small office spaces.

Much to our surprise, our last meeting with CMS occurred only two days prior to the Governor's announcement to move the IDOT jobs to Southern Illinois.

Over the past two years, we have supplied numerous opportunities for State office space that would no doubt meet the criteria currently being touted as the rationale for the move to Harrisburg.

We have been so concerned with the effects on our downtown commercial district that we proposed and supported HB1355 – now PA 95-101 that requires the State to give preference to historic properties located in historic or central business district before locating elsewhere. The bill passed both the House and Senate with unanimous overwhelming support and was then signed into law August 2007.

As an organization representing the heart of the Capitol City, we, of course support the IDOT jobs not only staying in Springfield but eventually locating in the downtown historical commercial district. But more importantly, the impact on our community will be significant.

We find it disappointing that while we are trying to maintain our current economic base and survive during a state-wide and national economic crisis, that our largest employer and historically supportive ally, State government, has turned its back on our city.

We hope you will deny this administration's request for consideration of this move.

Thank you for your time and for offering this opportunity to speak.

## Testimony for IDOT Hearing On Behalf of St. John's Hospital

Good evening ladies and gentlemen. My name is Susan O'Connor. I am a registered nurse who works in the Birth Center at St. John's Hospital here in Springfield. I am here to give testimony on behalf of St. John's Children's Hospital to **oppose** the move of the Division of Traffic Safety to Harrisburg.

I'm going to give you a brief background about our partnership with this division. About ten years ago, Susan Hocker, the state Occupant Protection Coordinator from this division approached the Women and Children's Nursing Director about sending a registered nurse to a four day course to become a Certified Child Passenger Safety Technician (also sometimes called a "car seat technician".) Susan knew that it would be beneficial to have someone knowledgeable about this subject working in a hospital setting where there are a large number of babies and children being cared for.

The registered nurse that was chosen was responsible for teaching all of the classes at St. John's for expectant parents. Susan's hope was that those classes would provide an excellent venue to teach parents and grandparents about car seat safety especially since statistics show that 8 out of 10 car seats are not installed correctly.

The nurse chosen was confident that she would do well in class being the experienced mother of two children who had been using car seats for five years. After just two hours in class she realized how much she didn't know. By now you might have guessed that I was that nurse and the mistakes I made as a naïve mother have been valuable when assisting parents with their seats.

A lot has happened since I passed that course ten years ago. Firstly, I realized that I could not educate every parent in our building nor could I go to every vehicle when a



baby or child was discharged. After a steady effort by the hospital there are now a few certified technicians in every hospital area where children are patients. These women serve mainly as resources for our parents in the inpatient setting but also help to install seats at community events.

Secondly, I have also provided training to our Birth Center and NICU nurses so that they can safely educate our parents about securing their babies in their seats **before** they are discharged from their room to go home. However, since our technicians are nurses that are responsible for a team of patients, they are unable to leave those patients for the 20 to 30 minutes it takes to securely attach **each** car seat into a vehicle.

Lastly, even though we do our best to encourage our parents to have their car seat installed by a certified technician several weeks **prior** to their anticipated admission to the hospital, babies sometimes arrive much earlier than expected. Since St. John's Hospital is the Level III Perinatal Center for south, central Illinois as well as the only Children's Hospital in the area our patients are not only from the Springfield area. They come from Quincy, Decatur, Rushville, Effingham, Jerseyville and Robinson just to name a few of our referring hospitals. Our Children's Hospital serves as the area's pediatric trauma referral center. And this, ladies and gentlemen, is where the Division of Traffic Safety has been instrumental in helping us.

This division has eight **experienced** CPS technicians who, in addition to their own daily job responsibilities, are available to assist parents with installing their car seats correctly in their vehicles. Unlike our hospital based technicians, they can usually accomplish this task with parents on **very short notice**. Our staff nurses have come to depend on these people to help our parents to secure their babies safely in their vehicles when we are unable to. This service is usually provided within 24 hours of our phone call and most times our patients are told to "come right over". I am told that these eight

technicians have helped parents install at least 300 car seats every year. A majority of those referrals were from St. John's.

In conclusion, St. John's Hospital and the Division of Traffic Safety have forged a ten year partnership that has benefited not only Springfield area parents and children but also those from south, central Illinois. St. John's role is to provide child passenger safety information, inpatient assistance, and injury prevention awareness on a regional basis. Likewise, the Division of Traffic Safety has been able to provide vital support for our tiniest patients, ensuring that their ride home is as safe as possible after leaving our expert care. Additionally, they are the only area car seat fitting station that can meet a parent on a timely basis. That means our kids and babies can go home quickly when they are discharged.

In response to Secretary Sees comment about the hospital continuing to do child restraints: St. John's Hospital is not able to replicate the **child safety seat fitting station** service that the Division of Traffic Safety is providing. In addition, Certified Child Passenger Safety Technicians with level of experience and commitment that the current technicians possess are not common. These qualities are well known in this area and have given this IDOT department a positive reputation in the community's eyes.

Please keep the Division of Traffic Safety here in Springfield so that our partnership can continue to flourish and benefit our smallest patients and their families.

Thank you for your time.

Respectfully submitted by: Susan O'Connor RN, BSN, CPST-I St. John's Hospital

**Saline County Chamber of Commerce**  
**IDOT Relocation Position Statement**

Thank you for allowing me the opportunity to present this Position Statement from the Saline County Chamber of Commerce. My name is Herb Klickner and I am the 2008 Saline County Chamber Vice President. I would like to begin with some brief personal history. I was born and raised in the city of Chicago. Thirty three years ago, at the age of 17, I moved to Springfield after my father accepted a "downstate" transfer. I attended and was an honor graduate from Lincoln Land Community College here in Springfield after which I relocated to southern Illinois to complete my undergraduate studies at SIU. I then returned to central Illinois and later Chicago where I worked and began raising my family. In 1993 my family and I returned to southern Illinois where I attended graduate school and we have resided here ever since. My personal testimony, I feel, is relevant today in that I have lived, worked, and received quality education throughout this fine state including both in Springfield and in southern Illinois. I have raised my children in Chicago, in central Illinois and now in southern Illinois. My family and I have received top quality medical care in all three of these areas. We have also enjoyed the many recreational and cultural amenities available throughout. We now own a very nice home in a quiet and safe southern Illinois neighborhood beyond what we could have afforded in either Chicago or Springfield. My wife and I both maintain good quality careers in southern Illinois. She enjoys good shopping, and we both enjoy excellent theater, concerts, collegiate sports, Frontier League baseball, and myriad outdoor activities. And we are not alone. We also work and associate with many other professional people who have similar origins or backgrounds in Central Illinois and the Chicago area but have relocated to, and now prosper in, southern Illinois. I, personally, and without reservation, would highly recommend southern Illinois as a place to live and a place to raise a family. Speaking as the Vice President of the Saline County Chamber of Commerce and on behalf of the Saline County Chamber Board of Directors I want to establish that it is not our wish to influence decisions resulting in the loss or relocation of State jobs, rather it is our position to advocate for the choice of Harrisburg, IL as the location for the Illinois Department Of Transportation's (IDOT) Traffic Safety Division should the State ultimately decide, as part of a greater de-centralization effort, to re-locate it from its

current location in Springfield. As would any area's Chamber of Commerce, we support and encourage local job retention and growth in the communities we serve and we do not wish to embattle our fellow Chamber(s) in the greater Springfield area. With the proposed decision to re-locate the IDOT Traffic Safety Division, however, the Saline County Chamber of Commerce strongly urges the Commission on Government Forecasting and Accountability (COGFA) to recognize and approve Harrisburg, IL as the decentralized location for this particular State entity. This commission has been provided data supporting the facility in Harrisburg from a State fiscal standpoint as well as information demonstrating that the city of Harrisburg, Saline County, and southern Illinois in general would benefit economically from the placement of State jobs in our region. The Saline County Chamber of Commerce wishes to further advise that Harrisburg, Saline County and our surrounding southern Illinois communities and counties provide excellent living, education, health, and recreation opportunities for anyone relocating here.

As my personal experiences are not unique, families and individuals moving to Saline County and surrounding southern Illinois communities can enjoy excellent housing in good, safe neighborhoods with less traffic, congestion, and noise typical of even a mid-sized metropolitan area. Yet they can still enjoy shopping, entertainment, and fine dining throughout our region.

Quality education is available for children and adults. Quality school districts are available in every community here and secondary education institutions are available close at hand including Southeastern Illinois College in Harrisburg and Southern Illinois University in neighboring Carbondale.

State of the Art health care abounds in Harrisburg and Southern Illinois. The Harrisburg Medical Center along with Ferrell Hospital in neighboring Eldorado, Heartland Regional Medical Center in Marion, and the Southern Illinois Healthcare system with hospitals in Carbondale, Herrin, and Murphysboro provide a full range of general and advanced medical services. Top physicians and specialists are on staff throughout so that virtually any healthcare need can be served in or near our community.

Nested in some of the most beautiful landscapes in our state, southern Illinois boasts fabulous recreational and outdoor opportunities. Bordered on the east, south and west by

the Wabash, Ohio, and Mississippi rivers respectively, southern Illinois is also home to the Shawnee National Forest with its many trails, lakes, streams and pristine natural rock formations including Stoneface, Rim Rock, and Garden of The Gods to name just a few. Hiking, fishing, boating, and hunting are just a few of the many activities available right in our backyard.

For the entrepreneur there are Workforce and Small Business Development Centers and incubators available in Saline County and southern Illinois. Knowledge Based Enterprises are also a natural fit here. One of my fellow Chamber Directors makes a very good living from her Harrisburg home with clients as close as down the road and as far away as Seattle, Washington. The Saline County Chamber of Commerce stands ready to welcome any individuals or families relocating here and we will assist them as much as possible with access to any and all available resources in and around our communities. We trust in this Commission's due diligence in reviewing the fiscal data they have in their possession regarding this proposed move. On behalf of my fellow Chamber Directors and the Saline County Chamber of Commerce I respectfully request that this Commission further consider the many high quality opportunities available to any person or family who chooses to relocate and to live, work, play and prosper in southern Illinois. Thank you.

COMMISSION ON GOVERNMENT  
FORECASTING & ACCOUNTABILITY

Testimony of Larry F. Wort

on

The Proposed Move of the IDOT's Division of Traffic Safety

July 31, 2008

Mr. Chairman – members of the Commission, thank you for allowing me this opportunity to testify.

My name is Larry Wort. I began 39 years of state service on January 2, 1962, as a Civil Engineer. I was Assistant Accident Studies Engineer in Highway's Central Bureau of Traffic, when the legislature created the Illinois Department of Transportation in 1972. I was promoted to Chief of the Bureau of Safety Operations (the first Bureau Chief in the newly formed Division of Traffic Safety). That Bureau had the responsibility of processing in excess of one million accident reports from involved motorists and all police agencies in the state.

This Bureau also had responsibility for administering the second division vehicle safety inspection program – which had been transferred from 4 separate agencies to IDOT as part of the original legislation.

In 1984 I was named Chief of the Bureau of Safety Programs in the Division, a position I held until I retired in December, 2000.

