

ILLINOIS DEPARTMENT OF TRANSPORTATION FISCAL YEAR 1999 ANNUAL REPORT

OUR MISSION

The mission of the Illinois Department of Transportation (IDOT) is to provide citizens with the most efficient, safe transportation system and manage it in a way that fosters economic development and improves the quality of life in the state.

OUR 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 premier hub in Northeastern Illinois by developing a third major airport;

TRANSIT — Ensure the availability of public transportation through a stable base of operating and capital funding so that transit can continue to provide a mobility option for individuals, reduce traffic congestion and improve air quality;

RAIL — Preserve 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; and

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

SUMMARY OF FY 1999 MAJOR ACCOMPLISHMENTS

IMPROVED 1,255 miles of highway and 443 bridges on the state and local systems;

ADVANCED high-speed rail development, including the installation and testing of Vehicle Arresting Barriers at three rail crossings;

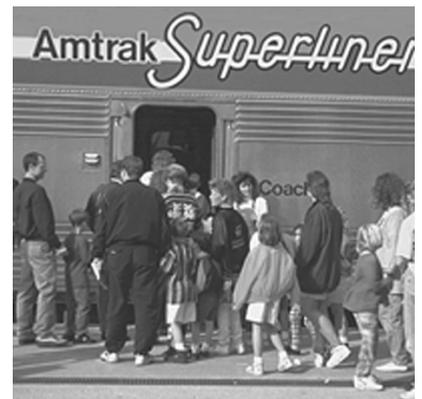
MAINTAINED gains in ridership on intercity passenger trains;

REHABILITATED rapid transit cars in Chicago and opened multi-modal facility downtown;

SUPPORTED improvements at nine commercial service airports and 37 other airports serving general aviation statewide;

AIDED traffic safety efforts, maintaining the lowest fatality rate in the state's history; and

SUPPORTED non-motorized transportation by opening more than 100 miles of bicycle trails and starting another 50 miles of bikeways.



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

RESPONSIBILITIES

As a state agency responsible for all modes of transportation, the Illinois Department of Transportation :

DESIGNS, coordinates, constructs, maintains and operates the state system of highways and bridges;

PLANS, coordinates and administers funding and technical assistance for public transit systems, airports and rail freight and passenger systems; and

ADMINISTERS traffic safety programs.



Rehabilitation of Illinois' interstate highway system is a department priority.

Customer Service — Past and Present

In fulfilling its responsibilities for building and maintaining the statewide transportation system and enhancing traffic safety, IDOT continually looks ahead to provide more efficient programs and services for Illinois citizens through use of new technological tools. The department also encourages the public to participate in all aspects of transportation decision-making.

TECHNOLOGICAL TOOLS

Among the innovative technological tools that originated in the 1990s - and continue to be used - to improve productivity, quality and service for the benefit of Illinois highway users include:

Computerized highway and bridge designs—IDOT uses a Computer-Aided Design and Drafting (CADD) system that improves efficiency by standardizing computerized drawings and contract plans for highways and bridges and allowing quick, error-free exchange of information through file transfers with consulting firms.

Automated pavement checks— To assess highway needs, the department uses a Video Inspection Vehicle, a high-tech van with high-resolution video cameras and measuring devices, to check the condition of roads. The survey provides more refined and accurate data and exposes fewer employees to traffic hazards by eliminating the need to leave their vehicles for closer inspection of roads.

State-of-the-art electronic information systems— IDOT continues to develop and test intelligent transportation systems (ITS) that improve safety and efficiency in various transportation technologies, such as those used in relieving congestion in major urban areas. The projects often involve operational and funding cooperation with federal and state agencies and other groups. Some of the most recent or ongoing initiatives include the following:

Gary-Chicago-Milwaukee (GCM) ITS Priority Corridor Program— Among various projects begun by the GCM program is one that provides real-time travel information for the three-state expressway corridor. The GCM projects provide valuable information on how to coordinate intelligent transportation systems under separate jurisdictions into an integrated regional system. Last year, the GCM program won the ITS America Award for Outstanding Achievement in Regional and Corridor Programs. In addition, Chicago has been chosen as the site for the 2002 ITS World Congress.

