



ILLINOIS DEPARTMENT OF TRANSPORTATION 2000 ANNUAL REPORT



Illinois Department of Transportation

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In FY 2000, two exciting developments affected the Illinois Department of Transportation that will result in an improved transportation system throughout Illinois and enhance the satisfaction of our customers — the citizens of Illinois.

The first is the start of Governor George Ryan's Illinois FIRST program that provides additional billions of dollars to all transportation modes from FY 2000 through FY 2004. The second involves department-wide sweeping changes in its management practices to improve services provided by transportation employees. These developments emphasize our commitment to providing the best, safest transportation system in the nation.

Transportation is a partnership that includes the private sector, the state, the federal government, local governments, and the citizens who use and pay for the system. We work in a dynamic environment, guided by public policy, citizen input, engineering principles and technological changes. We are constantly looking for ways to become more effective and efficient in building, managing or planning one of the most extensively used multi-modal transportation systems.

Our accomplishments in Fiscal Year 2000 are highlighted in this second annual report to the people of Illinois. We fully accomplished the projects in the state highway program; began Illinois FIRST projects, such as the Hillside Bottleneck reconstruction; funded public transportation support facilities and transit vehicles statewide; made progress toward the development of high-speed rail passenger service; helped make record-breaking gains in Amtrak ridership; supported major improvements at 21 airports throughout the state; and maintained a low traffic fatality rate on Illinois highways.

Through technology, good management and privatization, the department serves the public with improved transportation services and facilities. This annual report shows you how we invest the taxpayers' money in the state's transportation infrastructure.



Kirk Brown  
Secretary  
Illinois Department of Transportation

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## IDOT RENEWS COMMITMENT TO CITIZENS FOR EXCELLENT TRANSPORTATION SYSTEM

As part of a new strategic planning initiative, the Illinois Department of Transportation (IDOT) updated its mission statement and added guiding principles near the end of Fiscal Year 2000 to reflect a renewed commitment to citizen input and customer satisfaction.

The strategic planning initiative, which expands on capital program planning that has been done for more than 25 years, incorporates all aspects of the department's operations, including administrative and service functions. The planning initiative will help the department accomplish its mission through four strategic perspectives:

- Customer Satisfaction and Partnerships
- Delivery of Programs and Services
- Best Business Practices, and
- Employee Learning and Growth.

These perspectives touch on almost every departmental activity and help encourage balance in the department's overall approach to planning. With this new approach to planning, IDOT is taking a fresh look at all high-impact programs and services to streamline and improve effectiveness, heighten efficiency and ultimately, to improve customer satisfaction throughout Illinois.

The strategic planning initiative also encourages a fresh approach to the way the department will measure and account for its performance in Fiscal Year 2001 and beyond. Measurements will continue to include capital program accomplishments as well as rates of change in public use of transportation programs and services.

However, starting in Fiscal Year 2001, the department's performance measures also are expected to establish and incorporate periodic survey results on customer and employee satisfaction. The results will show how well IDOT meets public expectations and what more can be done to improve the department's programs and services.

### OUR MISSION

We provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity, and demonstrate respect for our environment.

### OUR GUIDING PRINCIPLES

We will accomplish our mission while making the following principles the hallmark of all our work:

- Safety
- Integrity
- Responsiveness
- Quality
- Innovation



*The Illinois Department of Transportation serves the transportation needs of the citizens of Illinois through its divisions of Aeronautics, Highways, Public Transportation, Rail Transportation, and Traffic Safety.*

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## OUR MAJOR OBJECTIVES

The department has developed the following objectives for fulfilling its mission:

**HIGHWAYS** –Provide cost-effective, quality highways and services;

**AIRPORTS** –Improve Illinois’ airport system and preserve the nation’s top hub in northeastern Illinois by developing a third major airport;

**TRANSIT** –Ensure that public transportation is available through a stable base of operating and capital funding to provide transit options for commuters, reduce traffic congestion and improve air quality;

**RAIL** –Support inter-city rail passenger service and develop a high-speed rail system;

**PLANNING** –Integrate environmental and quality of life concerns in the transportation planning process;

**SAFETY** –Reduce highway vehicle crashes, fatalities and injuries; and

**INNOVATIONS** –Apply innovative technological solutions that improve the efficiency and safety of the transportation system, reduce congestion and enhance highway construction materials and designs.

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## OUR MAJOR RESPONSIBILITIES

The department’s mission, principles and objectives are reflected in the department’s responsibilities for all modes of transportation as defined by state and federal laws:

**HIGHWAYS** –Plans, designs, coordinates, constructs, maintains and operates the state system of highways and bridges;

**TRANSIT, AIR AND RAIL TRANSPORTATION** –Plans, coordinates and administers funding and technical assistance for public transit systems, airports and rail freight and passenger systems; and

**TRAFFIC SAFETY** –Administers traffic safety programs.

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## ECONOMIC GROWTH HIGHLIGHT

### *Adding 45,000 Jobs While Improving Highways in Illinois*

A well-maintained, safe and efficient transportation system is fundamental to economic development and growth. Transportation is essential for the distribution of products and services to local, regional, state, national and international markets. It is equally essential for getting people to work and to other places, such as retail stores, health services, schools and recreational activities.

Illinois is a major transportation hub in the nation. Its highway, air and rail transportation systems and waterways have always played a critical role in the state's economy by providing access to regional, national and international markets.

The extensive system reflects the dominant presence of transportation in Illinois where one of every five jobs is related to transportation, including construction jobs that are directly created by public investment in transportation. Capital improvements for highways, airports, public transportation, and rail funded during the 1990s created more than 300,000 jobs in the private sector construction industry. In Fiscal Year 2000, more than 45,000 private sector jobs in construction were created, a 50 percent increase from Fiscal Year 1999.

Department investment policies continue to focus on supporting business and employment growth, preserving and managing the existing system, reducing congestion, improving safety and the efficiency of operations, supporting technology advances, and providing an overall transportation system that offers a high degree of mobility and reliable options.

The extensive multi-modal transportation system requires ongoing investments to continue fostering a healthy economy and serving the people of Illinois.



*Highway building and rehabilitation projects create jobs in Illinois and improve the transportation system and the state's economy.*

## SUMMARY OF FY 2000 MAJOR ACCOMPLISHMENTS

### Illinois FIRST Program Supports Transportation Projects

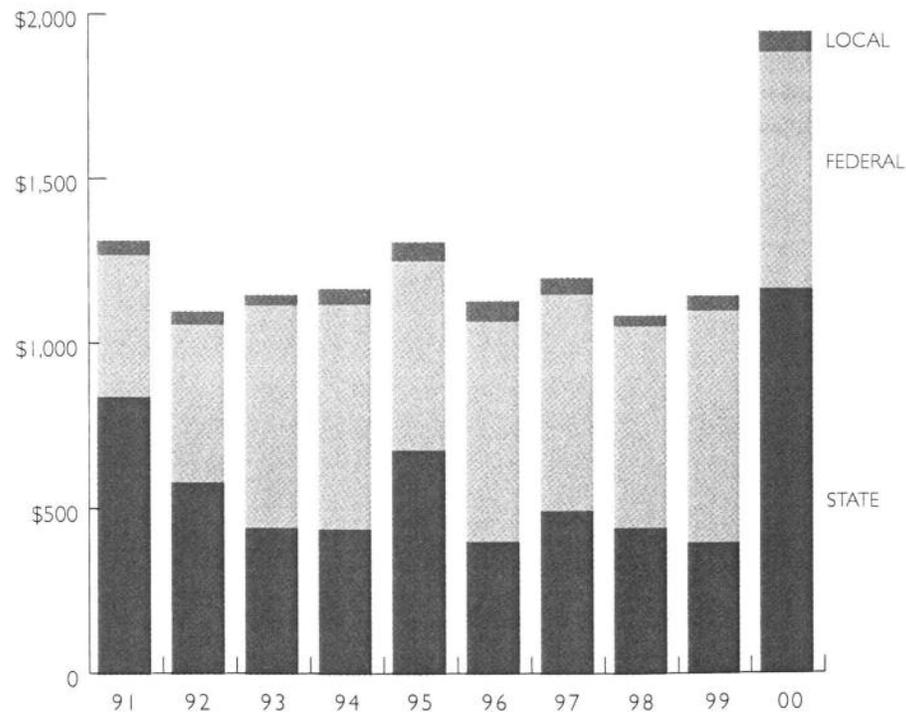
Illinois FIRST, the infrastructure funding program initiated by Governor George H. Ryan, allows IDOT to turn many more proposed transportation improvements into reality:

- **\$1.95 billion** for 2,254 highway and bridge rehabilitation projects
- **\$118.75 million** for 17 public transportation projects, including the restoration of state funding for capital improvements to match federal funds
- **\$14.85 million** for 90 airport projects, including a new program to supplement federally funded airport improvements
- **\$4.73 million** for high speed rail projects, including design work for track improvements, crossing safety upgrades and the Positive Train Control system (remote train tracking system)

In addition, local governments received a boost of more than 25 percent in their annual allocation of state Motor Fuel Tax revenues to meet their growing road and bridge repair needs.

The benefits of increased funding generated by a \$30 increase in the registration fees for passenger cars and a 25 percent increase for large truck license fees are visible throughout the state.

### HIGHWAY CONSTRUCTION PROGRAM FUNDING SOURCES OVER THE PAST 10 FISCAL YEARS, IN MILLIONS OF DOLLARS



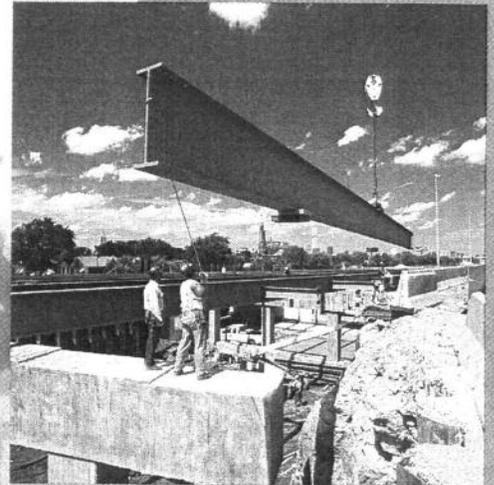
The increase in highway construction funds provided by the Illinois FIRST program in FY2000 is reflected in the chart that traces the past 10 years in the highway program.