Major responsibilities of the Bureau included administration of federally-funded highway safety programs; transportation of hazardous materials regulations;

motor carrier safety assistance; vehicle safety inspection; motorcycle rider training; school bus construction and inspection regulations; and diesel emission inspection. I provide this background information to indicate my experience with the Division.

Although the economic impact to the City of Springfield and Southern Illinois of the proposed move of the Division to Harrisburg seems to be at the center of discussion, there are certainly other serious concerns that must be addressed. One of the statutory responsibilities of this commission (30 ILCS 608/5-10 (9) (a)) includes the investigation of "The impact on State services delivered at the existing location in direct relation to the State services expected to be delivered at any potential location". It is with this statutory obligation in mind that these comments are offered.

The Division must meet certain statutory and administrative requirements regarding the Safety Responsibility Law. The IVC also stipulates that the Division must maintain and analyze records pertaining to traffic crashes which occur in Illinois. Both of these functions are directly linked to Police and Motorist Crash reports required by law to be submitted to the Division. Specific deadlines must be met in order to meet the statutory rules regarding the Safety



Responsibility Law. The crash data which is used by state, local and federal agencies to plan, justify and evaluate highway safety projects and programs must also be timely and accurate. Motor vehicle related crash data are provided in response to:

1. Legislative requests
2. Inquiries from the media
3. State and local officials needs
4. Planning agencies
5. Law enforcement and engineering agencies
6. Research and Evaluation authorities

Not only is there a need for the crash data to be timely, it must also be correct. Herein lies the concern regarding the proposed move of the Division to Harrisburg. Since the Governor has assured those employees not wanting to move to Harrisburg, a similar job locally, it is certainly safe to assume that very few members of the Division's staff will uproot their families and move to Southern Illinois. Given the substantial turnover in staff, it will take several months to hire and train new personnel to replace those who choose not to move. This lag in hiring and training of appropriate replacements will

compromise the Division's ability to meet their statutory mandates regarding the Safety Responsibility Law and also severely impact the accuracy and timeliness of the data they are required to provide various data users.

Now let's look at 5 functions of the Division that require staff interaction with other public agencies and private businesses.

## **1. Official Testing Stations**

Section 105 of Chapter 13 of the Illinois Vehicle Code (IVC) requires "Employees specifically authorized by the Department... shall inspect all 'Official Testing Stations' at frequent intervals." Currently there are 268 of these stations and eighty eight point four (88.4) percent are located nearer to Springfield than Harrisburg. Eleven point six (11.6) percent are nearer to Harrisburg.

## **2. School Bus Inspections**

These are "periodic nonscheduled" inspections by Division personnel, as required by Chapter 13 of the IVC. In 2007, Traffic Safety staff conducted 5,916 of these on-site inspections statewide. Seventy nine point two (79.2) percent

were at locations that are closer to Springfield than Harrisburg. Slightly less than 21% were nearer Harrisburg.

### **3. Religious Organization Bus Inspections**

Chapter 13 of the IVC also requires the Department to conduct “periodic nonscheduled” inspections of buses registered as charitable vehicles and of religious organization buses. In 2007, 788 such inspections were made by Division staff statewide. Seventy one point four (71.4) percent were located nearer Springfield than Harrisburg. Slightly over 28% were nearer Harrisburg.

### **4. Motorcycle Rider Training**

Illinois has a policy “...to promote safety for persons and property connected with the use and operation of motorcycles...” in the adoption of Act 35 of the IVC.

To achieve the statutory mandate the Department, through the Division of Traffic Safety, contracts with 4 Universities to conduct Cycle Rider Safety Training in accordance with rules and regulations adopted by the Department. The 4

universities are the University of Illinois at Champaign, Northern Illinois University, Illinois State University and Southern Illinois University.

Illinois law states "The curriculum and accreditation for the courses, and the geographic areas in which each Training Center may offer the courses, shall be provided for by rules and regulations of the Department. Instructors of such courses shall meet the qualification and certification requirements of the regulations of the Department and the college, university or community agency offering the training".

Currently, via the university system the Division has approved 63 ranges for Cycle Rider Training. Thirteen of those are in Southern Illinois University's sponsorship. However, 8 of those 13 are closer to Springfield than to Harrisburg. Of the 63 total ranges 58 or 92% are closer to Springfield. In 2007, 14,917 persons registered for training. Less than 9% were at approved ranges nearer to Harrisburg.

Division staff must monitor classroom and range training to ensure the quality and uniformity of training in all parts of the state. In times of limited budgets and

high travel costs (fuel, lodging, per diem) it does not make sense to locate staff so far from their work.

## **5. Highway Safety Projects**

The Division acts as the staff for the Governor's representative for Highway Safety. As such they coordinate, approve and monitor Federally Funded Highway Safety Grants involving Engineering, enforcement and/or education. Currently there are 442 such projects. Three hundred ninety eight (90%) are nearer Springfield and 10% nearer Harrisburg. Division staff must monitor these projects to ensure compliance with the approved grant activities.

In summary, the Division of Traffic Safety is not an autonomous entity. In order to accomplish their mission effectively and efficiently there must be staff interaction with many agencies, businesses and organizations that cannot be performed sitting in an office in Springfield, Harrisburg, Chicago or any other location.

Therefore the more centrally the location of staff the more efficient these interactive operations will be conducted. The lower the turnover rate of staff the

less money is spent on hiring and training and the shorter is the delay in accident data availability and insurance compliance determinations.

Therefore if the Governor's plan is implemented, payroll numbers will increase; families will be forced to move; services provided by the Division will suffer; costs will increase and the public will have less accessibility to staff. For these reasons I suggest that the Commission recommend that the Division of Traffic Safety not be moved to Harrisburg.

Thank you.



NHTSA REGION 5 OFFICE  
 19900 GOVERNORS DRIVE, SUITE 201  
 OLYMPIA FIELDS, IL 60461  
 (708) 503-8822 FAX: (708) 503-8991

## FACSIMILE

<b>Date:</b>	August 2, 2008
<b>To:</b>	State of Illinois Commission on Government Forecasting & Accountability
<b>From:</b>	Michael Witter, Regional Administrator National Highway Traffic Safety Administration Region 5

**RE: To Whom It May Concern:**

I was in attendance at the Commission Hearing on Thursday, July 31, 2008 and due to the length of the hearing was not able to present a letter we sent to Secretary Sees expressing our concern of the proposed move of the Division of Traffic Safety.

I would like to submit for the record the attached letter that the three Federal agencies sent to the Secretary on May 6, 2008 indicating our concern about the potential impacts the proposed relocation might have on the safety programs the Division administers.

If you have any questions you may contact me at (708) 503-8892 ext. 15. Thank you.

Pages 2 (including cover sheet)

**DRUNK DRIVING**  
**OVER THE LIMIT. UNDER ARREST.**  
**August 15-September 1, 2008**



## US Department of Transportation

**Federal Highway Administration**  
 Illinois Division  
 3250 Executive Park Drive  
 Springfield, IL 62703

**Federal Motor Carrier Safety**  
**Administration**  
 3250 Executive Park Drive  
 Springfield, IL 62703

**National Highway Traffic Safety**  
**Administration**  
 19900 Governors Drive, Suite 201  
 Olympia Fields, IL 60461

May 6, 2008

Refer To: HDA-IL

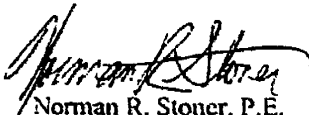
Milton R. Sees, P.E.  
 Illinois Department of Transportation  
 2300 South Dirksen Parkway  
 Springfield, IL 62764


Dear Secretary Sees:

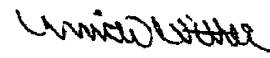
As your Federal partners in our shared mission to improve safety performance on Illinois highways, we are concerned about the potential impacts that the recently reported proposal to relocate the Illinois Department of Transportation's (IDOT) Division of Traffic Safety may have on a variety of safety programs.

We would appreciate an explanation as to what details this proposal entails, how the proposal would support the Comprehensive Highway Safety Plan, the annual Highway Safety Plan, and the Motor Carrier Safety Assistance Plan of Illinois, and how the State of Illinois will continue to fulfill its obligations to the various federally supported safety programs currently performed within the Division of Traffic Safety. Before any action is taken on the proposal, we strongly encourage consultation with your Federal highway safety partners.

Sincerely,

  
 Norman R. Stoner, P.E.  
 Division Administrator  
 Federal Highway  
 Administration

  
 Steven M. Mattioli  
 Division Administrator  
 Federal Motor Carrier Safety  
 Administration

  
 Michael Witter  
 Regional Administrator  
 National Highway Traffic Safety  
 Administration

cc: Ms. Christine Reed, Division of Highways, IDOT  
 Mr. Michael Stout, Division of Traffic Safety, IDOT  
 Mr. Dick Smith, Office of Planning and Programming, IDOT  
 Ms. Ann Schneider, Office of Finance and Administration, IDOT  
 Mr. Clayton Harris, Office of the Secretary, IDOT

**MOVING THE**  
**AMERICAN**  
**ECONOMY**



**Moore, Mike K.**

---

**From:** Osman, Paul [Paul.Osman@Illinois.gov]  
**Sent:** Thursday, July 31, 2008 10:18 PM  
**To:** McConkey, Sally; Moore, Mike K.  
**Subject:** RE: Saline County Floodplain

I have just gotten home from flood meetings in Metro East. Therefore, I do not have copies of files or the resources to fully answer these questions. Off the top of my head:

The original 1978 Flood Insurance Rate Map (FIRM) showed most of the City of Harrisburg identified as high risk floodplain due to a deficient levee system. That map was rescinded in 1978. That levee system will be reassessed as part of our upcoming mapping project.

After the March flooding, I did two meetings in Harrisburg regarding floodplain management. The City has recently joined the National Flood Insurance Program (NFIP). Because they don't have a current FIRM, the City adopted a 1985 USACE Urban Flood Recon. Study and map. That map identifies flood risk areas associated with Panky Branch and West Ditch..

Common sense prevails here....the proposed IDOT building was COMPLETELY surrounded by water in March. I believe the same area is identified as a floodplain on the USACE study. With or without a current map....it is a floodplain. The State Executive Order V (2205) will apply.

Paul

---

**From:** McConkey, Sally [mailto:Sally@sws.uiuc.edu]  
**Sent:** Thu 7/31/2008 10:16 AM  
**To:** Moore, Mike K.  
**Subject:** RE: Saline County Floodplain

Mr. Moore,

Here are some slides I used in a presentation in DC. If you need to get actual copies of the FEMA maps we could try to scan them and put on an ftp site. I also have photos but they are too large to email. If you want the photos of the March 2008 flooding I could put them on our ftp site. I got the photos from the Harrisburg Daily Register

<http://www.harrisburg-il.com>.

Paul Osman will have copies of the FEMA maps at the IDNR building in Springfield.

Sally

-----Original Message-----

**From:** Moore, Mike K. [mailto:mikem@ilga.gov]  
**Sent:** Thursday, July 31, 2008 9:54 AM  
**To:** McConkey, Sally  
**Subject:** RE: Saline County Floodplain

Thank you, this is what I was looking for.