Toll road vehicle identification technology— IDOT is studying vehicle travel times on the toll road by continuing to test Automatic Vehicle Identification (AVI) technology in conjunction with the Illinois State Toll Highway Authority's (ISTHA) electronic toll collection system. This electronic information is being used in detecting toll road travel delays under an updated ISTHA traffic management system.

Road weather monitoring system– Today, there are 51 Roadway Weather Information Systems (RWIS) that use measuring devices, such as pavement sensors and radar, to continually monitor weather-related road conditions. District offices in the northern two-thirds of the state are directly linked with the measuring devices and use that information, along with weather forecasts, to determine how to dispatch winter maintenance crews. RWIS helps improve traffic safety and conserve resources.

Train detection devices– A pilot project called Train Detection Technology will test special devices installed in 300 vehicles that warn of oncoming trains at five grade crossings in the northern Chicago suburbs.

“Smart” weigh stations – To help improve commercial vehicle travel times and reduce congestion at weigh stations, IDOT is testing an advanced weigh-in-motion scale at the Williamsville station along I-55. The technology allows commercial vehicles to be weighed while traveling at normal speed on the highway and clears those immediately within legal limits. Commercial vehicles that are not cleared will have to either stop at the weigh station or be checked by a low-speed weigh-in-motion system.

Railroad grade crossing barriers – The department is testing Vehicle Arresting Barriers (VABs) at three grade crossings in the proposed high-speed rail corridor between Chicago and St. Louis. Illinois is the first state to test this technology at grade crossings. A VAB, which costs about \$1 million, consists of two towers with nets on each side of the tracks. When a train approaches the crossing, the nets are automatically lowered from the towers to block or “catch” any vehicle attempting to cross the tracks. VABs have been used to snag vehicles on moveable bridges, ferry slips and at the entrance to the reversible express lanes on the Kennedy Expressway in Chicago.

Tracking trains – The Positive Train Control Project, a joint pilot program with the Federal Railroad Administration and the Association of American Railroads, will link locomotives equipped with computers to the Union Pacific train control center in Omaha, Neb., through satellite technology. The project on a 123-mile section of track between Springfield and near Dwight is expected to demonstrate that such monitoring can improve operations and safety, especially for freight and passenger trains traveling at different speeds over shared track.

SERVING THE PUBLIC

During the 1990s, IDOT has significantly expanded services for the public and encouraged citizens to participate in various aspects of transportation decision-making. The department added a toll-free phone number; established an Internet Web site, and held a series of statewide open houses, forums and meetings in conjunction with the development of the Illinois State Transportation Plan. Public comments were included in the final long-range plan, which identifies strategies for implementing 21st century policies and goals.

Activities that directly benefit travelers and commuters include:

Interstate rest areas – Five new rest areas were added during the 1990s along interstate highways, bringing the statewide total to 30. The quality of service at most rest areas has been improved by contracting with sheltered workshops, which employed 300 persons in FY 1999 to maintain the sites. In addition, computerized weather information stations at four welcome center rest areas near the borders of neighboring states assist travelers with reports of weather conditions on their routes.

Highway safety features – Textured shoulder pavements, called “rumble strips,” that alert motorists who begin to veer off a road have been added to 1,500 miles of Illinois interstate highways since being implemented in 1991. IDOT also increased the use of raised lane markers to alert motorists who cross a driving lane, installing more than 3 million raised markers during the last decade. Added in front of concrete piers along highways to help prevent injuries or fatalities, sand-filled barrels are now in place at 150 locations statewide.



Department emergency traffic patrols provide motorist assistance on expressways in the Chicago and East St. Louis metropolitan areas.

Emergency traffic patrols—Sixty patrols of “Minutemen” respond to more than 100,000 incidents yearly involving stalled motorists or crashes on Chicago area expressways. The Chicago program was awarded the national Public Service Excellence Award in 1995. IDOT also operates a smaller patrol program on interstate highways in the East St. Louis area, with 16 crew members in 16 vehicles responding to more than 14,000 calls a year.

Adopt-a-Highway—Through this community involvement effort, more than 1,000 local groups have helped to keep Illinois’ roadsides clean by adopting 2,000 miles of state highways. IDOT provides safety training for the volunteers, highway signs, warning vests for them to wear while cleaning up roadside trash, and pickup of the garbage bags. In FY 1999, more than 22,000 bags of litter were picked up statewide.