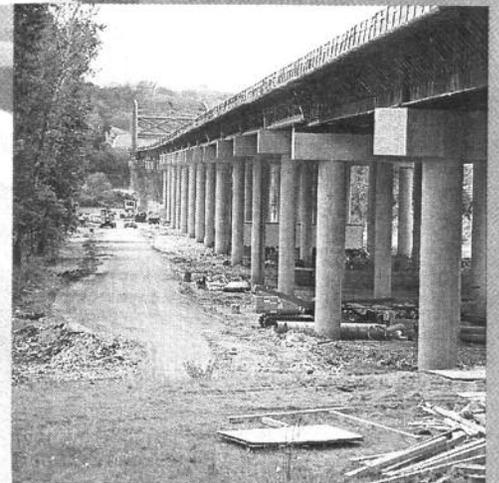
Through Illinois FIRST funds, reconstruction work was begun on improving the "Hillside Bottleneck" interchange in Cook County during 2000.

## IMPROVING ILLINOIS HIGHWAYS

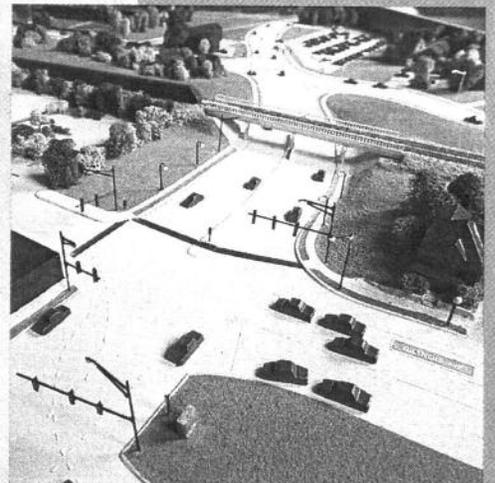
- Nearly completed the rehabilitation of the Stevenson Expressway (I-55) in Chicago, the largest highway project in Illinois history.
- Rehabilitated the eastbound span of the McClugage Bridge in Peoria and nearly completed the replacement bridge in Hannibal.
- Started reconstruction of Hillside Bottleneck in Cook County to untangle one of the nation's worst areas of congestion.



*More than one million vehicles including 150,000 trucks travel the Stevenson Expressway every week.*



*The new Mark Twain Memorial Bridge carries I-72/U.S. 36 from Illinois to Missouri near Hannibal.*



*Pre-construction work and grading was completed on U.S. 51 in Carbondale. Model shows final design.*



## SUPPORTING PUBLIC TRANSPORTATION IN ILLINOIS

- Chicago transit systems reach highest gains in ridership in 10 years.
- Opened bus transfer center in Edwardsville; completed a transit support facility in Quincy, and started one in Springfield.

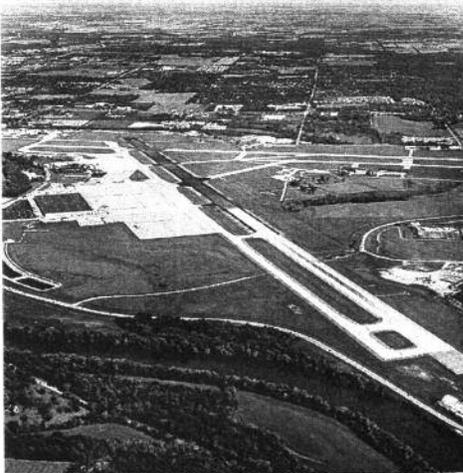
*Purchased 26 diesel locomotives to replace old ones and expand services.*



## UPGRADING ILLINOIS AIRPORTS

- Supported major improvements including runway construction and rehabilitation, taxiway rehabilitation and safety equipment additions at 21 airports statewide.

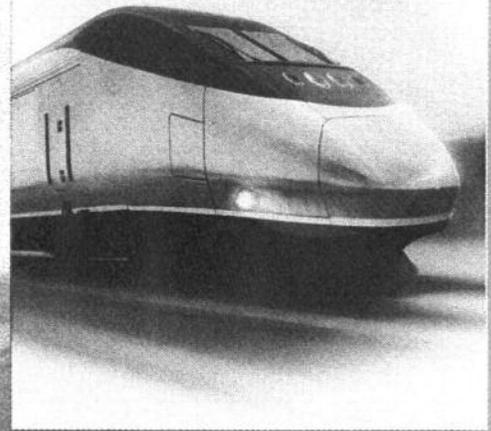
*Bought 68 full-size buses and 90 paratransit vehicles for persons with disabilities.*



*Improvements at the Greater Rockford Airport included runway rehabilitation.*

## SUPPORTING RAIL IMPROVEMENTS AND DEVELOPING HIGH-SPEED RAIL

- Completed unique three-year agreement with Amtrak to support its passenger service. Renewed for three more years.
- Prepared draft environmental impact statement for Chicago–St. Louis high-speed rail corridor.



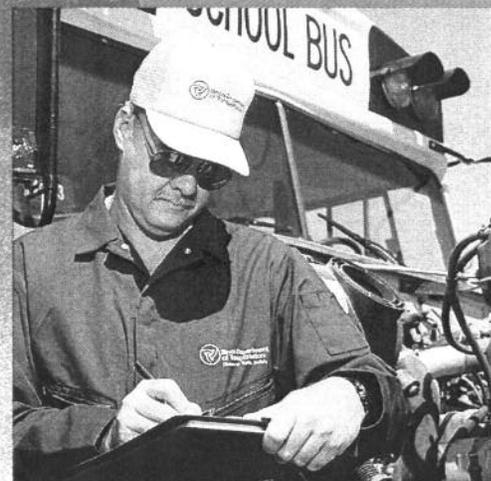
*High-speed rail service is under development between Chicago and St. Louis.*



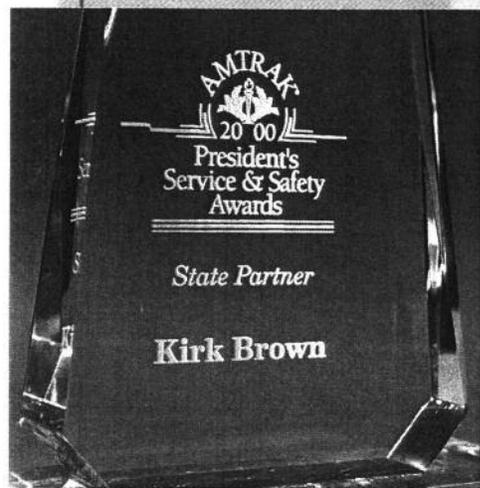
*Five major track construction projects completed.*

## TAKING TRAFFIC SAFETY MEASURES

- More than 425,000 commercial vehicle safety inspections were conducted.
- More than 45,000 school bus inspections were performed, including nearly 4,000 unscheduled inspections.
- Provided thousands of child safety seats for low-income parents.



*More than 40,000 school bus semiannual inspections performed.*

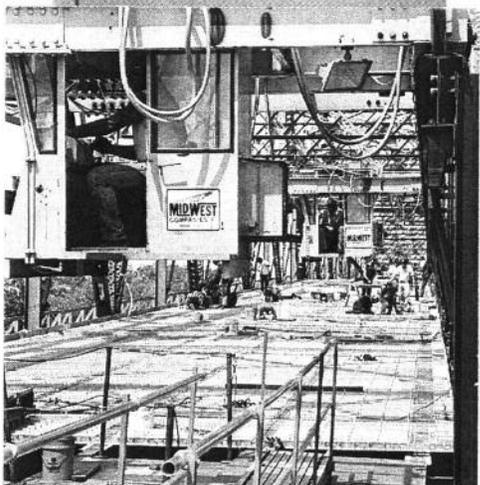


## DEPARTMENT RECEIVES NATIONAL AWARDS FOR EXCELLENCE

Secretary Kirk Brown accepted the 2000 Amtrak President's Award for State Partner on behalf of the department for supporting Amtrak passenger service in Illinois and promoting high-speed rail development.