-----Original Message-----

**From:** McConkey, Sally [mailto:Sally@sws.uiuc.edu]  
**Sent:** Thursday, July 31, 2008 9:32 AM  
**To:** Moore, Mike K.  
**Cc:** Osman, Paul; Saylor, Bill  
**Subject:** RE: Saline County Floodplain

Dear Mr. Moore,

The Illinois State Water Survey (ISWS) has not yet been contracted to produce digital Flood Insurance Rate Maps for Saline County, although we do expect to have a contract to begin work in the next few months. The effective floodplain maps for Saline County were not produced by the ISWS. The floodplain map for Harrisburg was rescinded in 1978 leaving

8/8/2008

Harrisburg without an effective map. The rescinded map does show that the 1% annual chance flood (100-year floodplain) covers much of the community. The 1% annual chance floodplain would be a high hazard area. Until March 2008 when the community experienced severe flooding, neither the City of Harrisburg nor Saline County participated in the National Flood Insurance Program (NFIP). They allowed extensive development in floodplain, and thus the flooding in March resulted in many buildings being flooded because they had been built in the floodplain. It would be of great concern that the state would purchase a building that was built in the known floodplain in a community that ignored our strong state stance of good floodplain management. I have been informed that the USACE did a flood study in the area in 1995, but do not yet have a copy of the report. Paul Osman the Illinois NFIP coordinator may know how to locate the study.

Sally McConkey  
Floodplain Mapping Program  
217/333-5482

-----Original Message-----

From: Saylor, Bill [mailto:wsaylor@sws.uiuc.edu]  
Sent: Tuesday, July 29, 2008 9:53 AM  
To: Moore, Mike K.  
Cc: sally@uiuc.edu  
Subject: RE: Saline County Floodplain

Mr. Moore:

I too apologize for the delayed reply. I was out of the office 7/15-7/24.

For interpretation of the subject map, and an explanation of the criteria that were used to produce it, I must refer you to ISWS Map Modernization project director Sally McConkey (copied on this message, or 217-333-5482). Ms. McConkey is scheduled out of the office until the end of this week.

For documentation, see the report accompanying the subject map product and linked from the host website:  
[http://www.illinoisfloodmaps.org/DFIRMPdf/nosfha/CR2008-05\\_web.pdf](http://www.illinoisfloodmaps.org/DFIRMPdf/nosfha/CR2008-05_web.pdf)

Briefly, for context, Map Modernization is a FEMA program, from which ISWS has been funded to produce certain maps using FEMA protocols, through a contract between FEMA and IDNR Office of Water Resources. Again, please ask Ms. McConkey for details about the particular product.

- Bill Saylor

-----  
William Saylor, CFM      UI INRS Illinois State Water Survey  
Floodplain Information Specialist    2204 Griffith Drive (Dock A), MC-674  
Center for Watershed Science      Champaign, IL 61820-7463

Phone: (217) 333-0447      Fax: (217) 333-2304  
-----

> -----Original Message-----

> From: Moore, Mike K. [mailto:mikem@ilga.gov]  
> Sent: Wednesday, July 16, 2008 4:29 PM

8/8/2008

> To: Saylor, Bill  
> Subject: RE: Saline County Floodplain  
>  
>  
> Sorry its taken me so long to get back to you here is the link to the  
> site I am referencing,  
> <http://www.illinoisfloodmaps.org/DFIRMpdf/nosfha/ISWSNoSFHASaline.pdf>.

> -----Original Message-----

> From: Saylor, Bill [mailto:wsaylor@sws.uiuc.edu]  
> Sent: Wednesday, July 09, 2008 3:19 PM  
> To: Moore, Mike K.  
> Cc: Russell, Amy; Howard, Becky  
> Subject: Re: Saline County Floodplain

> Mr. Moore:  
>  
> Becky Howard (Administrative Coordinator of our center) forwarded your  
> email message to me on July 8.  
>  
> In order to refer you to the appropriate party to answer your  
> question,  
> please specify the title, and if applicable the web URL, of  
> the map you  
> are asking about.

> Thank you,  
> -Bill Saylor

> -----  
> William Saylor                      UI INRS Illinois Water Survey  
> Associate Supportive Scientist, CFM 2204 Griffith Drive (Dock A)  
> Center for Watershed Science      Champaign, IL 61820-7463 MC-674  
>  
> Surface Water & Floodplain      (217) 333-0447  
>                      Information (217) 333-2304 (fax)

> -----Original Message-----

> From: Moore, Mike K. [mailto:mikem@ilga.gov]  
> Sent: Tuesday, July 08, 2008 9:34 AM  
> To: Howard, Becky  
> Subject: Saline County Floodplain

> I work for the Commission on Government Forecasting and  
> Accountability,  
> which is a legislative service agency of the Illinois General  
> Assembly.  
> We administer the State Facility Closure Act. As you may know, the  
> Illinois Department of Transportation is moving the Division  
> of Traffic  
> Safety from Springfield, IL to Harrisburg, IL. The State is  
> purchasing  
> a building in Harrisburg that was surrounded by flood waters back in  
> March. The appraisal on the building states that it is not  
> in a "flood  
> hazard area." Looking at the Illinois State Water Survey map



> of Saline  
> County it appears that the whole City of Harrisburg is designated as  
> having a "medium risk". Does this mean that the City of Harrisburg is  
> at a medium risk for flooding? Obviously, this is not an  
> issue where I  
> have any expertise and I want to make sure I am reading this map  
> accurately. Thanks for your help, I hope I emailed the right person.  
>  
> Michael Moore  
> Revenue Analyst  
> Commission on Government Forecasting and Accountability  
> 703 Stratton Office Building  
> Springfield, IL 62706  
> 217-785-3014  
>



2003-10

**EXECUTIVE ORDER TO CONSOLIDATE FACILITIES MANAGEMENT,  
INTERNAL AUDITING AND STAFF LEGAL FUNCTIONS**

WHEREAS, there is a need to increase efficiency and produce cost savings in the administration of state government; and

WHEREAS, there is currently no statewide agency coordinating certain common functions, such as real estate management, auditing and legal services; and

WHEREAS, the lack of coordination in managing facilities of the state results in leases and contracts on facilities that are overly expensive, and

WHEREAS, there are no statewide policies or procedures that coordinate the facilities management of differing agencies and thus no guarantee that facilities are being managed efficiently or effectively; and

WHEREAS, agencies are using different standards and procedures for internal audits, resulting in the inability of agencies to share management knowledge and gain efficiencies; and

WHEREAS, there is a need for a statewide risk management structure for effective management control, proactive risk management, governance and ongoing business process improvement; and

WHEREAS, redundancy in legal functions across state agencies has led to inefficiencies in time for attorneys; and

WHEREAS, consolidating facilities management would, among other things, provide major cost savings to the State by allowing the State to take advantage of economies of scale and organize lease arrangements; and

WHEREAS, consolidating internal auditing functions would, among other things, allow the State to invest in “state of the art” auditing techniques, aid management in identifying solutions, reduce the need for administrative support, and allow for more efficient use of specialized expertise; and

WHEREAS, consolidating staff legal functions would, among other things, result in significant cost savings, higher quality legal work as attorneys are able to specialize, decreased litigation, and less costly legal contracts with outside counsel; and

WHEREAS, Article V, Section 11 of the Constitution of the State of Illinois authorizes the Governor to reassign functions among or reorganize executive agencies, which are directly responsible to him by means of an executive order; and

WHEREAS, Section 3.2 of the Executive Reorganization Implementation Act, 15 ILCS 15/3.2, provides that "Reorganization" includes the "transfer of . . . functions" from one agency to another; and

THEREFORE, I hereby order:

I. TRANSFER OF FUNCTIONS

- A. The function of facilities management, internal auditing, and staff legal functions for each agency, office, division, department, bureau, board and commission directly responsible to the Governor shall be consolidated under the jurisdiction of the Department of Central Management Services.
- B. The facilities management functions in this executive order include the operation and maintenance of state-owned or state-leased facilities in all agencies, offices, divisions, departments, bureaus, boards and commissions directly responsible to the Governor. The statutory powers, duties, rights, responsibilities and liabilities regarding facilities management derive from, among others, the following named statutory provisions:

- 1. Department of Aging: 20 ILCS 105/4.01, 6.05.
- 2. Department of Agriculture: 20 ILCS 205/205-405; 20 ILCS 210/2; 510 ILCS 10/1(a).

3. Department of Central Management Services: 20 ILCS 405/405-300, 315; 30 ILCS 605/1 et seq.
4. Department of Children and Family Services: 20 ILCS 505/1 et seq.
5. Department of Commerce and Economic Opportunity (formerly Department of Commerce and Community Affairs): 20 ILCS 605/605-55.
6. Department of Corrections: 730 ILCS 5/3-2-2.
7. Illinois Emergency Management Agency: 20 ILCS 3305/6(c)(3), 7(a)(4), 19.
8. Illinois Department of Employment Security: 20 ILCS 5/5-630; 20 ILCS 1005/1005-115, 1005-150; 20 ILCS 1010/2; 20 ILCS 1015/1, 3; 820 ILCS 405/802, 1705.
9. Illinois Environmental Protection Agency: 20 ILCS 405/405-300.
10. Department of Financial Institutions: 20 ILCS 405/405-300.
11. Historic Preservation Agency: 20 ILCS 3405 et seq.; 20 ILCS 3430; 5 ILCS 412/5-1.
12. Department of Human Rights: 20 ILCS 405/405-300.
13. Department of Human Services: 20 ILCS 1705/4, 14; 20 ILCS 2405/10, 11.
14. Department of Insurance: 20 ILCS 1405-1405-5.



15. Department of Labor: 20 ILCS 405/405-300.
16. Department of the Lottery: 20 ILCS 405/405-300.
17. Department of Military Affairs: 20 ILCS 1805/22-2, 22-5, 65; 20 ILCS 1810/1 et seq.
18. Department of Natural Resources: 20 ILCS 801/1-15c, 5-5; 20 ILCS 805/805-210, 805-230, 805-300, 805-305, 805-500; 20 ILCS 835; 20 ILCS 860; 20 ILCS 862; 20 ILCS 870.
19. Department of Nuclear Safety: 420 ILCS 35/4, 5; 420 ILCS 20/5; 20 ILCS 2005-25.
20. Department of Professional Regulation: 20 ILCS 2105/2105-15(a)(6).
21. Department of Public Aid: 20 ILCS 405/405-300.
22. Department of Public Health: 20 ILCS 2305/2(f); 20 ILCS 2310/2310-90; 410 ILCS 47/15; 410 ILCS 535/2.
23. Department of Revenue: 20 ILCS 2505/205-730.
24. Department of the State Fire Marshal: 20 ILCS 405/405-300.
25. Department of State Police: 20 ILCS 405/405-300.
26. Department of Transportation: 20 ILCS 5/5-630.
27. Department of Veteran Affairs: 20 ILCS 2805/2-11.
28. Bureau of the Budget: 20 ILCS 405/405-300.
29. Office of Banks and Real Estate: 20 ILCS 405/405-300.