More than 11,000 Illinoisans participate in the department's Adopt-a-Highway program.

SUPPORTING ECONOMIC GROWTH

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 the other places where they participate in the economy, 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 FY 1999, more than 30,000 private sector jobs in construction and related businesses were created.

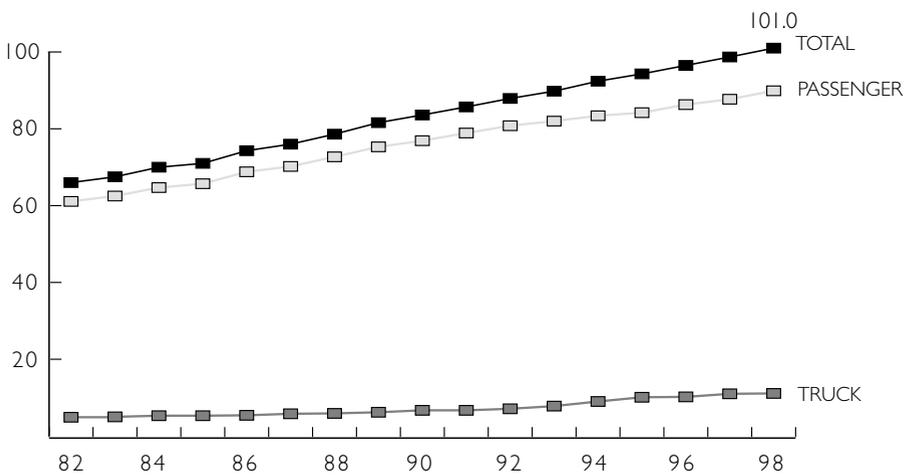
Department investment policies continue to focus on supporting business and employment growth, preserving and managing the existing system, reducing congestion, improving safety and the efficiency of operations, supporting technology advances, and providing an overall transportation system that offers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

OVERVIEW OF THE ILLINOIS TRANSPORTATION SYSTEM

HIGHWAYS

Illinois' 139,000-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 of them are on the state system.

AVERAGE VEHICLE MILES TRAVELLED (AVMT) BY AUTOS AND TRUCKS IN ILLINOIS 1982–1998 IN BILLIONS OF MILES



The state highway system is the most heavily used. In 1998, the most recent year for which traffic volume data is available, Illinois' highway network carried nearly 101 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.

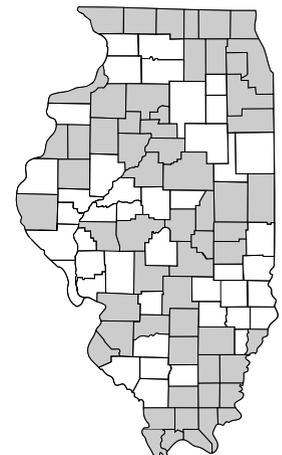
The state also has the third largest interstate highway system, including three of the nation's five transcontinental routes that carry the most commercial vehicle traffic. Illinois' interstate highways account for about 1.5 percent of all road miles but carry nearly a quarter of all traffic in the state.

PUBLIC TRANSPORTATION

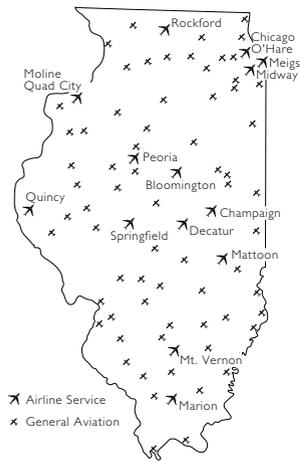
Northeastern Illinois has the second largest combined transit system in the nation, while downstate urban transit systems provide service in Southwestern Illinois, eight metropolitan areas, and 26 rural and small urban areas. (See map.) Transit systems include commuter and rapid transit trains and/or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

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

■ COUNTIES WHERE TRANSIT SYSTEMS OPERATED IN FY 1999



AIRPORTS



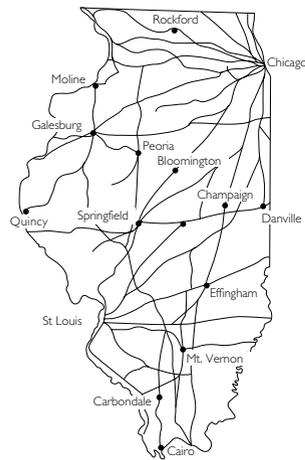
Public transportation provides an important mobility alternative for citizens who have no other feasible way to commute. In Northeastern Illinois and the St. Louis Metro East area, public transportation also plays an important role in relieving traffic congestion. Three transit systems under the Regional Transportation Authority (RTA) in Northeastern Illinois carry 95 percent of the approximately 600 million annual public transportation passengers in Illinois.