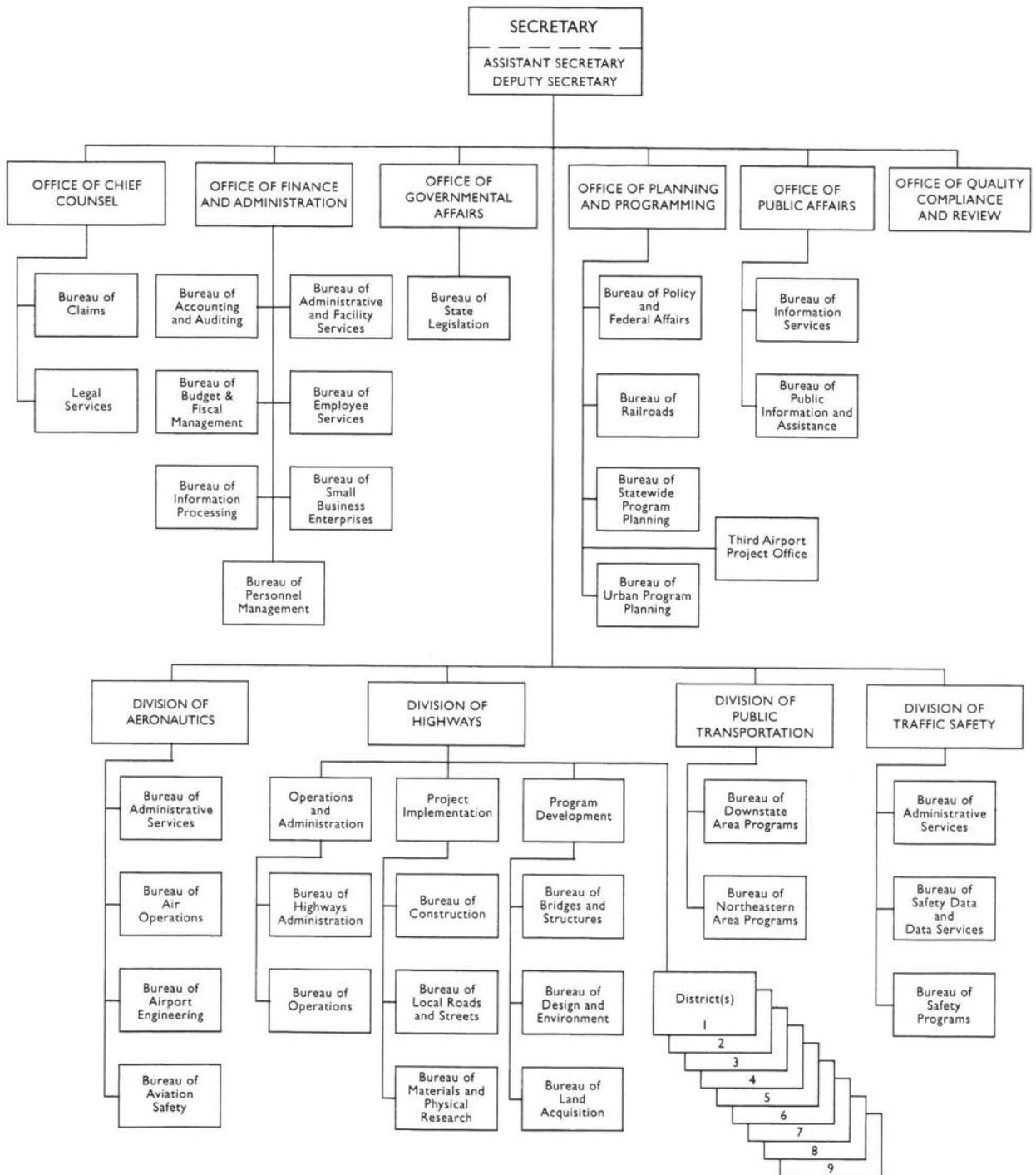


The department's Division of Highways' nine-member Utility Relocation Total Quality Management (TQM) Team received the 1999 Pathfinder Award from the American Association of State Highway and Transportation Officials for improving customer service and reducing unnecessary delays in the relocation of utilities during highway construction projects. Deputy Secretary Rob Newbold presents the award to team members (l to r): Charles Slavens, District 7; Dave Krueger, District 1; Steve Jines, District 8; Mike Pugh, Bureau of Design & Environment; Dan Turner, Bureau of Land Acquisition; Adam Baumgartner, District 2; Ahmad Karim, District 1; Amy Reed, District 3; and John Negangard, District 6.



The Federal Highway Administration honored IDOT with its 1999 Quality Achievement Award through the National Quality Initiative for the department's innovative work on the River Bridge at Havana.

# ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION



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## ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION

On January 1, 1972, the 77th Illinois General Assembly created the Illinois Department of Transportation, combining the Department of Public Works and Buildings with the office of Mass Transportation from the Department of Local Government Affairs. In August 1973, Aeronautics became a division within the department. In 1995, the Division of Water Resources was transferred to another department under a reorganization plan.

As a multi-modal agency, the department's responsibilities involve planning, coordination, construction and maintenance of highways, transit systems, airports, intercity rail systems, and traffic safety.

### Office of the Secretary

Coordinates multi-modal activities and directs transportation policy for the state in concert with the Governor and the General Assembly.

### Office of the Chief Counsel

Provides legal counsel to IDOT on policy issues and proposed actions affecting the department's offices and divisions; administers tort liability claims, property damage claims and uncollectable receivables; and processes lien and bond claims against contractors.

### Office of Finance and Administration

Develops and administers IDOT's budget; manages personnel system for nearly 6,500 employees; provides centralized business services and facilities management; administers small business programs; and provides data processing services.

### Office of Governmental Affairs

Develops IDOT's policy goals and positions, state legislative programs and strategies, and resolves special issues to support and enhance Illinois' transportation interests.

### Office of Planning and Programming

Develops long- and short-range plans to improve Illinois' transportation system, including the annual and multi-year Highway Improvement Programs and the multi-year programs for public transportation, airports and rail; conducts preliminary work for development of Chicago's 3rd Airport; prepares capital grants budget for public transportation and airports; implements rail freight and passenger programs, and directs metropolitan planning programs. Develops federal transportation policy initiatives.



*District 1 Communications Center monitors Chicago-area traffic.*

#### **Office of Public Affairs**

Develops and implements IDOT's public affairs policy, plans and programs, ensuring that adequate information is provided to increase public awareness in the transportation planning process; assists the media in coverage of agency activities, and produces technical displays and audiovisual materials for the department.

#### **Office of Quality Compliance and Review**

Reviews and analyzes departmental operations to ensure that citizens receive quality services.

#### **Division of Aeronautics**

Coordinates and implements programs concerning air safety, airport construction and other aeronautical-related areas, and provides emergency helicopter transportation in cooperation with the Department of Public Health's Emergency Medical Services Program.

#### **Division of Highways**

Develops, maintains and operates the state highway system; develops policies, procedures, standards and guidelines for improving highways, and operates nine district offices to ensure policies are followed and programs are coordinated with federal, state and local agencies.

#### **Division of Public Transportation**

Implements state's program of technical assistance and capital and operating grants to transit systems statewide and provides expertise to the department in analyzing technical and policy concerns.

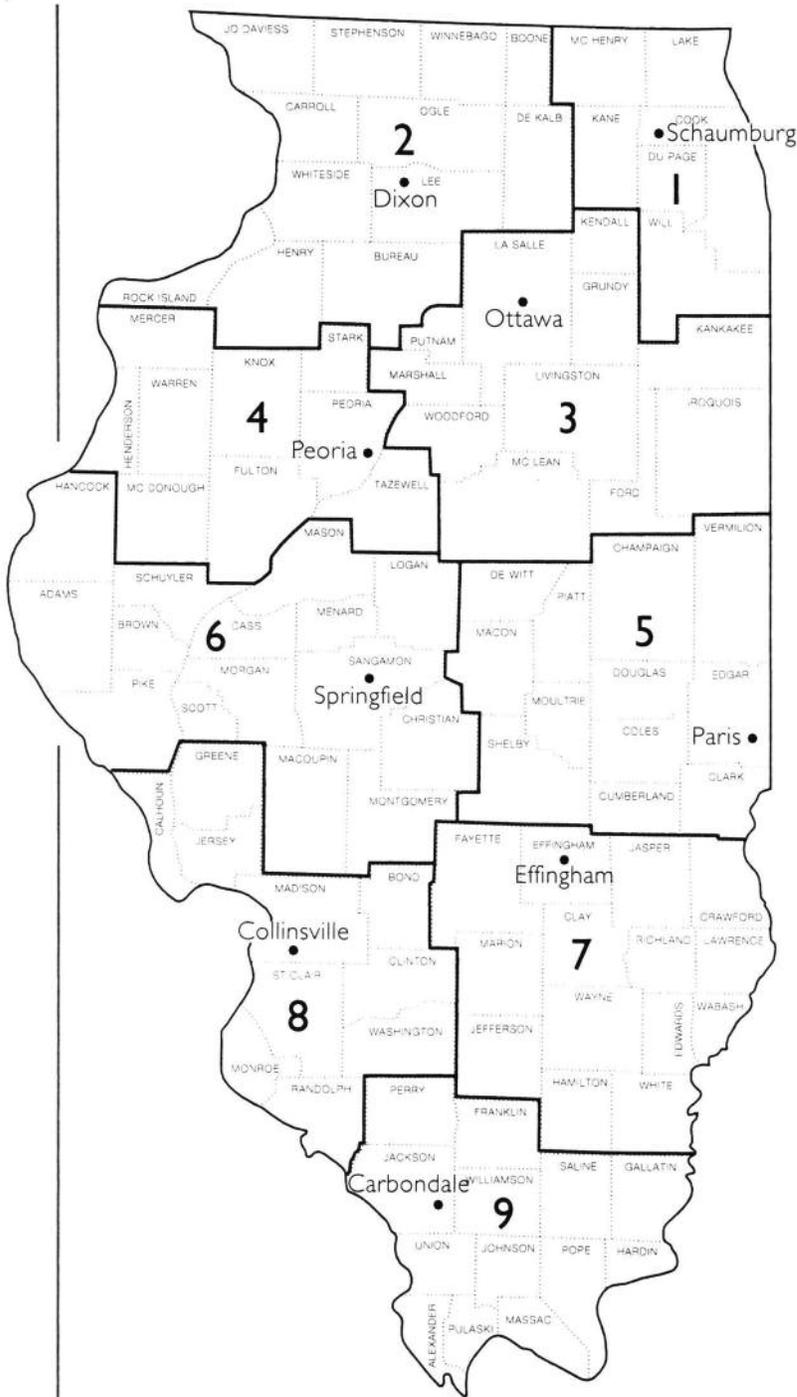
#### **Division of Traffic Safety**

Develops and implements safe highway measures for Illinois motorists, cyclists and pedestrians; uses accident data to help formulate plans for the annual highway construction program; promotes the enforcement and education of safety belt and DUI (driving under the influence of alcohol, drug or intoxicating substances) laws; allocates federal funds to other state and local agencies for programs aimed at reducing accidents, fatalities and injuries; inspects the state's school buses, trucks, buses and ambulances; oversees the transportation of hazardous materials in conjunction with the Illinois State Police; and administers the Motorcycle Rider Safety Training Program at statewide training sites.