- 30. Capital Development Board: 20 ILCS 3105/9.01.
- 31. Illinois Medical District Commission: 20 ILCS 405/405-300.
- 32. Illinois Property Tax Appeal Board: 20 ILCS 405/405-300.
- 33. Illinois Racing Board, 230 ILCS 5/9.
- 34. Illinois Toll Highway Authority: 605 ILCS 10/1.

- C. The statutory powers, duties, rights, responsibilities and liabilities regarding internal auditing by agencies, offices, divisions, departments, bureaus, boards and commissions directly responsible to the Governor derive from, among others, the Fiscal Control and Internal Auditing Act, 30 ILCS 10/1001 et seq., and the Illinois State Auditing Act, 30 ILCS 5/1-1 et seq.
- D. Staff legal functions across agencies shall be transferred from individual agencies to the Department of Central Management Services. Legal functions specific to each particular agency may remain at that agency.

## II. EFFECT OF TRANSFERS

- A. Personnel who are employed by agencies, offices, divisions, departments, bureaus, boards and commissions and who are assigned to facilities management, auditing and staff legal functions shall be transferred to the Department of Central Management Services. Each agency that currently has a General

Counsel may retain one General Counsel and only other attorneys whose work is primarily adjudicatory. In consultation with the General Counsel for the Governor and agency directors, the Director of Central Management Services shall determine where legal work specific to each agency should be performed. All other legal work shall be performed by attorneys within the Department of Central Management Services. In consultation with the appropriate staff in the Governor's office and in the executive agencies, the Director of Central Management Services shall determine which facilities management and auditing staff shall be transferred to the Department of Central Management Services. The rights of the employees, the State and its agencies under the Personnel Code and applicable collective bargaining agreements or under any pension retirement or annuity plan shall not be affected by the Executive Order.

- B. All books, records, papers, documents, property (real and personal), unexpended appropriations and pending business pertaining to the functions transferred by this Executive Order to the Department of Central Management Services shall be delivered to the Department of Central Management Services pursuant to the direction of the Director of the Department of Central Management Services.

### III. SAVINGS CLAUSE

- A. The rights, powers, duties and functions transferred to the Department of Central Management Services by this Executive Order shall be vested in and shall be exercised by the Department of Central Management Services. Each act done in exercise of such rights, powers, duties and functions shall have the same legal effect as if done by the agencies, offices, divisions, departments, bureaus, boards and commissions from which they were transferred.
- B. Every person or corporation shall be subject to the same obligations and duties and any penalties, civil or criminal, arising therefrom, and shall have the same rights arising from the exercise of such rights, powers and duties as had been exercised by the agencies, offices, divisions, departments, bureaus, boards and commissions from which they were transferred.
- C. Whenever reports or notices are now required to be made or given or papers or documents furnished or served by any person in regards to the functions transferred to or upon the agencies, offices, divisions, departments, bureaus, boards and commissions from which the functions were transferred, the same shall be

made, given, furnished or served in the same manner to or upon the Department of Central Management Services.

D. This Executive Order shall not affect any act done, ratified or canceled or any right occurring or established or any action or proceeding had or commenced in an administrative, civil or criminal cause regarding the functions transferred, but such proceedings may be continued by the Department of Central Management Services.

E. This Executive Order shall not affect the legality of any rules in the Illinois Administrative Code regarding the functions transferred in this Executive Order that are in force on the effective date of this Executive Order. If necessary, however, the affected agencies shall propose, adopt, or repeal rules, rule amendments, and rule recodifications as appropriate to effectuate this Executive Order.

#### IV. SEVERABILITY

If any provision of this Executive Order or its application to any person or circumstance is held invalid by any court of competent jurisdiction, this invalidity does not affect any other provision or application of this Executive Order which can be given effect without the invalid provision or application. To achieve this purpose, the provisions of this Executive Order are declared to be severable.

V. EFFECTIVE DATE

This Executive Order shall become effective on the 61<sup>st</sup> day after its delivery to the General Assembly.

---

ROD R. BLAGOJEVICH,  
Governor

Issued by Governor: \_\_\_\_\_, 2003

Filed with Secretary of State: \_\_\_\_\_, 2003



2006-05

**CONSTRUCTION ACTIVITIES  
IN SPECIAL FLOOD HAZARD AREAS**

**WHEREAS**, the State of Illinois has programs for the construction of buildings, facilities, roads, and other development projects and annually acquires and disposes of lands in floodplains; and

**WHEREAS**, federal financial assistance for the acquisition or construction of insurable structures in all Special Flood Hazard Areas requires State participation in the National Flood Insurance Program; and

**WHEREAS**, the Federal Emergency Management Agency has promulgated and adopted regulations governing eligibility of State governments to participate in the National Flood Insurance Program (44 C.F.R. 59-79), as presently enacted or hereafter amended, which requires that State development activities comply with specified minimum floodplain regulation criteria; and

**WHEREAS**, the Presidential Interagency Floodplain Management Review Committee has published recommendations to strengthen Executive Orders and State floodplain management activities;

**NOW THEREFORE**, by virtue of the authority vested in me as Governor of the State of Illinois, it is hereby ordered as follows:

1. For purpose of this Order:

- A. "Critical Facility" means any facility which is critical to the health and welfare of the population and, if flooded, would create an added dimension to the disaster. Damage to these critical facilities can impact the delivery of vital services, can cause greater damage to other sectors of the community, or can put special populations at risk. The determination of Critical Facility will be made by each agency.

Examples of critical facilities where flood protection should be required include:

Emergency Services Facilities (such as fire and police stations)

Schools

Hospitals

Retirement homes and senior care facilities

Major roads and bridges

Critical utility sites (telephone switching stations or electrical transformers)

Hazardous material storage facilities (chemicals, petrochemicals, hazardous or toxic substances)

Examples of critical facilities where flood protection is recommended include:

Sewage treatment plants

Water treatment plants

Pumping stations

- B. "Development" or "Developed" means the placement or erection of structures (including manufactured homes) or earthworks; land filling, excavation or other alteration of the ground surface; installation of public utilities; channel modification; storage of materials or any other activity undertaken to modify the existing physical features of a floodplain.
- C. "Flood Protection Elevation" means one foot above the applicable base flood or 100-year frequency flood elevation.
- D. "Office of Water Resources" means the Illinois Department of Natural Resources, Office of Water Resources.
- E. "Special Flood Hazard Area" or "Floodplain" means an area subject to inundation by the base or 100-year frequency flood and shown as such on the most current Flood Insurance Rate Map published by the Federal Emergency Management Agency.
- F. "State Agencies" means any department, commission, board or agency under the jurisdiction of the Governor; any board, commission, agency or authority which has a majority of its members appointed by the Governor; and the Governor's Office.



2. All State Agencies engaged in any development within a Special Flood Hazard Area shall undertake such development in accordance with the following:
  - A. All development shall comply with all requirements of the National Flood Insurance Program (44 C.F.R. 59-79) and with all requirements of 92 Illinois Administrative Code Part 700 or 92 Illinois Administrative Code Part 708, whichever is applicable.
  - B. In addition to the requirements set forth in preceding Section A, the following additional requirements shall apply where applicable:
    1. All new Critical Facilities shall be located outside of the floodplain. Where this is not practicable, Critical Facilities shall be developed with the lowest floor elevation equal to or greater than the 500-year frequency flood elevation or structurally dry floodproofed to at least the 500-year frequency flood elevation.
    2. All new buildings shall be developed with the lowest floor elevation equal to or greater than the Flood Protection Elevation or structurally dry floodproofed to at least the Flood Protection Elevation.
    3. Modifications, additions, repairs or replacement of existing structures may be allowed so long as the new development does not increase the floor area of the existing structure by more than twenty (20) percent or increase the market value of the structure by fifty (50) percent, and does not obstruct flood flows. Floodproofing activities are permitted and encouraged, but must comply with the requirements noted above.
3. State Agencies which administer grants or loans for financing development within Special Flood Hazard Areas shall take all steps within their authority to ensure that such development meets the requirements of this Order.
4. State Agencies responsible for regulating or permitting development within Special Flood Hazard Areas shall take all steps within their authority to ensure that such development meets the requirements of this Order.
5. State Agencies engaged in planning programs or programs for the promotion of development shall inform participants in their programs of the existence and location of Special Flood Hazard Areas and of any State or local floodplain requirements in effect in such areas. Such State Agencies shall ensure that proposed development within Special Flood Hazard Areas would meet the requirements of this Order.
6. The Office of Water Resources shall provide available flood hazard information to assist State Agencies in carrying out the responsibilities established by this Order. State Agencies which obtain new flood elevation, floodway, or encroachment data developed in conjunction with development or other activities covered by this Order shall submit such data to the Office of Water Resources for their review. If such flood hazard information is used in determining design features or location of any State development, it must first be approved by the Office of Water Resources.

7. State Agencies shall work with the Office of Water Resources to establish procedures of such Agencies for effectively carrying out this Order.
8. **Effective Date.** This Order supersedes and replaces Executive Order Number 4 (1979) and shall take effect on the first day of.

---

Rod R. Blagojevich, Governor

Issued by Governor: March 7, 2006  
Filed with Secretary of State: March 7, 2006

## Letters from Opponents

31 July 2008

KE: Against J.D.O.T. move

I am against any state government Agencies moving out of the capitol city of Springfield. ONE purpose of having state Agencies and lawmakers in Springfield is to have an open line of communication between both of them. This is to benefit our taxpayers.

This proposal from a Governor who does not respect the people of Springfield, or the residents of the state by living in our Governor's mansion, or being accessible to our leaders is a gross misrepresentation to the people of Illinois.

We have been led to believe that this move has been because of an expiring lease agreement and this move is in the best interest of the people of Illinois. In my opinion utilizing local property would make more sense. This would save taxpayer dollars and keep in tact the lives of our capitol city families.

pg 1

Kent E. Delay

1 of 2

State officials and lawmakers have the ability to change lease agreements that are not in the best interest of the people of Illinois.

In closing, this should not be a decision made by a governor who is under Federal investigation for his past practices. Also we must not allow such a precedent to be set, for reasons mentioned above and the public announcement that the governor intends to break up state agencies and moving them throughout the state of Illinois.

Respectfully,

Kent E. Lee  
1330 S. Lowell Ave  
Spfld IL 62704  
317-679-1139

candidate for state representative  
9th district

To Whom It May Concern,

I am a repeat visitor to the IDOT traffic and safety division due to their wonderful car seat fitting program. I began going when I was eight months pregnant with my daughter to see if the car seat my husband installed was tight enough and put in correctly. It wasn't. We did not have it in the safest part of the back seat and the staff needed to adjust the seat with a foam noodle before it would barely move. The knowledge that my child would now be safer in the car gave me lots of comfort. When my parents bought an extra car seat to transport their grandchildren around, I had them go to the Dirksen Parkway facility as well. They too were impressed by the staff and how well they made the car seat fit better. I have gone back every time my daughter has needed a larger car seat. What I appreciate the most about this location is how easy it is to get an appointment, the quality of the staff, and that my child is in an area where she can sit quietly in the grass while the inspection/installation is going on. I do not see how the experience and expertise of this staff could possibly be duplicated.