*District 4 headquarters in Peoria is one of nine district offices statewide.*

**DISTRICT OFFICES**



**District 1**  
 201 West Center Court  
 Schaumburg, IL 60196-1096  
 Phone 847/705-4000

**District 2**  
 819 Depot Avenue  
 Dixon, IL 61021-3546  
 Phone: 815/284-2271

**District 3**  
 700 East Norris Drive  
 P.O. Box 697  
 Ottawa, IL 61350-0697  
 Phone: 815/434-6131

**District 4**  
 401 Main Street  
 Peoria, IL 61602-1111  
 Phone: 309/671-3333

**District 5**  
 Route 133 West  
 P.O. Box 610  
 Paris, IL 61944-0610  
 Phone: 217/465-4181

**District 6**  
 126 East Ash Street  
 Springfield, IL 62704-4792  
 Phone: 217/782-7301

**District 7**  
 400 West Wabash  
 Effingham, IL 62401-2699  
 Phone: 217/342-3951

**District 8**  
 1102 Eastport Plaza Drive  
 Collinsville, IL 62234-6198  
 Phone: 618/346-3100

**District 9**  
 State Transportation Bldg.  
 P.O. Box 100  
 Carbondale, IL 62903-0100  
 Phone: 618/549-2171

**People who are hearing-impaired  
 can use the Ameritech Illinois relay  
 number 1-800-526-0844**

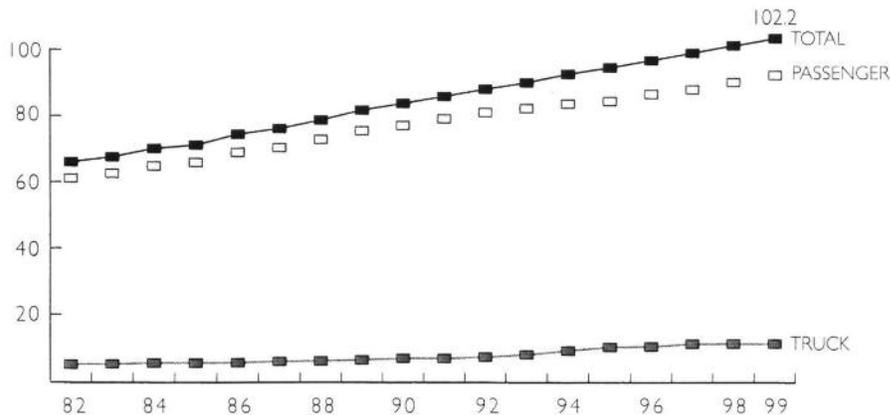
## DEPARTMENT PROGRAMS AND FY 2000 HIGHLIGHTS

### HIGHWAYS OVERVIEW

Illinois' 139,649-mile network of state and local roads is the third largest in the nation. Nearly 17,000 miles of the roads are under the state's jurisdiction. Of the 26,000 bridges in Illinois, 8,000 are on the state system.

The state highway system is the most heavily used. In 1999, the most recent year for which traffic volume data is available, Illinois' highway network carried more than 102 billion vehicle miles of travel. Two-thirds of that traffic moved on the state highway system that constitutes only 12.5 percent of the total road miles and 30 percent of all bridges.

#### AVERAGE VEHICLE MILES TRAVELED (AVMT) BY AUTOS AND TRUCKS IN ILLINOIS 1982-1999 IN BILLIONS OF MILES



The state also has the third largest interstate highway system, including three of the nation's five transcontinental routes that carry the most commercial vehicle traffic. Illinois' interstate highways account for about 1.5 percent of all road miles but carry nearly a quarter of all traffic in the state.

#### 1999 STATEWIDE MILEAGE AND TRAVEL

Road Functional Classification	Mileage	Daily Total Vehicle Miles	Daily Vehicle Miles per Mile
Interstate, Rural	1,515	28,184,988	18,604
Interstate, Urban	650	50,950,171	78,385
Other, Rural	25,147	45,542,078	1,811
Other, Urban	10,356	122,879,331	11,866
Local, Rural	76,490	10,422,054	136
Local, Urban	25,491	21,984,138	862
<b>STATE TOTAL</b>	<b>139,649</b>	<b>279,962,760</b>	<b>2,005</b>

Illinois Travel Statistics 1999

Each spring, the Governor presents members of the General Assembly and the public an updated investment program for transportation. The program lists projects that IDOT intends to accomplish in the next five years within projected funding.

*The table shows that urban highways are much more congested than rural roads. That high traffic flow also contributes to faster deterioration of roads in urban areas.*

## CAPITAL INVESTMENT PRIORITIES

In planning how to use state and federal funding for capital improvements, IDOT developed the following priority list:

- PRIORITY 1: PRESERVATION AND MODERNIZATION** of the interstate highway system.
- PRIORITY 2: PRESERVATION AND MODERNIZATION** of Illinois state highways.
- PRIORITY 3: EXPANSION/ADD LANES** improvements to reduce congestion.
- PRIORITY 4: CONSTRUCTION** of new principal arterial routes to enhance economic development.

Repairing and modernizing Illinois' interstate highways is the state's top capital investment priority because they represent lifelines of the economy. Interstate highways are particularly critical for commercial transportation in Illinois. More than 50 percent of all goods that are shipped on highways move on the interstate system. In addition to their heavy use, Illinois' interstates are among the oldest in the nation. That combination increases and accelerates rehabilitation needs.

## OPERATIONS PRIORITIES

In allocating resources for handling key operations, IDOT's operations priorities include the following:

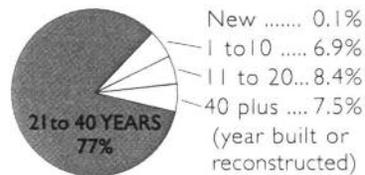
- PRIORITY 1: SNOW AND ICE CONTROL** on the state's 42,000 lane miles of road.
- PRIORITY 2: ROADWAY MAINTENANCE** on a 24-hour basis.
- PRIORITY 3: TRAFFIC MANAGEMENT**— includes signal maintenance to Emergency Traffic Patrol.
- PRIORITY 4: EMERGENCY RESPONSE** during disasters.
- PRIORITY 5: ROADSIDE MANAGEMENT** and services — mowing, litter pickup and rest areas.

## MOST HIGHWAYS NEED TO BE REHABILITATED

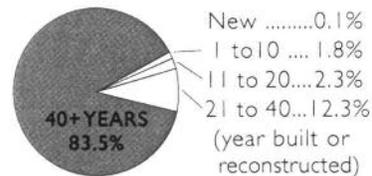
As the chart shows, nearly 85 percent of the interstate system is now at least 21 years old, whether newly built or reconstructed — past the 20-year design cycle when major rehabilitation and upgrades may be needed.

The non-interstate highway system has an even higher percentage of roads built or reconstructed more than 20 years ago - nearly 96 percent, as shown in the chart.

AGE OF ILLINOIS INTERSTATE SYSTEM IN 2000



AGE OF ILLINOIS NON-INTERSTATE SYSTEM IN 2000



## FY 2000 HIGHLIGHTS

In FY 2000, the highway program included \$1.95 billion in federal, state and local matching funds, with more than 97 percent allocated for preserving the existing systems of highways and bridges. The investment supported more than 45,000 private sector jobs in the construction industry and improved 1,219 miles of road and 254 bridges.

### Major accomplishments during FY 2000:

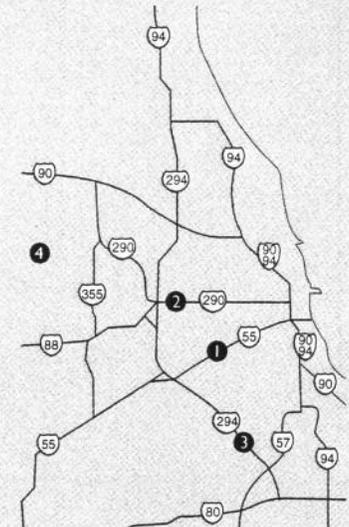
#### HIGHWAY CONSTRUCTION PROJECTS:

- 1 Stevenson Expressway (Interstate 55) in Cook County.** Nearing completion of the reconstruction for the Stevenson Expressway from the Tri-State Tollway (I-294) to the Dan Ryan Expressway (I-90/94), the largest roadway improvement ever undertaken in Illinois. The FY 2000 program included \$180 million to complete engineering, reconstruction of the outbound lanes, and major rehabilitation of the outbound and inbound roadway from the Tri-State Tollway to California Avenue. The project is estimated to cost \$567 million. Completed in October 2000.
- 2 I-290/I-294/I-88 Interchange (Hillside Bottleneck) in Western Cook County.** Began reconstruction on three interstate highways that converge into one lane eastbound in Hillside. Governor George Ryan put the Illinois FIRST project on a fast track schedule to untangle one of the worst bottlenecks in northeastern Illinois. In FY 2000, major work budgeted for \$28 million included: reconstruction of Mannheim Road from Roosevelt Road (Illinois 38) to the Eisenhower Expressway (I-290); reconstruction and widening of Roosevelt Road from the Tri-State Tollway (I-294) to Mannheim Road; and reconstruction of the Mannheim Road interchange with the Eisenhower Expressway. The two-year project is estimated to cost \$97.5 million.
- 3 Cicero Avenue (Illinois 50) at 127th Street and I-294 (Cook County).** Began interchange reconstruction, lighting and engineering at an initial cost of \$16.5 million. The multi-year project is estimated to cost \$45.2 million.
- 4 Illinois 64 (North Avenue) from west of Illinois 59 (Ingalton Road) to west of Gary Avenue (Cook County).** Constructed additional lanes for 4.6 miles and replaced bridges at a cost of \$34.2 million.
- 5 U.S. 14 from Illinois 120 to west of Lake Avenue in Woodstock (McHenry County).** Resurfaced roadway, rehabilitated bridges, modernized traffic signals and coordinated signal timing for 5.53 miles at a cost of \$6 million.
- 6 Ogden Avenue (U.S. 34) from Lincoln Highway (U.S. 30) to Montgomery Road (Kendall County).** Constructed additional lanes for 1.8 miles at a cost of \$13.3 million.

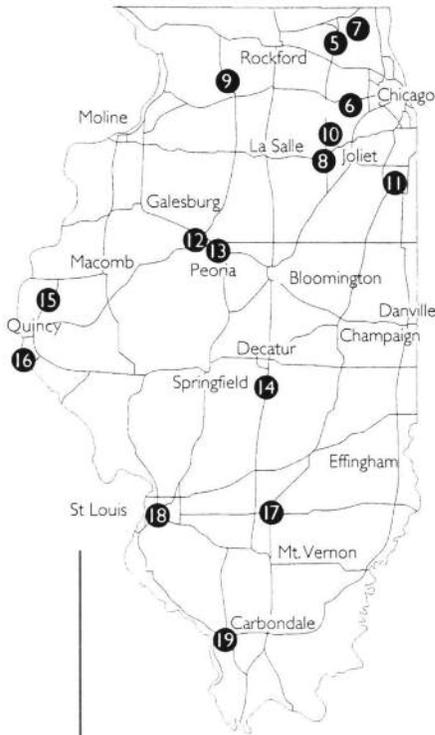
#### FY 2000 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$ 720,000,000
State	\$ 1,150,000,000
Local	\$ 80,000,000
<b>TOTAL</b>	<b>\$ 1,950,000,000</b>

#### CHICAGO AREA PROJECTS



STATEWIDE PROJECTS



- 7 U.S. 45 at Belvidere Road (Illinois 120) in Grayslake (Lake County).** Reconstructed the intersection at a cost of \$4.6 million.
- 8 Illinois 59 (Division Street) in Plainfield from south of 143rd Street to Illinois 126 (Main Street), under the EJ&E Railroad and over the DuPage River (Will County).** Constructed additional lanes for 0.7 miles and replaced bridges at a cost of \$11.7 million.
- 9 Illinois 2 from east of Sauk Valley College entrance to Dixon (Lee County).** Reconstructed and added lanes for 5.0 miles at a cost of \$14.6 million.
- 10 U.S. 34 from Illinois 71 to Boulder Hill Pass (Kendall County).** Added lanes and reconstructed the pavement for one mile at a cost of \$4.6 million.
- 11 Illinois 17 (Court Street) from Fraser Avenue to 5th Avenue in Kankakee (Kankakee County).** Rehabilitated a bridge at a cost of \$9.1 million.
- 12 I-474 from north of Illinois 8 to the Illinois River (Peoria County).** Resurfaced 7.47 miles at a cost of \$12.2 million.
- 13 U.S. 24/U.S. 150 bridge over the Illinois River in Peoria.** Completed rehabilitation of McClugage Bridge and continued painting at a cost of \$4.6 million. Estimated total cost of project: \$26 million. Opened in October 2000. (See "Innovation Highlight" on page 17.)
- 14 U.S. 51 from north of Macon to the Shelby County line (Macon County).** Added lanes for 4.7 miles and rehabilitated bridges at a cost of \$15.3 million.
- 15 U.S. 336 from Illinois 61 to the Hancock County line (Adams County).** Graded and paved for 9.3 miles with a new interchange at a cost of \$14.1 million.
- 16 I-72/US 36 Mark Twain Memorial Bridge at Hannibal.** A joint construction project of Illinois and Missouri, the replacement bridge carrying I-72/U.S. 36 across the Mississippi River was opened in September 2000. Total estimated cost for Illinois portion of the bridge construction: \$22.6 million.
- 17 I-57 (Marion County).** Resurfaced 18.4 miles at a cost of \$9 million.
- 18 Illinois 159 bridge over I-270 in Glen Carbon (Madison County).** Replaced the bridge at a cost of \$4.4 million.
- 19 U.S. 51 from Mill Street in Carbondale to west of Boskydell (Jackson County).** Completed pre-construction work and grading at a cost of \$4.1 million. The entire project is estimated to cost \$12.2 million.



■ COUNTIES WHERE TRANSIT SYSTEMS OPERATED IN FY 2000



## PUBLIC TRANSPORTATION OVERVIEW

Northeastern Illinois has the second largest combined transit system in the nation, while downstate urban transit systems provide service in southwestern Illinois, nine metropolitan areas, and 26 rural and small urban areas. (See map.) Transit systems provide service by commuter rail, rapid transit trains, and buses. Smaller, lift-equipped vehicles provide specialized service for the elderly and persons with disabilities in urban and non-urban areas.

Public transportation provides an important means of mobility for many Illinois citizens. In northeastern Illinois and the St. Louis Metro East area, public transportation also plays an important role in relieving traffic congestion. Three transit systems under the Regional Transportation Authority (RTA) in northeastern Illinois carry 95 percent of the approximately 600 million annual public transportation passengers in Illinois.

The department's Division of Public Transportation coordinates the distribution of certain federal grants and of state funds to support transit systems statewide. Federal, state and local funds provide both capital (e.g., infrastructure, facilities and equipment) and operating (e.g., labor, fuel and maintenance) assistance to support public transportation. The federal government provides the bulk of the capital funds while state and local governments finance transit operating expenses not covered by fares.

## FY 2000 HIGHLIGHTS

In FY 2000, the transit program allocated \$871.83 million in federal, state and local matching funds for operating assistance, a four percent increase of \$37 million from FY 1999. The program also allocated \$1.153 billion in capital assistance, a 240 percent increase of \$674 million from FY 1999 due in part to the Illinois FIRST program.

Although suburban travelers in the Chicago metropolitan area primarily rely on the auto for transportation, as shown in the charts on page 19, continuing efforts to encourage commuters to use public transportation are producing results. The RTA, which oversees the Chicago Transit Authority (CTA), Metra and Pace, reported its highest gains in ridership in a decade in 1999. The three RTA agencies provided 559 million trips in 1999, a 3.9 percent increase over 1998, which breaks down as follows: the CTA handled 442 million rides, a 4.2 percent increase; Metra suburban trains, 76.6 million rides, 2.8 percent increase; and Pace suburban buses having the best year since 1991, 40.2 million rides, 2.2 percent increase.

The following charts show in percentages how the Fiscal Year 2000 public transportation program is funded and how those funds are spent:

**FY 2000 PROGRAM FUNDING**

Operating Assistance		Capital Assistance	
SOURCE	AMOUNT	SOURCE	AMOUNT
Federal	\$10,840,000	Federal	\$549,090,000
State	\$299,980,000	State	\$421,900,000
Local	\$561,010,000	Local	\$182,080,000
<b>Total</b>	<b>\$871,830,000</b>	<b>Total</b>	<b>\$1,153,070,000</b>

**Major accomplishments during FY 2000:**

**NORTHEASTERN ILLINOIS**

**Chicago Transit Authority—**

***Bus surveillance system***

Installed security cameras on 970 buses to monitor incidents of vandalism and other inappropriate behavior. *Total estimated cost: \$7.4 million.*

***Articulated buses***

Began process to purchase up to 66 articulated, fully accessible buses that are extra long and bend in the middle. They are used for routes with large passenger demands and express services. *Total estimated cost: \$31.4 million.*

***Harrison Curve realignment***

Began construction of an improved alignment of the elevated structure south of the central Chicago Loop to eliminate tight curves that impose speed restrictions and cause train derailments. *Total estimated cost: \$14.55 million.*

**Metra —**

***Commuter locomotives***

Provided for the purchase of 26 diesel commuter locomotives to replace aging vehicles and allow for the expansion of services. *Total estimated cost: \$77.84 million.*

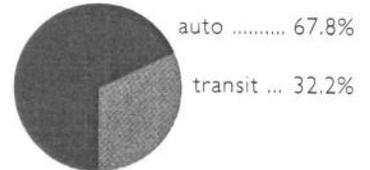
**Pace —**

***Transit buses***

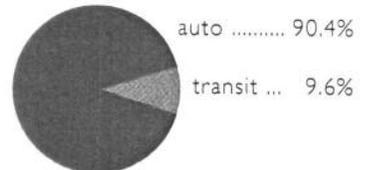
Initiated purchase of up to 68 air-conditioned, fully accessible standard-size buses and up to 87 paratransit vehicles for persons with disabilities. *Total estimated cost: \$22.2 million.*

**MODES OF TRAVEL IN NORTHEASTERN ILLINOIS**

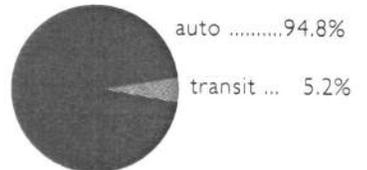
**CITY OF CHICAGO**



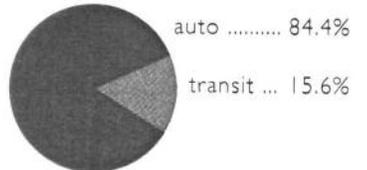
**SUBURBAN COOK**



**COLLAR COUNTIES**



**TOTAL RTA REGION**



## SOUTHWESTERN ILLINOIS

### Metro East —

#### *Edwardsville bus transfer center*

Completed and opened Madison County's transfer center in Edwardsville to provide a centrally located building for the safe and secure transfer of bus passengers.

*Total estimated cost: \$3.55 million.*

### DOWNSTATE - URBAN

#### *Storage/maintenance facility*

Completed construction of an office/maintenance/storage facility in Quincy on the same site as the city's maintenance facility to consolidate resources while replacing a worn-out transit facility. *Total estimated cost: \$1.5 million.*

#### *Administrative facility*

Began construction of a new administrative facility for the Springfield Mass Transit District and awarded additional funds to expand the old facility for use as a garage and maintenance center. *Total estimated cost: \$1.87 million.*

#### *Transit buses*

Took delivery of 19 fully accessible, low-floor, standard buses and two medium-duty paratransit vehicles for general public transportation and six paratransit vehicles for Americans with Disabilities Act complementary paratransit service for several urbanized areas. *Total estimated cost: \$5.6 million.*

### DOWNSTATE - NON-URBAN

#### *Paratransit vehicles*

Delivered statewide 90 lift or ramp-equipped paratransit vehicles to public and not-for-profit and transit agencies to replace worn-out units.

*Total estimated cost: \$4.3 million.*



*Transit operations are an important part of northeastern Illinois' transportation system.*

## AIR TRANSPORTATION OVERVIEW

Illinois' airport system is the second largest in the nation and includes one of the world's busiest airports at O'Hare International in Chicago, which serves more than 64 million passengers annually. Fourteen other Illinois airports have scheduled air carrier service. There are currently 120 airports designated for public use and 277 heliports.

In 2000, there were 24,801 registered pilots and 9,973 registered planes engaged in general aviation throughout the state.

### 3rd Airport - Chicago Region

All aviation forecasts for the Chicago region agree that the area is suffering from lack of ground capacity for the aviation industry. Severe delays and flight cancellation have plagued the Chicago airports, creating a national backlash of delays. IDOT studies have confirmed conclusions of numerous earlier studies with participation of the Federal Aviation Administration (FAA), the states of Wisconsin and Indiana, and the City of Chicago, that a third airport is needed in the region to meet the demand into the 21st Century.