This program is so wonderful that I hope we can keep this one (in the capital of this state, after all.) Please take into consideration the feelings of this very satisfied customer when you make this decision.

Sincerely,

Victoria Young



**TELEFAX DATA SHEET**  
**July 30, 2008**

**ATTN: COGFA**  
**FAX NBR: 782-3513**

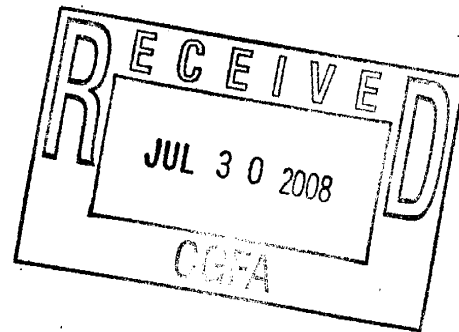
**PHONE: 782-5320**

**1. PAGE(S) Including Cover Sheet**

**RE: IDOT RELOCATION**

**COMMENTS:** Please do everything you can to keep the IDOT jobs here in Springfield. These people do not deserve to lose their jobs and/or be forced to move to Harrisburg. If only one unit is moved down there, how will our people be able to promote? Why should our workers have to leave their home, family and friends? What about the expense of moving? Hot Rod is a hypocritical jerk. If Springfield isn't good enough for his family why should our workers have to move to Harrisburg? Someone very close to me is from Harrisburg and now lives here because there are more job opportunities and this person tried for months to get one there to no avail. If you want to shop somewhere other than Wal-mart you have to drive at least 20-30 miles to Marion. The mayor of Harrisburg and Representative Phelps can try to hype up Harrisburg all they want but they are full of hot air, as hypocritical as Hot Rod and really have nothing to entice anyone to move there. For a small town they have plenty of drugs floating around and crime. If they try to say otherwise they are liars! The IDOT workers here would not be moving to "Pleasantville". They would still have crime and drugs to deal with on top of losing the conveniences that are right here in Springfield. Many of the IDOT workers have already stressed that their financial budget is tight and some have to live paycheck to paycheck (I know how that feels). If their budget is already tight, it sure wouldn't be beneficial for them to move somewhere where they have to drive a minimum of 20-30 miles (with the high gas prices) to get to anything other than the local Wal-mart. For a good specialty doctor (such as a cardiologist) you better be ready to make the drive to Carbondale or Evansville, IN. I'm not against more jobs being available in Southern Illinois because they truly need them and deserve to have a chance at better opportunities, but not at the expense of our staff. In addition, the amount of money that the state would lose as a whole has been clearly defined by experts. If Hot Rod would let our staff stay here and still open a branch of IDOT in Harrisburg where exactly is this money coming from? Supposedly the state is so far in debt. He already wants his current staff/state workers to pay higher insurance premiums, higher co-pays, pay for their own retirement, etc. How are the people of Harrisburg/Southern IL going to really benefit from this move under the circumstances? If many Southern Illinois families are living in poverty or barely making it now and with the way he is trying to screw his current staff over these people would not be gaining anymore financial stability. If he really cares about the people of Southern Illinois, why has he done nothing to keep their mines from closing or improving their schools (which needs to be done ASAP) so that these children are given a real chance at success? I know for a fact that many people from Harrisburg do not agree with this move. Sure they want more jobs available to them, but not at the expense of another person. They already know how it feels to have jobs taken from them. The supporters that Phelps and that ignorant mayor are bringing to Springfield today are their friends and not the real voice of the people from Southern Illinois. The only person Hot Rod is thinking about is himself. This is a vendetta against Springfield because our representatives don't support his garbage and the people from Springfield and the surrounding area can't stand him. I'm sure Representative Phelps has done something for Hot Rod and he is getting his reward for being a good boy! Hot Rod is the biggest idiot and worst governor this state has had. I'm ashamed that I voted him into office on his first term. Former Governor Ryan may have made plenty of mistakes that he tried to cover up, but he is a saint compared to what we have now. The best thing that can happen to this state is if Hot Rod is impeached and thrown in jail once it can be proven what a snake he is. Again I ask, please don't let our jobs be taken from us!!

Tuesday, July 29, 2008



To Whom It May Concern:

I am writing this letter in support of the Illinois Department of Transportation (IDOT) remaining in Springfield, IL. I am well aware of the variety of services IDOT provides, but I am writing specifically in support of the carseat inspection program. I think you would agree that this provides a well-needed service to the community as most injuries to children in car crashes are due to an improperly installed car seat. There is no doubt that this service is necessary for the safety of our children. I know you may agree that there are other places besides IDOT to have a car seat inspected, but as a new parent I found the availability of the services to be a significant obstacle. Many places only inspect the car seats on certain days or at certain times. Some of the providers never even returned my phone call, or referred me to IDOT in Springfield, IL. As a working parent, IDOT was able to work around my schedule as they do inspections throughout the week. Lib, with whom I worked regarding the appointments for inspection, was very flexible in meeting my needs, which allowed me to access the car seat inspection services. Without her and without IDOT, it would have been much more difficult to get my car seat checked. I am not saying that the car seat service will be unavailable without IDOT, but much more difficult for people to access, and when services are difficult to access, fewer people use them. Not to mention that the places left will be overburdened by the hole left by IDOT. It was difficult enough when I tried to get an appointment elsewhere. I cannot imagine what it would be like with one less provider in this area, especially one that does so many inspections. Do not forget that IDOT services not only the Springfield area, but much of the surrounding communities as well. I am from Jacksonville, a large community in the area, and there is not one place here to get a car seat checked. Central Illinois needs this service, and IDOT needs to be able to continue in this area to provide it. IDOT makes the service accessible to all, while increasing the number of parents served. No one wants to hear about the death of a child that was preventable, especially not your child or grandchild. Please take these concerns into consideration, and I thank you for your time.

Sincerely,

Elizabeth Knollhoff

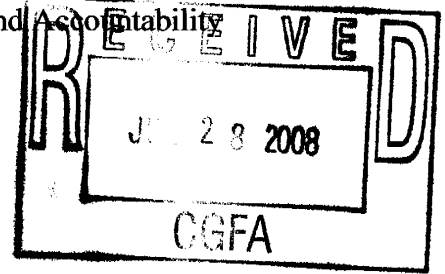


To: State of Illinois Commission on Government Forecasting and Accountability

✓ Mr. Dan Long, Executive Director

Representative Raymond Poe, Commission Member

Re: Proposed IDOT Division of Traffic Safety Relocation  
Hearing Date of July 31, 2008



In the interest of full disclosure, I am not employed by the Division of Traffic Safety or the Illinois Department of Transportation. I am a State employee in Springfield. The following points against this action are presented in no particular order.

The Governor has stated many times since 2002 that he would not move to Springfield, or even maintain a dual residency as past governors have, because he did not want to disrupt his family. His decision centered largely on his being a "good father" and not wanting to adversely affect his children. Yet it is apparently acceptable in his mind to impose this on other people.

This action, if successful, will set an alarming precedent. If a governor identified an area of the State that needed "job growth" or "economic stimulus", then any given agency or division could be relocated at any time. This would lead to instability of state government and the services it provides, the loss of experienced and knowledgeable staff, and greater difficulty in recruiting and retention of capable and quality employees. This could quickly develop into a mechanism to "reward" supportive legislators, city officials, or county party chairpersons. Government should not be in the business of moving jobs, but rather creating new jobs (public or private sector).

What happens a few years ahead when the building lease for a relocated division expires? If another area of the State was deemed to have greater economic challenges, would these jobs be subject to relocation again? This would further disrupt peoples' lives, government operations, and local economies.

The Governor's justification and rationale for various agency consolidations, Executive Orders, and reassignments to date has been based on efficiency, cost containment, optimization of resources, and similar factors. But now we are told that separating a functional unit from its headquarters and moving it 200 miles away will be an improvement. This is counter to the rationale given to support other agency reorganizations.

The IDOT Division Management is not moving, and therefore not having to make a choice between keeping a current job, moving a family, or taking a risk on obtaining another unknown State job in Springfield. The managers are in one location, and the workers are 200 miles away. This doesn't make sense for efficiency, productivity, and daily management oversight.

I have worked for State government in Springfield for several years. Two positions had me assigned to work locations in Springfield, but a few miles away from agency headquarters. I found the separation from agency management detrimental to the functioning and productivity of those work units. There is a great sense of detachment felt by the staff: agency leaders rarely, if ever, visit the location; section managers are less involved in agency operations and timely information; and staff does not get opportunities to meet or work directly with other agency staff. Therefore, the off-site staff generally adopts the "out of sight, out of mind" philosophy. Sometimes, you just feel like you don't 'belong'. And this is from the perspective of only a few miles away in the same city, not 200 miles away from HQ.

Summary: Management and staff need to be in the same place for optimum results.

The Governor has difficulty accepting that Springfield is the Capital City of Illinois. The fact that he has decided not to live here part-time, or even have a regular work presence here, is his prerogative. His office has even stated publicly that he considers his primary work location to be Chicago. But he has been systematically dismantling State government operations in Springfield for six years. Thousands of jobs have been eliminated entirely. Many other positions or outsourced functions have been relocated to Chicago. This includes the majority of the Governor's staff, executive staff of most agencies, and many operating units of government.

Springfield is the Capital City – we are a "company town". If people in Harrisburg (or anywhere else) are interested in a State government career, they should definitely consider applying for those jobs and move to Springfield, Chicago, any of the college towns, or cities with various State regional offices. For example, if I wanted to work in a mine, I would think about moving to Southern Illinois; if I wanted to work for Caterpillar, then I need to consider moving to Peoria or Aurora; if I wanted to work for a university, then I need to relocate to a college town, and so on.

This proposed move is allegedly about a high lease cost for one IDOT building in Springfield. Have RFPs been issued to find office space in the Sangamon County area to improve the State's costs, maintain IDOT services, and not disrupt workers and their families? On a related note, what are the lease costs in Chicago? How many State employees have been hired in, or relocated to, the Chicago area over the past six years? How much new space has been leased in Chicago? What is the cost comparison of doing business in Chicago versus Springfield?

This irresponsible action by the Governor has now pitted two fine Illinois cities in an adversarial situation over the location of 100+ EXISTING, not NEW, but EXISTING jobs. How a governor could create such a situation in the name of 'good government' is beyond comprehension. Because of this, someone will now lose. Either Springfield will lose over 100 existing jobs, or Harrisburg will lose the hope of over 100 new jobs. This 'hope' was recklessly created by the Administration.

This proposed relocation is less about economic development and more about politics.