In FY 1999, Governor George Ryan submitted a plan to the FAA for a new major airport in the south suburbs in Will County. The new airport would provide the Chicago area with additional air capacity while providing relief for the noise-weary suburbs around O'Hare International Airport. The new airport is designed to grow with future demand for air travel. The start-up facility would:

- Cost \$560 million and be financed through federal and private funds;
- Require 4,100 acres of land and an interchange with Interstate 57;
- Consist of one 12,000-foot runway to handle the largest current aircraft, a parallel taxiway system and a precision instrument landing system; and
- Use a 12-gate terminal to handle more than 2 million passengers during the first year and up to 4 million within three years.

## FY 2000 HIGHLIGHTS

The FY 2000 program included \$134.2 million in federal, state and local matching funds for improvement projects at airports throughout the state. The funded projects improve the safety and efficiency of the airports and enhance opportunities for economic development in communities throughout the state.

In FY 2000, the General Assembly authorized \$75 million for the initial purchase of land for the 3rd Airport start-up project. In addition, IDOT began a multi-stage process to get FAA approval for the land acquisition.

## AIRPORTS



## FY 2000 PROGRAM FUNDING

SOURCE	AMOUNT
Federal	\$ 97,400,000
State	\$ 18,500,000
Local	\$ 18,300,000
<b>Total</b>	<b>\$134,200,000</b>

## Major accomplishments during FY 2000: (Costs in parentheses)

### Runway construction/extensions

Completed at Aurora (\$5,724,400), Edgar County (\$435,000), Peoria (\$3,553,000), Pittsfield (\$555,900), and Rockford (\$1,756,000).

### Runway rehabilitation

Completed at Decatur (\$2,680,000), Quincy (\$1,055,000), Rantoul (\$1,953,000), Robinson (\$870,000), Rockford (\$3,715,000), Vandalia (\$170,000) and Whiteside County (\$603,000).

### Taxiway rehabilitation

Constructed at Springfield (\$1,000,440), Centralia (\$194,000), Chicago O'Hare (\$29,882,000), and Kankakee (\$1,050,000).

### Safety equipment

Navigational aids and landing equipment installed at Flora, Havana, Lawrenceville, Mt. Carmel, Olney-Noble and Robinson.

### Emergency Medical Services Helicopter Airlifts

IDOT provided more than 1,100 emergency flights to medical facilities in Fiscal Year 2000 for critically ill or injured individuals and for organ transplants.



*Rail projects improve tracks and support freight service.*

## RAIL TRANSPORTATION OVERVIEW

Two of the nation's top rail freight gateways are located in Illinois: the largest is in the Chicago region and includes the most extensive network of inter-modal transfer terminals; the other top rail gateway is in the East St. Louis metro area. Illinois' rail freight network has nearly 7,500 miles of track owned and operated by 50 privately owned railroad companies. IDOT's rail freight improvement program focuses on preserving essential rail freight service for communities and shippers faced with potential abandonment of rail lines.

Chicago also is the Midwest hub for Amtrak rail passenger service, with trains on 10 regional and transcontinental routes providing service every weekday to Illinois cities and destinations beyond. The state sponsors supplemental intercity service on those routes - from Chicago to St. Louis, Carbondale and Quincy. In addition, Illinois co-sponsors service, with Wisconsin, between Chicago and Milwaukee. High-speed rail service between Chicago and Springfield also is under development.

## FY 2000 PROGRAM FUNDING

RAIL PASSENGER PROGRAM		RAIL FREIGHT PROGRAM	
SOURCE	AMOUNT	SOURCE	AMOUNT
<b>Operating Assistance</b>		Federal	\$940,000
State	\$9,200,000	State	\$5,253,000
<b>Capital Assistance</b>		<b>Total</b>	<b>\$6,193,000</b>
State	\$20,300,000		
Federal	\$6,500,000		
<b>Total</b>	<b>\$36,000,000</b>		

## FY 2000 HIGHLIGHTS

In Fiscal Year 2000, the rail program allocated \$42.2 million. Of that amount, \$8 million was used to continue inter-city rail passenger service between Chicago and Quincy, Carbondale, and St. Louis, providing the final payment on a three-year state contract with Amtrak for operating service. The contract—the first of its kind in the nation—capped the cost to Illinois for the state-sponsored service. Another \$1.2 million supported service between Chicago and Milwaukee.

A total of \$6.2 million was provided to the rail freight improvement program, which provides grants and low-interest loans for capital improvement projects that are selected for their long-term economic benefits to Illinois. These state grants and loans leverage private investment from participating rail operators and shippers, creating or helping to retain nearly 2,000 jobs during the 1990s.

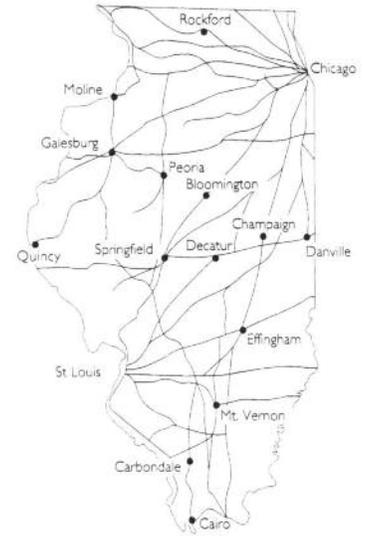
Additional funds were provided in Fiscal Year 2000 to improve rail passenger stations and continue working on an environmental impact statement for the high speed rail program.

## Major accomplishments during FY 2000:

### Ridership increase on state-supported trains

During Fiscal Year 2000, record-breaking gains in ridership occurred. Price increases on other transportation modes, growing traffic congestion and airline service problems all contributed to train ridership increases. Marketing efforts also contributed to the ridership increase, as coalitions of community officials for the three downstate corridors along with Amtrak and IDOT officials continued to work together to promote and enhance passenger rail service in their communities. The Illinois Amtrak Traveler's City Guide, a new brochure produced by IDOT with community participation, has been well received by the public and gives a variety of local community information important to the Amtrak passenger.

## MAINLINE RAIL SYSTEM



## AMTRAK SYSTEM



IDOT also promoted passenger rail service by conducting sales visits throughout the state, and by distributing promotional materials to travel agents, Chambers of Commerce, units of government, colleges, major employers, libraries and activity centers.

### **Rail freight projects completed**

During Fiscal Year 2000, five major projects were completed, helping local economies by creating or retaining 75 jobs and leveraging \$32,400,000 in private funds. Projects completed include:

#### ***New track construction:*** (City/town; Railroad; Length; Cost)

- East Morris; Elgin, Joliet & Eastern Railway; 23,736 feet; \$20,000,000
- Effingham II; Canadian National Railway/Illinois Central Railroad (CN/IC); 6,500 feet; \$2,000,000
- Effingham III; CN/IC; 1,000 feet; \$10,000,000
- Galesville; Norfolk Southern; 4,700 feet; \$300,000
- Kenney; CN/IC; 6,667 feet; \$100,000

#### ***Rehabilitation:*** (City/town; Railroad; Length; Cost)

- Crest Hill V; Elgin, Joliet & Eastern Railway; 1,510 feet; \$241,000

### **Rail freight projects under construction**

During FY 2000, five major projects were under construction, helping to create or retain 20 jobs and leveraging \$2,800,000 in private funds.

### **Station improvement projects completed**

- Completed platform improvements at the Kankakee station. Cost: \$120,000
- Completed the rehabilitation of the Princeton Amtrak station. Cost: \$117,000
- Sponsored repairs and painting Galesburg's platform canopy. Cost: \$8,000

### **Station improvement projects started**

- Began the construction of the Effingham station.
- Contributed funds for platform reconstruction at Galesburg station.

### **High speed rail projects completed and under development**

- Continued work on the environmental impact statement for the Chicago-St. Louis corridor, publishing the Draft Environmental Impact Statement and holding public hearings.
- Monitored the Vehicle Arresting Barrier (VAB) systems at three grade crossing locations.
- Continued the Positive Train Control Project, a pilot project—first in the nation—that monitors the location of trains and controls their movement on a 120-mile section of track between Springfield and Mazonia.
- Completed the East St. Louis Track Project, which involved rebuilding and adding signals to area tracks. The project streamlines the route between Alton and St. Louis, cutting 15 minutes in travel time for Amtrak trains.

## NON-MOTORIZED TRANSPORTATION OVERVIEW

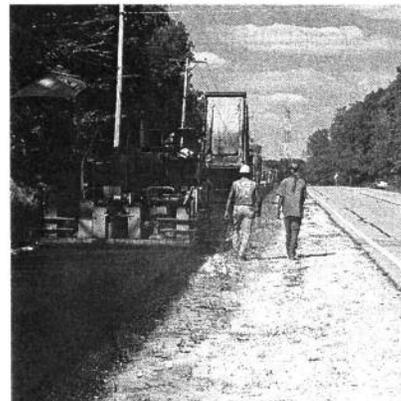
Illinois currently has more than 2,050 miles of bikeways for its estimated four million bicyclists, with more than 1,000 miles in northeastern Illinois where there is a greater use of bicycles for work and personal commuting. Other urban areas with developing bikeway networks include Rockford, Quad-Cities, Bloomington, Metro-East, Peoria, Champaign and Springfield. In many areas, these networks provide access to public transportation. More than 100,000 miles of the 139,000 miles of Illinois highways, streets and roads also are suitable for bicycling, including 61,300 miles of rural roads.

## FY 2000 HIGHLIGHTS

The department continued working in Fiscal Year 2000 to encourage the use of bicycles for recreational and health benefits, as well as an alternative mode of commuter transportation, by:

- Providing \$34 million in state and federal grant funds for projects that provide new or improved bicycle and pedestrian transportation improvements;
- Completing new sections for the Grand Illinois Trail in northern Illinois, including the Great River Trail along the Mississippi River, and the Springfield-Chatham Interurban Trail in the central part of the state; and
- Reprinting 58,000 regional bike trail maps that are available for free distribution.

In addition, the department supported pedestrian transportation enhancements in Fiscal Year 2000 by working with local governments to start or complete more than 40 projects that provide sidewalk or transit station safety improvements for pedestrians, including persons with disabilities.