- The Governor continues his efforts to create disruptive situations and adversely affect employee productivity and employee morale. I have never in my professional career (public and private sectors) seen a CEO (the governor) have such disdain for his own workforce.
- There is any number of economically feasible and available office sites in the greater Springfield area. This would result in an efficient and organized relocation from the current facility; lower IDOT operating costs; keep management and employees together in the same location; maintain continuity of services with experienced staff; and have no disruption on families or the Springfield area economy.
- Politics are involved. The State Senator for the area, Mr. Forby is a Democrat and Blagojevich ally. David Phelps, Assistant Secretary of IDOT is a Democrat and from the Harrisburg area. He is also a former State representative and Congressman. His IDOT position was created for him and he is based in Harrisburg.
- This is a punitive action against Springfield, the Springfield regional economy, our Central Illinois senators and representatives, and IDOT staff who are long term State employees and their families.

Please do not let this relocation occur.

Respectfully submitted for your consideration.

July 25, 2008

Commission on Government Forecasting and Accountability  
703 Stratton Building  
Springfield, IL 62706

Commission Members:

I am writing this letter in support of the Illinois Department of Transportation employees in their opposition to the proposed move to Harrisburg, Illinois.

As a former State Employee with the Secretary of State's Internal Audit Department, I can **attest** to the fact that this move would far exceed the cost/benefit ratio to the State of Illinois. In light of the present financial crisis that the State is experiencing, this proposal only will increase the budget deficit and eliminate much needed jobs in the Springfield area, much less the burden placed upon the IDOT employees and their families.

I too am a taxpayer in Illinois, and decisions like this by Governor Blagojevich further alienate the Governor from ALL Illinois citizens and lead credence to what could very well prove to be Illinois' worst Executive Branch leadership (or lack of) in history.

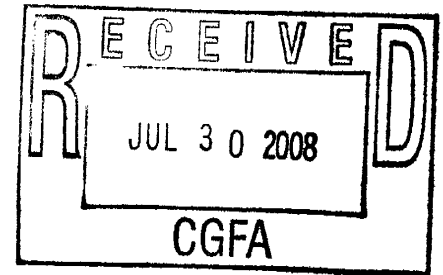
Sincerely,

A handwritten signature in black ink, appearing to read 'JEC', is positioned above the printed name.

Jeffery E. Cougill

July 28, 2008

Commission on Government Forecasting and Accountability  
703 Stratton Office Building  
Springfield, Illinois 62706



Dear Commission Members:

This is to offer written testimony to oppose the Illinois Department of Transportation's (IDOT) plan to move the Division of Traffic Safety to Harrisburg, Illinois.

The Division of Traffic Safety, for over 21 years, has employed me as a Regulations Development Specialist. In my position, I write and coordinate administrative rules governing the inspection and construction of school buses, along with regulations governing commercial motor vehicles (large trucks) as well as the transportation of hazardous materials in Illinois. I also assist in drafting legislation as well as reviewing public acts for impact on the Division's regulations.

I work closely with the rules manager and attorneys in IDOT's Office of Chief Counsel and regularly attend JCAR hearings in Springfield when my Division's rules are before the Committee. I also work with the Department's Bureau of State Legislation interpreting and commenting on legislation, both offices, of course, are located in IDOT's Hanley Building in Springfield. It is important that I live and work in Springfield as this is where my job responsibilities are.

I answer questions daily from citizens all over Illinois in the school bus industry as well as those who operate commercial motor vehicles concerning what is required of them to comply with our regulations. I enjoy helping the taxpayers of Illinois and I know that my 21 years of technical knowledge makes it easier for those affected by our regulations to comply properly. The work I do contributes to making school buses safer for children in Illinois and to making sure those who operate large trucks are doing it within the scope of our regulations. I don't take these facts lightly.

Springfield is my home. My husband and I have two children, ages 16 and 13, who both attend public schools in Springfield. My husband and daughter are both employed in Springfield. My daughter is a varsity cheerleader just entering her senior year and my son is involved in sports year round. I can't stress upon you enough the devastating impact a forced relocation to Harrisburg would have on my family. I am quite certain my husband and daughter would each have a difficult time finding employment in Harrisburg and I will not pull my daughter and son away from their cheerleading, football, basketball, and baseball teams. I am not interested in disrupting my children's lives in such a devastating way for no logical reason. So no matter how much I love my job or whether I am making a difference in saving lives, I will choose my family first. I only

Page 2  
July 28, 2008

hope that this administration is sincere when they offer those of us who do not want to relocate to find comparable jobs in Springfield.

I am a graduate of Illinois State University and began my career with the state of Illinois in April 1985. I have spent my entire professional career working for the state of Illinois and I have always taken pride in knowing that maybe my work was making a difference in saving someone else's life.


My family and I have a home, a church, parents, grandparents, cousins and friends here in Springfield. We do not want to be relocated to Harrisburg against our will but I also do not want to walk away from the administrative rules that I have been steward to for over 21 years.

Not only will my family be disrupted by this move but the citizens of Illinois who have come to depend on my quick response in guiding them through the regulatory world will suffer. There will be a notable disruption in service for those in Illinois who want to comply with our regulations, so as not to be fined for noncompliance (or have an out-of-service disruption in their fleet), but are unable to talk to anyone with experience in answering their questions. The regulated public will be negatively affected by this action.

Please find that IDOT's Division of Traffic Safety should be located and stay here in our state's capitol, my hometown, Springfield.

Thank you for your time and consideration.

Sincerely,

A handwritten signature in cursive script that reads "Catherine Allen".

Catherine Allen  
Commercial Vehicle Safety Section  
Division of Traffic Safety

Home Address: 2004 Palo Alto Drive  
Springfield, Illinois 62711  
(217) 787-3864

**Kapp, Lynnae**

**From:** Rhodes, Amy [Amy.Rhodes@illinois.gov]  
**Sent:** Thursday, May 15, 2008 3:49 PM  
**To:** webmastercgfa  
**Subject:** IDOT, The Division of Traffic Safety

Dear Sirs,

I am an employee of The Illinois Department of Transportation, Division of Traffic Safety and member of AFSCME. I am writing today to express my concern and extreme distress about the intent to move our division to southern Illinois.

Our unit, Safety Data and Data Services has accomplished getting the work load caught up from being entered into the system 14 months after the crash occurred to 40 days or less. This is quite an accomplishment and has been a major undertaking. Now this impending move will almost certainly reverse this progression, again creating a large backlog of work.

We were informed of the cost of the "Annex" building's yearly lease, sighting this as reason to move our Division. It is known that there are vacant state-owned buildings in Springfield and ample room available at IDOT's main building, the Hanley Building, for our 148 employees. If cost were the true motive, should these points not be seriously considered? In addition, moving the 110 positions that are now being proposed for the transfer would cause extreme hardship on us and our families even considering the "moving expenses" we would be provided. We, like Governor Blagojevich, do not wish to have to uproot our lives that we have established here in central Illinois.

I personally, am a single mother of a two year old little girl. I very am fortunate to have a wonderful support network in my family and would obviously loose that with this proposed move. My daughter and I live with my parents and my mother takes care of my daughter while I work. I do not know how my daughter and I would survive on my income of a little over \$30,000 a year if I were paying rent and daycare in southern Illinois. Our lives would be drastically changed for the worse. There are many stories such as mine here in our division. We are more than just a number of jobs, we are normal people with normal lives.

I would like to take this opportunity to thank you for taking the time to read my letter. Please support us by doing all that can be done to keep these jobs where they belong, here in Springfield with those who have accomplished so much.

Sincerely,

Amy Rhodes

Office Associate, II

8/5/2008

IDOT, The Division of Traffic Safety

Page 2 of 2

IDOT/Division of Traffic Safety

428 James Creek Lane

Jacksonville, IL 62650

217-782-6750

217-370-5874

8/5/2008



**Kapp, Lynnae**

**From:** Laughlin, Terry [Terry.Laughlin@illinois.gov]  
**Sent:** Thursday, July 10, 2008 2:04 PM  
**To:** webmastercgfa  
**Subject:** Traffic Safety Move

Has ANYONE given any thought to moving the Traffic Safety staff the few hundred yards north into the Hanley Building (IDOT Hdqtrs)? This would not only relieve the State of paying rent (for the annex) but would also keep the jobs their in Springfield and eliminate rent altogether. It would seem to be even better than a win-win situation. The last time I was at the Hanley Building there seemed to be more than enough room to house this staff.

Bring back the common sense here in Illinois - PLEASE.

Thanks for your time.

Terry L. Laughlin  
6716 N. 1550<sup>th</sup> Street

Paris, IL. 61944

8/5/2008

**Kapp, Lynnae**

---

**From:** Merle Gaiser [MGaiser@toast2.net]  
**Sent:** Wednesday, July 23, 2008 8:04 AM  
**To:** webmastercgfa  
**Subject:** IDOT Move

Hello

I want to express my strong feelings on the proposed move of IDOT out of Springfield, to Harrisburg, IL.

This is not a option, the people of our great State do NOT want this move to happen. I do not want this to happen.

Vote NO on this move.

Sincerely  
Merle Gaiser                      MGaiser@toast2.net

**Kapp, Lynnae**

**From:** Patti Daniels [pasta110@insightbb.com]

**Sent:** Friday, July 25, 2008 5:29 PM

**To:** webmastercgfa

**Subject:** move of Traffic Safety

I'm writing to oppose the Governor's plan to move the Office of Traffic Safety in IDOT to Southern Illinois. There is absolutely no good reason for this move; it is not fiscally responsible and should be blocked.

Patricia Daniels  
Springfield, IL

8/5/2008

**Kapp, Lynnae**

**From:** dswillard@comcast.net  
**Sent:** Friday, July 25, 2008 8:17 PM  
**To:** webmastercgfa  
**Subject:** for the record

I was a stay at home mom. I determined that at such a late age of 36 if I wanted to keep up with the work force I needed to obtain my master's degree. I did so and applied for a tm 1 position in the division of traffic safety in 1984. This was before the politics came into the idot. I was hired. I worked with the local projects section until 1993 and interviewed for a position in motor carrier safety writing federal grants to obtain funds to oversee large truck safety. I got the job. I am single, own my home, planning for retirement.

My children were raised here and live here. I have 3 grandsons in sports. These sports are played during the week. I have many friends here. My family is 80 miles west in pike county. Mom is 80 now living still on the farm. She needs my help.

I am caught in a world that thinks we all are political and under educated.

My goal is to live in peace and prosperity for all. I work hard and have saved many lives through proper crash reporting/grant writing. Could I have my last few years working to see my grandson's sports/school activities?

I have a nice little home I am purchasing. Let me maintain that freedom. As a tax payer, we give the governor a free lovely home. He shuns that offer.

Let me stay here. I am not into politics. Let me watch my grandsons grow. If there is a job waiting for me, please contact me.

Do not punish me for being in a work environment that hired the buddies. They came and went, my job still was performed with dignity.  
thank you for your consideration.

8/5/2008

July 28, 2008

Commission on Government Forecasting and Accountability  
703 Stratton Office Building  
Springfield, Illinois 62706

Dear Commission Members:

This is to offer written testimony to oppose the Illinois Department of Transportation's (IDOT) plan to move the Division of Traffic Safety to Harrisburg, Illinois.

The Division of Traffic Safety, for over 21 years, has employed me as a Regulations Development Specialist. In my position, I write and coordinate administrative rules governing the inspection and construction of school buses, along with regulations governing commercial motor vehicles (large trucks) as well as the transportation of hazardous materials in Illinois. I also assist in drafting legislation as well as reviewing public acts for impact on the Division's regulations.

I work closely with the rules manager and attorneys in IDOT's Office of Chief Counsel and regularly attend JCAR hearings in Springfield when my Division's rules are before the Committee. I also work with the Department's Bureau of State Legislation interpreting and commenting on legislation, both offices, of course, are located in IDOT's Hanley Building in Springfield. It is important that I live and work in Springfield as this is where my job responsibilities are.

I answer questions daily from citizens all over Illinois in the school bus industry as well as those who operate commercial motor vehicles concerning what is required of them to comply with our regulations. I enjoy helping the taxpayers of Illinois and I know that my 21 years of technical knowledge makes it easier for those affected by our regulations to comply properly. The work I do contributes to making school buses safer for children in Illinois and to making sure those who operate large trucks are doing it within the scope of our regulations. I don't take these facts lightly.

Springfield is my home. My husband and I have two children, ages 16 and 13, who both attend public schools in Springfield. My husband and daughter are both employed in Springfield. My daughter is a varsity cheerleader just entering her senior year and my son is involved in sports year round. I can't stress upon you enough the devastating impact a forced relocation to Harrisburg would have on my family. I am quite certain my husband and daughter would each have a difficult time finding employment in Harrisburg and I will not pull my daughter and son away from their cheerleading, football, basketball, and baseball teams. I am not interested in disrupting my children's lives in such a devastating way for no logical reason. So no matter how much I love my job or whether I am making a difference in saving lives, I will choose my family first. I only

Page 2  
July 28, 2008

hope that this administration is sincere when they offer those of us who do not want to relocate to find comparable jobs in Springfield.

I am a graduate of Illinois State University and began my career with the state of Illinois in April 1985. I have spent my entire professional career working for the state of Illinois and I have always taken pride in knowing that maybe my work was making a difference in saving someone else's life.

My family and I have a home, a church, parents, grandparents, cousins and friends here in Springfield. We do not want to be relocated to Harrisburg against our will but I also do not want to walk away from the administrative rules that I have been steward to for over 21 years.

Not only will my family be disrupted by this move but the citizens of Illinois who have come to depend on my quick response in guiding them through the regulatory world will suffer. There will be a notable disruption in service for those in Illinois who want to comply with our regulations, so as not to be fined for noncompliance (or have an out-of-service disruption in their fleet), but are unable to talk to anyone with experience in answering their questions. The regulated public will be negatively affected by this action.

Please find that IDOT's Division of Traffic Safety should be located and stay here in our state's capitol, my hometown, Springfield.

Thank you for your time and consideration.

Sincerely,

Catherine Allen  
Commercial Vehicle Safety Section  
Division of Traffic Safety

Home Address: 2004 Palo Alto Drive  
Springfield, Illinois 62711  
(217) 787-3864

## Kapp, Lynnae

---

**From:** michael.miller15@mchsi.com  
**Sent:** Thursday, July 31, 2008 5:44 AM  
**To:** webmastercgfa  
**Subject:** IDOT move

The State Journal Register stated we could email COFGA with our thoughts regarding the IDOT move to Harrisburg if we are unable to attend the meeting on July 31. Therefore, I would like to utilize this option.

There are many reasons why these IDOT jobs should not be moved from Springfield to Harrisburg. Besides the obvious hardships it will have on the employees: uprooting families, separation from families, loss of certain medical care that for a lot of people can only be obtained in Springfield, the cost involved to move a family, children having to adapt to a new environment, etc. There will be a large loss of revenue in Springfield due to this move.

I can sympathize with the citizens of Harrisburg wanting their community to grow; however, it should not occur at the expense of other individuals and their families. How would the individuals of Harrisburg feel if they were expected to move their families to Springfield to keep the jobs they currently have?

The Governor has stated that the cost to rent the Annex building in Springfield is too costly and will save the State a lot of money by moving these jobs to another part of the State. If this is truly the Governor's concern, then he should inquire about moving a large number of jobs from Chicago to other parts of the State. The cost incurred for building rental in Chicago is MUCH greater than the cost for building rental in Springfield.

The Governor has also stated that no one currently working at the IDOT jobs in Springfield will have to lose their job. If they are unable to move to Harrisburg they will acquire a comparable job in Springfield. So where are these jobs coming from? Will they be acquired by bumping other State employees out of their jobs?

No matter how the Governor wants to phrase, term or candy-coat this stupid idea, it still adds up to is losing jobs and revenue in Springfield. If it's not the unfortunate employees of IDOT, it will be the other unfortunate employees that will be bumped out of their jobs so that the IDOT employees can keep theirs. This is not a win-lose situation. It's a lose-lose situation that should not be allowed to happen.

The Governor of this State has misused his authority too many times and this is another of those times. He dislikes Springfield with a vengeance and seems to have made it his goal over the next 2 years to do whatever he can to not only destroy Springfield, but further jeopardize the entire State. When it comes to decision making, he does not have the people of this State's best interest at heart. Quite the opposite.

I hope that COFGA will do the right thing and reject this idea while there is still a chance to turn this State around. If not, God help us all.

Susan Miller

May 14, 2008

Governor Rod Blagojevich  
James R. Thompson Center  
100 W. Randolph Street, Ste. 16-100  
Chicago, IL 60601

Dear Governor Blagojevich

I am writing in regards to two of your recent decisions that will have a greatly adverse affect on families here in Illinois. One is to move the IDOT workers, I understand over 150 families could be affected by such a move – to a town that doesn't have a building for them. Think about the spouses who would have to leave jobs, the children who would have to change schools and the families that would have to try to sell homes in our current poor market. This kind of decision should be made over a period of time, not announced and implemented quickly unless there is an immediate need and that was not clearly stated. You want to be home with your family every night – please consider that this will disrupt families as well.

Secondly, the decision to close the Pontiac Prison does not make sense. I read that it will not correct overcrowded conditions. It will impact our county greatly to lose over 500 families who now live and work here. Our prison is old, however, it has been updated over the years and should not be closed without much more study and again a gradual impact over time.

These actions do not serve the people of Illinois well. I am not a Republican, though I live in a Republican based county. I feel that more politics is happening in these two decisions than common sense. Today we are faced with serious issues and need to work together as a country, as a state and as political parties with differing views – this is a leadership role I would like to see you take at this time. Continuing with these two very hasty decisions is not the type of leadership that people of Illinois or of America are looking for.

Sincerely,

  
Cathy Grafton

*Cathy*

504 E. Washington St.  
Pontiac, IL 61764

815-842-2268

Cathy Grafton



## Letters from Proponents

**RAYMOND JAMES®**  
FINANCIAL SERVICES, INC.  
Member NASD / SIPC

**Michael P. Tison**  
*Registered Principal*

(618) 253-4444	Phone	(618) 993-3513
(888) 306-7526	Phone	(800) 560-1117
(618) 252-4547	Fax	(618) 997-6331
37 South Main St.		1201 Tower Square
Harrisburg, IL 62946		Marion, IL 62959

July 31, 2008

Illinois Commission on Government Forecasting and Accountability  
Senator Jeffrey Schoenberg & Representative Richard Myers

Dear Gentlemen,

I would like to submit my support of moving the IDOT positions to Harrisburg. I am sure an event like this is tough for those from Springfield, but that is a complete wash for the State of Illinois- what Springfield loses, Harrisburg gains.

The main benefit to the State of Illinois is that there will be strong cost savings for the State of Illinois. In a time of budgets being tight, any cost savings will benefit the State of Illinois (us).

Additionally, the economic impact of this office will be a greater positive for Harrisburg than it is a negative for Springfield. That is purely mathematical because of the size of the impact compared to the size of each local economy.

For those who do have to move to Harrisburg, I can assure they will be welcomed with open arms. We have a great quality of life and a great place to raise children. Also, homes are extremely affordable.

Thank you for your fair consideration.

Best Regards,



Michael P. Tison  
Registered Principal



# FIRST STATE BANK

July 29<sup>th</sup>, 2008

Joint Committee on Administrative Rules  
Capitol Building, Room 212  
Springfield, IL 62704

Re: IDOT Facilities Closure Meetings

Dear Madame or Sir:

I am writing this letter on behalf of First State Bank, Eldorado, Illinois. First State Bank is a family owned community bank that has served the community of Eldorado and Saline County for over 100 years and long has been known as a strong supporter of the local community.

First State Bank would like to strongly endorse the plan to move the Traffic Safety Division of the Illinois Department of Transportation and the accompanying 115 or so jobs to Harrisburg, IL. Our community has a beautiful facility to house this division, and those relocated to our area as a result of the move will be welcomed with open arms.

Saline County has long experienced an above average unemployment rate when compared to other counties in Illinois. I believe historical records will show that our unemployment rate is typically in the top 10 in the state. I believe our rates have been high, not because our people don't have the willingness to work, but because we may have had an over-reliance on certain industries, such as the coal industry for example. This is an excellent chance for Saline County to diversify and expand our employment opportunities.

The proposed \$15 million dollar annual payroll that this move would provide would be an economic blessing for our area. In addition to the obvious beneficiaries of such a move, like the local real estate market, local builders and local retail stores, there will be many ancillary beneficiaries with the creation of new jobs that would result to help support new families moving to our area. Certainly, the local banking community would benefit, which would further help expansion in the business community.

[www.fsbeldorado.com](http://www.fsbeldorado.com)

Main Facility  
946 Fourth Street  
Eldorado, IL 62930  
Phone: 618-273-2271  
Fax: 618-273-2508

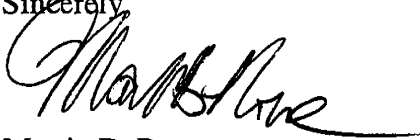
Highway Facility  
Rt. 45 & Rt. 142  
Eldorado, IL 62930  
Phone: 618-273-9307  
Fax: 618-273-7305

Equality Facility  
107 Lane Street  
Equality, IL 62934  
Phone: 618-276-4263  
Fax: 618-276-4266

I fully recognize that this move will be a short-term inconvenience for many families, for which I am sympathetic. However, it is my understanding that those families who elect not to move to Southern Illinois will be given similar jobs in different areas of state government. For those families who elect to move, I feel they will be greeted with open arms and in short order will come to love the region of Southern Illinois and all that we have to offer.

In summary, I pray that the oversight committee that is in charge of these hearings will recognize the important economic benefits that such a move will have on Saline County and all of Southern Illinois and will support our Governor in the relocation of this department.

Sincerely,

A handwritten signature in black ink, appearing to read "Martin B. Rowe", written over the word "Sincerely,".

Martin B. Rowe  
President/CEO  
First Eldorado Bancshares, Inc.,  
parent company of First State Bank



**FARMERS**  
**STATE BANK**

P.O. Box 250  
555 S Commercial  
Harrisburg, Illinois 62346  
618.252.2600 ph.  
618.252.2743 fx.