*IDOT promotes the use of alternative forms of transportation, such as bicycling, by supporting bicycle trail construction and improvements.*



*Although motorists have increased their miles driven in Illinois by 60 percent over the past two decades, the fatality rate has been cut in half due, at least in part, to better traffic safety efforts.*

## TRAFFIC SAFETY OVERVIEW

The department continued working in Fiscal Year 2000 to make highway travel safer by:

- analyzing data from reportable crashes, identifying high accident locations and providing the information for use in road improvement projects and traffic safety initiatives statewide;
- conducting safety inspections of school and church buses, as well as commercial vehicles, including trucks and buses;
- conducting motorcycle training classes at 43 sites;
- informing the public about the proper use of child safety seats and seat belts;
- distributing federal funds to local communities to promote safety programs; and
- providing public information materials statewide.

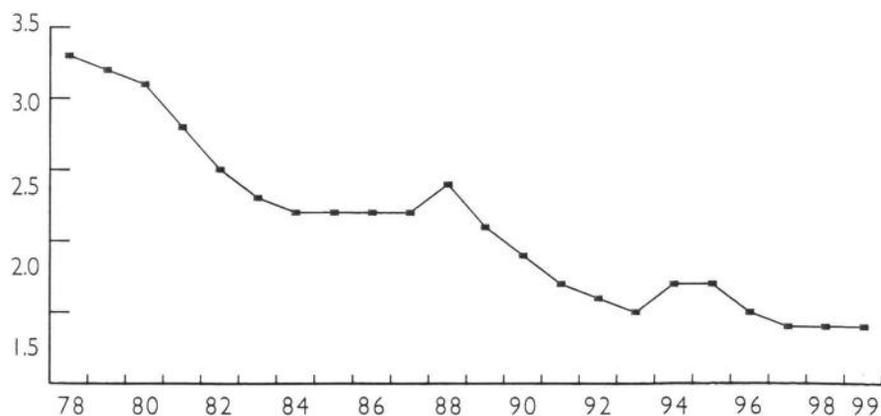
## FY 2000 HIGHLIGHTS

### Major accomplishments during FY 2000:

#### Low fatality rate

The provisional fatality rate for calendar year 2000 is 1.4 persons killed per 100 million miles driven in Illinois, maintaining the state's lowest rate in history. The current low rate is half the rate of just 18 years ago even though the miles traveled have increased 60 percent during that time.

### MOTOR VEHICLE FATALITY RATE IN ILLINOIS 1978-1999 PER 100 MILLION VEHICLE MILES TRAVELLED



### **Safety inspections**

**School and church buses**—42,756 semiannual inspections of school buses were conducted by IDOT, while 3,984 school buses and 544 church buses received unscheduled inspections. Nearly 250 school bus drivers were trained to perform a thorough school bus pre-trip inspection. A total of 7,500 diesel emission inspections were performed.

**Motor carriers**—A total of 90,879 inspections and 338,806 safety lane inspections were conducted to ensure that commercial vehicles and their drivers comply with safety regulations. A total of 217 compliance reviews were made, with 101 of those carriers inspected receiving civil penalties.

In addition, IDOT conducted nine on-site reviews with new and small trucking companies to educate them about motor carrier regulations.

**Hazardous materials transportation**—10,361 hazardous materials transportation inspections were reviewed. A total of 1,882 notices of serious violations were reviewed and 178 civil penalties issued. In addition, 478 warning letters were issued.

### **Motorcycle rider training**

More than 8,800 individuals registered for 776 motorcycle training classes at 43 locations statewide during 2000. Working with selected state universities, IDOT funds the program yearly from portions of fees for motorcycle license plate registrations and motorcycle drivers licenses.

### **Child safety seats and seat belts**

IDOT provided a total of 7,500 child safety seats, an increase of more than 4,700 from last year, for use by lower income parents, and the department conducted 12 safety seat workshops, four more than in 1999. The department also continued to encourage the use of seat belts, worn by 70.2 percent of drivers, up from 67 percent in 1999, as determined by a July 2000 survey of 112,422 front seat occupants at 258 survey sites.

### **Local assistance**

The department administered more than \$18 million in federal highway safety funds in FY 2000 to more than 140 local communities and 10 state agencies for promotion of highway safety, enforcement efforts, community programs and school presentations.

## **PUBLIC INFORMATION AND EDUCATION**

About 835,000 publications about air bags, alcohol, occupant and child protection, and other traffic safety issues were distributed statewide.

Training seminars were conducted for law enforcement officials, judges and state's attorneys. Three area briefings were held to inform elected officials, community leaders and representatives from public and private agencies about traffic safety issues.

In cooperation with the Illinois Laborers-Employers Cooperation and Education Trust (LECET), the department released a radio public service announcement promoting construction work zone safety.

## STATE BUDGET

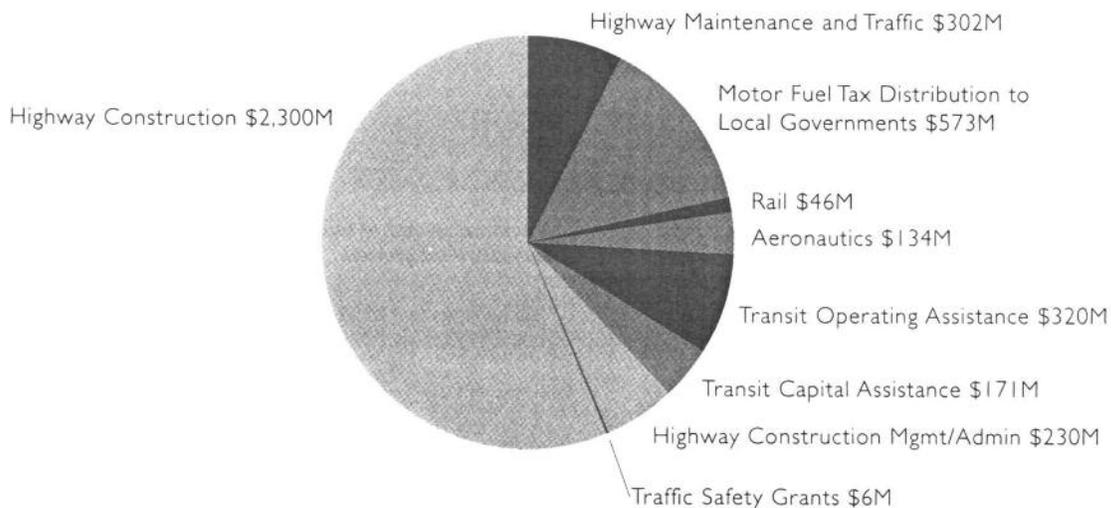
### OVERVIEW AND FY 2000 HIGHLIGHTS

The annual budget funds the first year of five-year capital programs for highways, public transportation, airports and rail. It also funds highway operations and maintenance, operating assistance for public transportation and state-supported rail passenger service, traffic safety programs and administrative support.

Several state and federal sources, including user fees and general revenue monies, fund IDOT's transportation programs. Local matching funds come from a variety of sources. Nearly all funding for planning, constructing and maintaining Illinois' highway system comes from fees collected from motorists who use the system.

The charts and tables on the following pages summarize the appropriations, funding sources, expenditures and revenues for the department's Fiscal Year 2000 programs.

### FY 2000 PROGRAM APPROPRIATIONS — \$4,082.0 MILLION



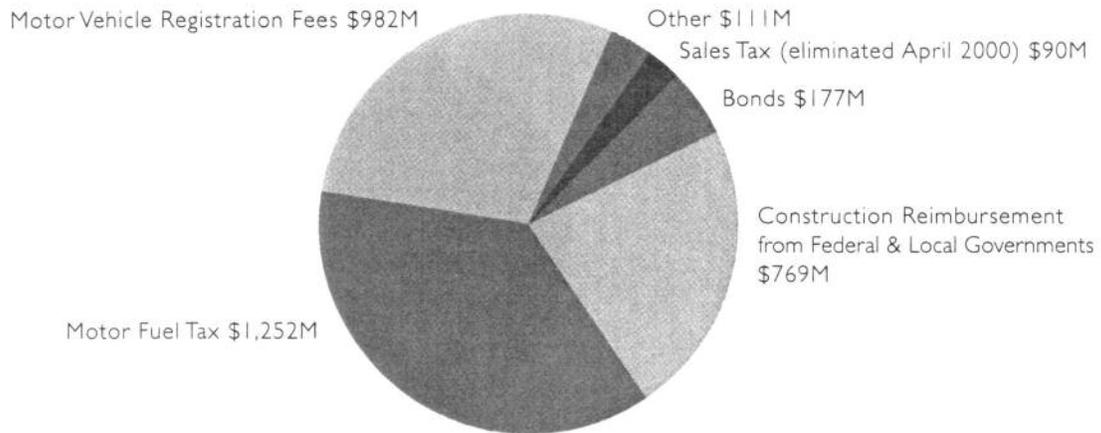
MAJOR TRANSPORTATION MODE	FUNDING SOURCES	TYPE OF FUND	AMOUNT/COMMENTS
<b>HIGHWAYS</b>	Federal	Highway Trust Fund	18.3 cents per gallon on gasoline; 24.3 cents per gallon diesel tax; 12.9 cents per gallon tax on gasohol; and other user fees (excise taxes on tires and auto parts)
	State	Motor Fuel Tax	19 cents per gallon; 2.5 cents per gallon differential for diesel fuel
	State	Vehicle Registration Fees	\$78–autos, pickup trucks; \$138–\$2,790–heavy trucks (based on weight); \$65–titles
	State	Sales Tax Revenue Transfer	1.7 percent. NOTE: Eliminated April 2000.
	State	Series A Bonds	Repaid with highway user revenues
<b>TRANSIT</b>	Federal	Mass Transit Account of the federal Highway Trust Fund	A portion of the revenue is deposited for capital projects
	Federal	General Fund	Capital and operating assistance
	State	Series B Bonds	Capital assistance and primary match for federal funds
	State	Strategic Capital Improvement Program Bonds	Capital assistance to northeastern Illinois
	State	General Revenue Fund <sup>1</sup>	
<b>AERONAUTICS</b> <sup>2</sup>	Federal	Federal Airport and Airway Trust Fund	Aviation user fees
	State	Series B Aeronautics Bonds	
	State	General Revenue	
<b>RAIL</b>	Federal	Highway Trust Fund	A nominal amount of funding for high speed rail demonstration projects
	Federal	Rail Freight Loan Repayment Fund	Federal loans that are repaid to the state and placed into an interest-bearing account.
	State	General Revenue Fund	
	State	State Rail Freight Loan Repayment Fund	State loans that are repaid to the state and placed into an interest-bearing account.

<sup>1</sup>Reimbursement to transit districts that provide reduced fares for services to students, the elderly and individuals with disabilities; Public Transportation Fund for state operating assistance to the Regional Transportation Authority; Metro East Public Transportation Fund for state operating assistance to the St. Louis Metro East area; Downstate Public Transportation Fund for state operating assistance to 16 downstate transit agencies; and some capital assistance for projects with a short service life that do not qualify for bond funding.

<sup>2</sup>In addition to federal and state funding sources, a \$3 Passenger Facility Fee per flight from O'Hare International, Midway and Gary, Indiana, airports is collected by the City of Chicago and used for capital improvements at the three airports.

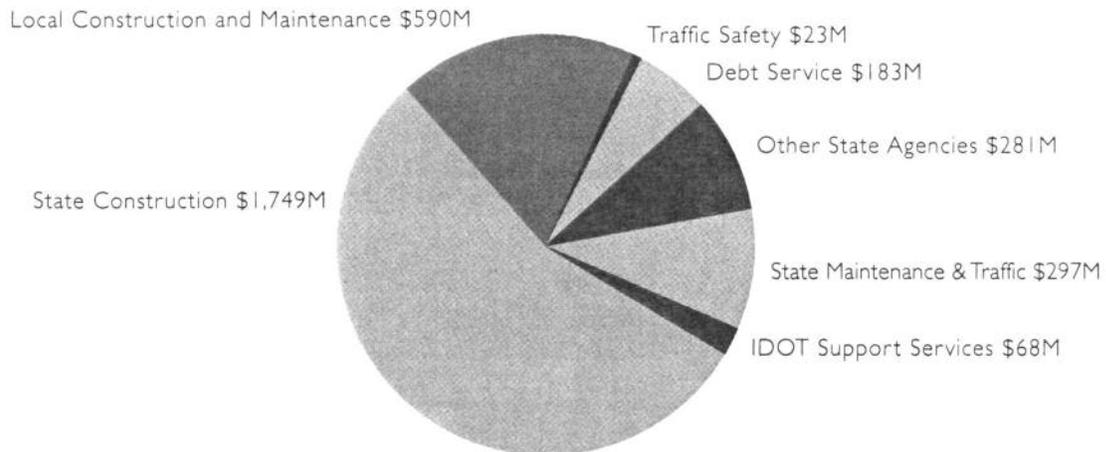
## FY 2000 ILLINOIS HIGHWAY REVENUES—\$3,381 MILLION

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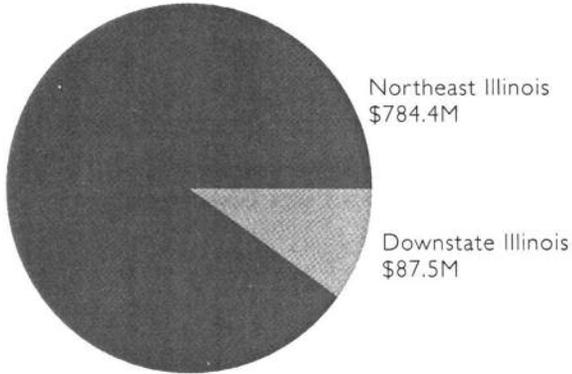
## FY 2000 ILLINOIS HIGHWAY EXPENDITURES—\$3,191 MILLION

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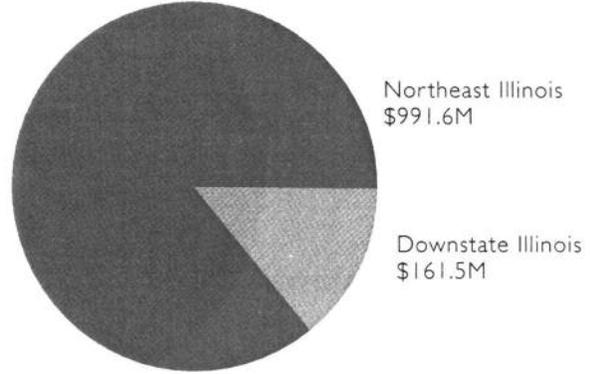


**FY 2000 PUBLIC TRANSPORTATION PROGRAM FUNDING—\$2,024.9 MILLION**

**OPERATING ASSISTANCE—ALL SOURCES**



**CAPITAL ASSISTANCE—ALL SOURCES**



Program amounts are estimates that may differ from final appropriations.

**OPERATING ASSISTANCE**

LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$560,000
State	\$249,300,000
Local	\$534,490,000
<b>Total</b>	<b>\$784,350,000</b>
<b>Downstate Illinois</b>	
Southwest	
Federal	\$350,000
State	\$16,020,000
Local	\$10,820,000
<b>Total</b>	<b>\$27,190,000</b>
Urbanized (Population 50,000+)	
Federal	\$3,830,000
State	\$30,710,000
Local	\$8,900,000
<b>Total</b>	<b>\$43,440,000</b>
Rural/Small urban (Population under 50,000)	
Federal	\$6,100,000
State	\$3,950,000
Local	\$6,800,000
<b>Total</b>	<b>\$16,840,000</b>
<b>TOTAL</b>	<b>\$871,830,000</b>

**CAPITAL ASSISTANCE**

LOCATION/SOURCE	AMOUNT
<b>Northeast Illinois</b>	
Federal	\$474,950,000
State	\$355,000,000
Local	\$161,610,000
<b>Total</b>	<b>\$991,560,000</b>
<b>Downstate Illinois</b>	
Federal	\$71,150,000
State	\$66,150,000
Local	\$20,470,000
<b>Total</b>	<b>\$157,770,000</b>
<b>Statewide Paratransit</b>	
Federal	\$2,990,000
State	\$750,000
<b>Total</b>	<b>\$3,740,000</b>
<b>TOTAL</b>	<b>\$1,153,070,000</b>

**FY 2000 RAIL TRANSPORTATION PROGRAM FUNDING—\$42.2 MILLION**

**Rail Passenger Program**

**OPERATING ASSISTANCE**

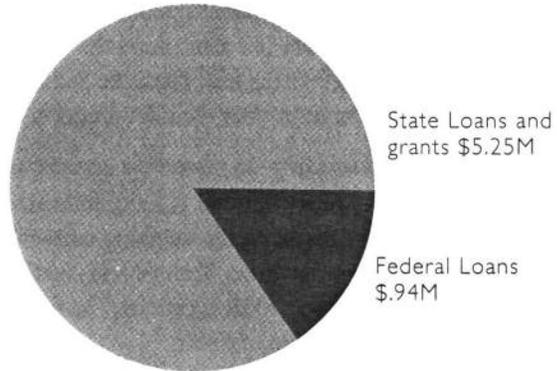
State-supported Trains \$9.2M

**CAPITAL ASSISTANCE—ALL SOURCES**

High-speed Rail \$26.7M  
Federal—\$6.5M; and State—\$20.2M.

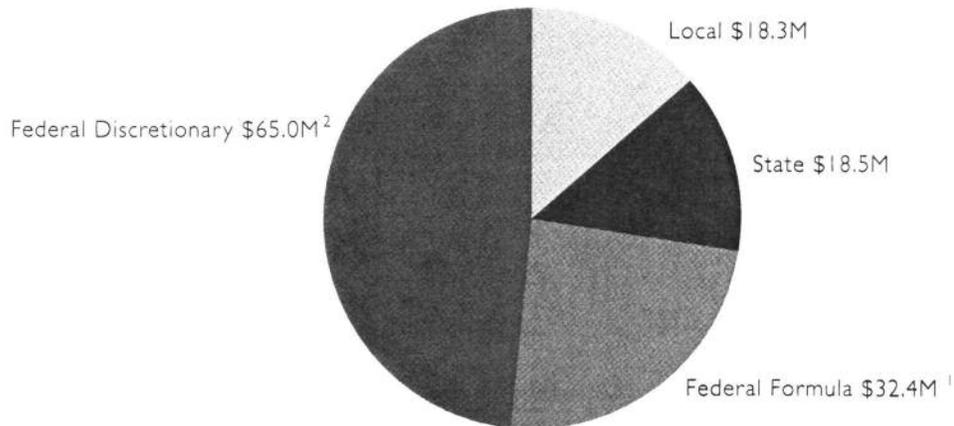
State-supported Station  
Improvements \$.1M

**Rail Freight Program**



Program amounts are estimates that may differ from final appropriations.

**FY 2000 AIR TRANSPORTATION PROGRAM FUNDING—\$134.2 MILLION**



<sup>1</sup> Entitlement funds for specific primary airports based on number of passengers enplaned and apportioned funds based on land area and population.

<sup>2</sup> FAA-determined funds for eligible airports.

Program amounts are estimates that may differ from final appropriations.

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## LEGISLATIVE CHANGES

***DUI and driver fatigue law*** — *to promote safer highways*

Public Act 91-881, effective June 30, 2000, authorizes the Illinois State Police to use eye-scanning devices called pupillometers in an 18-month pilot program to test drivers for driving under the influence of alcohol or drugs (DUI). The law also allows the State Police to test commercial vehicle operators for fatigue. Drivers may refuse the test. The State Police must submit an evaluation report to legislative leaders within three months after the pilot program ends.

***Diesel emissions tests law*** — *to protect the environment*

Public Act 91-865, effective October 1, 2000, authorizes the Illinois State Police to perform unscheduled diesel emissions tests for all trucks weighing more than 16,000 pounds operating in the Chicago and East St. Louis metropolitan areas. Trained and certified officers may perform the tests at weigh stations, on the roadside, and at other safe locations. The fine is \$400 for the first offense and \$1,000 for the third or subsequent offense within one year.

***Anhydrous ammonia transportation law*** — *to protect public safety*

Public Act 91-889, effective January 1, 2001, makes it a Class 4 Felony to transport anhydrous ammonia, a hazardous material, in an unauthorized portable container.