July 29, 2008

Illinois Department of Transportation  
Springfield, Illinois

To Whom It May Concern:

This letter is to show my personal support and the support from Farmers State Bank of Alto Pass for the relocation of the Traffic Safety Division of the Illinois Department of Transportation from Springfield to Harrisburg. Being a life-long citizen of Harrisburg, Illinois and Saline County, I have seen the economic progress in our area. Southeastern Illinois is a tremendous area to live and raise a family with the close proximity to the Shawnee National Forest and the miles of trails and camping facilities. The economic environment locally is improving with local coal mines opening in the area. The business community is good but needs an economic boost. The educational system is strong and offers a wide-variety of extracurricular activities for all ages.

The addition of 140 jobs to our area would give a tremendous boost to our local economy. With a \$9 million payroll, the economic impact would enhance our community and its economic growth.

Thank you for your consideration in this matter.

Thomas W. Franks  
Chairman of the Board  
Farmers State Bank of Alto Pass

**Kapp, Lynnae**

**From:** Sue Knight [moxiehunt@gmail.com]  
**Sent:** Saturday, August 02, 2008 1:59 PM  
**To:** webmastercgfa  
**Subject:** IDOT Closure and Possible relocation to Harrisburg

August 2, 2008

I attended the hearing on July 31 traveling from Harrisburg with a bus group. We are all very sorry we were not able to stay until the end of the proceedings. I had planned to share my ideas.

Personally I would like to address the possibility of moving the IDOT facility to Saline County. Would like to point out that this would and could help a wide region in our southeastern Illinois area and bring new people to our area which I believe would be so very beneficial in many ways.

We moved here less than 2 years ago from California after having been gone from the area for over 27 years. Yes it was culture shock but some of the advantages were worth it. We live in area that our kids can still ride their bikes to small neighborhood stores...or walk to the movie theatres. Our great outdoors offer much for children as well as adults and the hospitality of the people here is overwhelming...for one thing they are very curious as to what goes on outside of Southern Illinois..and that opens doors to conversation. We live in a place where you can have "real" neighbors that you can talk to over the fence, share a meal with or mow their lawn when they are out of town..even leave a spare key to your place. These are advantages that cities and other areas might not offer. And the Christian community has so many activities for young and old..you can really stay busy here if you choose.

As for moves..during the last 27 years, our family moved at least 8 times..my husbands job led us to areas that we dreaded too but have to tell you that children adjust much easier than we do ...we had to go for a JOB...we got transferred...the big fuss about moving is understandable but those families will survive and it may be the best thing for them to get a fresh start in a community that will welcome with open arms...and if promises are true they do not have to move and will still have employment..not a perk that many of us have ever been offered.

To close I might say that I was so glad to be a part of the group from Harrisburg and surrounding area and would love to have the opportunity to have new neighbors and friends move here from the Springfield area. We love our home that we purchased here and there are many more to choose from not only in Harrisburg but in some of the neighborhood towns.

Thank you for doing your jobs for the people and know that we will be watching for the outcome!

Sue Knight  
!20 South Main  
Harrisburg, Il 62946  
618-252-4243

8/5/2008

1

Senator Schoenburg, Representative Myers, members of the Commission looking into the matter of the closure of the I.D.O.T Traffic Safety Annex Building on Dirksen Parkway, I first want to thank you all for holding a hearing on the closure of our facility and allowing our voices to be heard.

I first want to say that even until this day there are individuals who believe that this is simply a closure of a facility and a cost cutting measure to save the taxpayers of Illinois. This is anything but a cost cutting measure. This is but an opening shot in a war against the City of Springfield and state services being conducted in this city. The Governor has stated that he intends to decentralize state services and that I.D.O.T. Traffic Safety is but the first of many site changes for state services. I believe that I.D.O.T. Traffic Safety is the test case. I believe that if the legislature and the courts let the Governor get away with this, there will not be one state office or one state job left in the city of Springfield. It will be the only state in the Union where state services are decentralized. Is Springfield the capital of Illinois and are state services to be conducted out of the capital city? You the members of the commission, the legislators of Illinois and the Courts of the State will have to decide.

Apparently, as I understand it, the Governor's Office and I.D.O.T. are using highway funds to purchase the Walmart building in Harrisburg and to make the necessary updates so that the operation can be moved into this facility. They claim that I.D.O.T is allowed to purchase property. As far as I am aware only CMS is allowed to purchase property and buildings for state operations. As far as I am aware, I.D.O.T. is only allowed to purchase property for the purpose of right-of-way so that roads and highways can be put in. The figures that I have heard are between \$1.5 and \$2 million dollars. How can the Governor's office and I.D.O.T. take money desperately needed to fix roads and bridges and use it on purchasing a Walmart building in a flood plain in Southern Illinois for political gain? If they can afford to waste this kind of money then we certainly do not need a capital bill to raise money for roads and bridges.

The Governor and I.D.O.T. officials insist that all the jobs in the I.D.O.T. Traffic Safety Annex building are data entry jobs. This is completely and totally false. As was brought out at the hearing, we have the hazardous materials section among others that are not data entry jobs. One that I am not sure if you all discussed at the hearing, since I had to leave the hearing



early, was the section that I work in. I work in the Safety Responsibility Section. Our section works with the Illinois Safety Responsibility Law. It is our job to look into traffic accidents that happen in the state of Illinois and make sure that those who were responsible for the accident are covered by liability insurance or have the means to pay for the damage that they caused. If these individuals are uninsured, we send their names to the Office of Secretary of State for the suspension of their driver's license and/or plate registration until they either prove that they had liability insurance for the date of accident or make arrangements with the other party to pay for the damage. Our section receives correspondence from insurance companies, attorneys and individuals who have been left with thousands of dollars worth of repair bills and in some cases hundreds of thousands of dollars worth of medical bills and are desperate for someone to help them collect the money that is owed to them. We spend our work day writing letters to or on the phone with insurance companies and individuals collecting information so that we can complete our investigation. I have spent as much as 45 minutes on one case, such as talking to an individual on the phone and then calling their insurance company to get verification of coverage. Sometimes we find that the person let an excluded driver operate their vehicle or they used their vehicle for business without notifying their insurance company. This all take time to investigate and the process is lengthy. We also work with those individuals of the public who chose to walk in to our facility to have their situation addressed. Many of them have had their name sent to the Office of Secretary of State and are within days, sometimes hours, of having their driver's license and/or plate registration suspended. They are desperate and are willing to drive many miles to get the matter straightened out. If I.D.O.T. Traffic Safety is moved to Harrisburg this will be a nightmare for the citizens of Illinois. I will give you two examples. We had an individual who had his driver's license and his plate registration suspended for damage that he caused in an accident and he did not have liability insurance. After his suspension went into effect, he made arrangements with the insurance company and came down from Chicago to hand deliver his installment agreement to our office. The only problem is that our office only can help if the person had insurance on the date of accident. All installment agreements, general releases, judgments from a court of law, etc can only be handled at the Secretary of State facility that is two blocks from our building at 2701 S. Dirksen Parkway. We had to tell him to report to the Secretary of State building two blocks away and his situation was taken care of. What if this office would have been in



Harrisburg? This man would have had someone drive his down from Chicago to Harrisburg only to be told that he had to drive to Springfield to have the situation addressed. Another case was a woman who was suspended for an accident and again she made arrangements to pay for the damage and she made full restitution to the other party. She came up from Alton with her paperwork and reported to the Secretary of State facility on Dirksen Parkway. She was misinformed by an employee at that facility and told to report to the I.D.O.T. Traffic Safety facility. When she arrived at our facility with her general release we had to inform her that she must go back to the Secretary of State facility on Dirksen Parkway. Our supervisor even called the Secretary of State facility and found out the name of the person at that site that this individual should ask for when they arrived at that facility. What if this office would have been located in Harrisburg? This person would have been brought to Springfield only to be told to turn around and drive to Harrisburg and when they arrived in Harrisburg they would have been told to turn around and drive back to Springfield. This is move to Harrisburg is a CATASTROPHE in the making. With gas approaching \$4 a gallon, you can be sure that after being sent from facility to facility that are over 200 miles apart, individuals will be upset and lawsuits will be filed. Clearly the decision to move this facility to Harrisburg was done without any thought as to how it would effect State operations, Illinois citizens or the State employees who carry out these state operations. There is no reason why the people working at I.D.O.T. Traffic Safety cannot be moved to the Hanley Office building just to the north of our building. It will save the taxpayers money and it will keep all the operations close together as they should be.

Another matter is the workload at I.D.O.T. Traffic Safety. Last year, due to a shortage of employees in our division, our office was seven months behind date of accident in establishing case files for accidents. Our employees got together, worked hard and brought this up to thirty to forty-five days from the date of accident! The insurance companies, attorneys and individuals that we work with are being served in a timely manner and many have expressed their appreciation. If this operation is moved to Harrisburg it will take a long time to get the operations moved to Harrisburg. Also it takes YEARS not months to train SAFETY RESPONSIBILITY ANALYSTS. We are still learning new things pertaining to this job and the Safety Responsibility Code, and many of my fellow analysts have been in the unit for fifteen years. Secretary Sees and the Governor's Office are absolutely



wrong when they state that this move will not cause a backlog in the services to the public. Try as they might they cannot train someone to do our job in days or weeks. The work will either not get done or will be done wrong. If they would come to our office and look at our job they will see what I am talking about. By the way, we would like to invite anyone from your commission or the Governor's office to walk into our office and see the work that is being done on a daily basis.

We wish to inform your commission that three individual have begun to work at I.D.O.T. Traffic Safety. They have told their co workers that they are from Southern Illinois, that they are being trained and that that when the operation is moved to Harrisburg they will be given jobs at the new site. They have been assured that the move to Harrisburg is a 100% surety. Their names are listed on page 5.

We know that the Governor's Office and Secretary Sees stated that they intend to get jobs for everyone at the I.D.O.T. Traffic Safety Division. However, there is nothing in writing and we all remember our fellow employees in another unit that were promised other jobs and after six months in these positions they were called in and fired. Who can say whether we will be given other jobs, and if we are given other jobs, who can say with certainty that in six months we will not be called in and fired. Most of the employees in our building have families and obligations that will prevent them from relocating to Southern Illinois. They (We) need answers. They need to know what the final ruling is so that they can make decisions. Will our division be moved to the Hanley Building? To another office building in Springfield? Will they be given assurances that they will have another job with the State or will they be let go after serving the State and its citizens for what in some cases is forty years? What can the legislature do? Can the legislature come up with legislation that withholds highway funding for anything other than purchasing land for right-of-way and fixing roads and bridges? Can there be a proviso put in the capital bill that allows funding for road improvements but prohibits state operations from being moved from the capital city? All we can ask for is straight answers. We greatly appreciate the work that has been done by the Commission.



With Highest Regards,

The names of people here to learn jobs from Southern Illinois are:

Jason Ashmore - 3rd Floor

Evan Sink - - 3rd Floor

Amanda Miller - 3rd Floor

Danny Chapman - 2nd Floor

Justin Williams - 1st Floor

Patrick Young - 1st Floor