AIR TRANSPORTATION

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 118 airports designated for public use and 285 heliports.

In 1999, there were 21,063 registered pilots and 9,668 registered planes engaged in general aviation.

MAINLINE RAIL SYSTEM

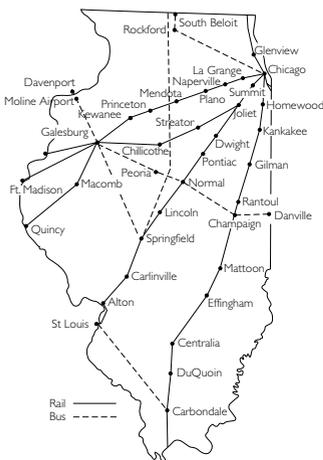


RAIL TRANSPORTATION

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 intermodal 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.

RAIL PASSENGER SYSTEM



NON-MOTORIZED TRANSPORTATION

Illinois currently has more than 2,000 miles of bikeways for its 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.

REVENUE SOURCES AND DISTRIBUTION

Funding for IDOT's transportation programs comes from several state and federal sources, including user fees and general revenue funds. Local matching funds come from a variety of sources.

Federal and state funding sources are as follows:

Highways and Traffic Safety

Nearly all funding for planning, constructing and maintaining Illinois' highway system comes from highway use taxes - fees collected from motorists who use the system. The following list indicates the sources for those fees:

FEDERAL

Highway Trust Fund

18.3 cents per gallon tax 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; and 2.5 cents per gallon differential for diesel fuel

Vehicle Registration Fees

Sales Tax Revenue Transfer

1.7 percent

Series A Bonds

(Repaid with highway user revenues)

Public Transportation

The following federal and state sources provide funding to transit systems for capital projects and operating assistance:

FEDERAL

Mass Transit Account of the federal Highway Trust Fund

A portion of revenues from federal fuel taxes is deposited for capital projects

General Fund

Capital and operating assistance

STATE

Series B Bonds

Capital assistance and primary match for federal funds

Strategic Capital Improvement Program Bonds

Capital assistance to Northeastern Illinois



Public transportation provides mobility for individuals, improves air quality and reduces traffic congestion.

General Revenue Fund

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.

Airports

The following funding sources for airports include a combination of user fees, bonds and general revenues:

FEDERAL

Federal Airport and Airway Trust Fund

Aviation user fees

STATE

Series B Aeronautics Bonds

General Revenue Fund

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

Rail Transportation

Funds for the state-supported Amtrak rail passenger service, projects to develop high-speed rail, and rail freight improvements come from the following sources:

FEDERAL

Highway Trust Fund

A nominal amount of funding for high speed rail demonstration projects

Rail Freight Loan Repayment Fund

Recycled federal loan funds

STATE

General Revenue Fund

State Rail Freight Loan Repayment Fund

Recycled state loan funds

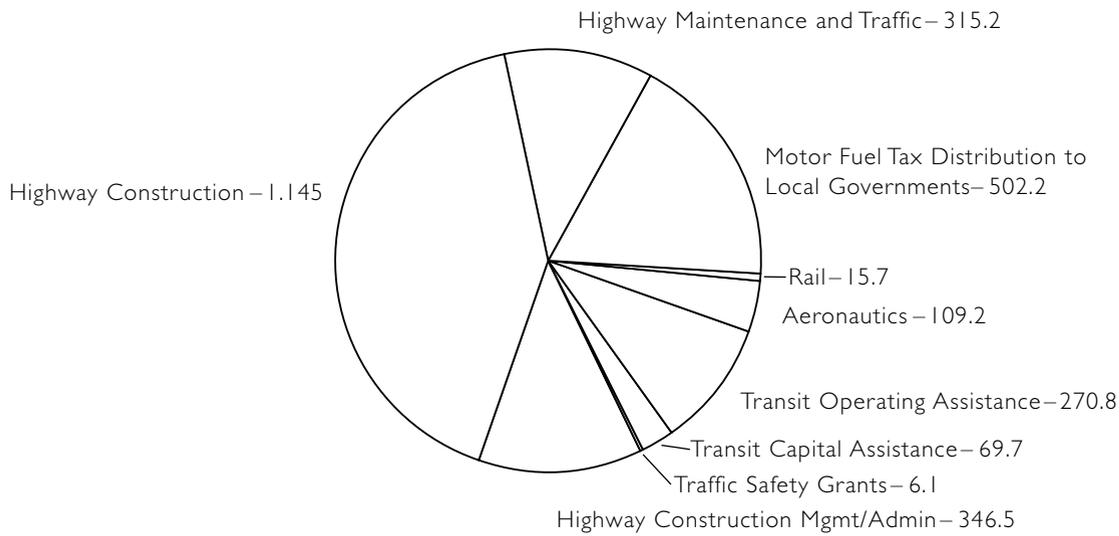


Rail passenger service is an important part of the state's multi-modal transportation system.

STATE BUDGET

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. The chart shows appropriations based on Illinois government's fiscal year, July 1–June 30.

FY99 APPROPRIATIONS — \$2,780.4 MILLIONS



FISCAL YEAR 1999 HIGHLIGHTS

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

HIGHWAYS

In FY 1999, the highway program included \$1.145 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 27,000 private sector jobs in the construction industry and related businesses, and improved 1,255 miles of road and 443 bridges.

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

Capital Investment Priorities

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

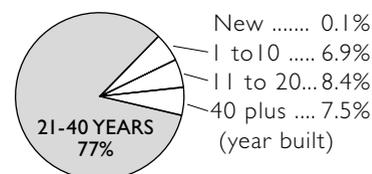
Repairing and modernizing Illinois' interstate highways is the state's top capital investment priority because they represent lifelines of the economy. Interstate highways are particularly critical for commercial transportation in Illinois. More than 50 percent of all goods that are shipped on highways 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. As the chart shows, nearly 85 percent of the interstate system is now at least 21 years old — 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 more than 20 years ago — nearly 96 percent, as shown in the chart.

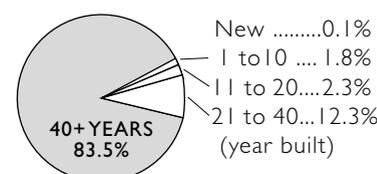
FY1999 PROGRAM FUNDING

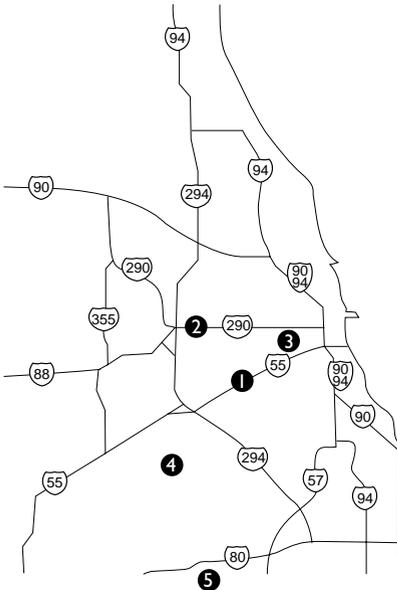
SOURCE	AMOUNT
Federal	\$ 601,000,000
State	\$ 510,000,000
Local	\$ 34,000,000
TOTAL	\$ 1,145,000,000

AGE OF ILLINOIS INTERSTATE SYSTEM IN 2000



AGE OF ILLINOIS NON-INTERSTATE SYSTEM IN 2000





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

Operations Priorities

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

Major Accomplishments During FY 1999

1 Stevenson Expressway (Interstate 55) in Cook County. Completed Phase 1 of the reconstruction for the Stevenson Expressway from Willow Springs Road near the Tri-State Tollway (I-294) to the Dan Ryan Expressway (I-94/90) in Cook County. The work on the three inbound lanes cost \$120 million. It included the reconstruction of the mostly elevated section between Kedzie Avenue and Canal Street, new and improved lighting along the roadway, and the construction of dedicated ramps for exiting vehicles at Damen, Ashland, and the north- and south-bound Dan Ryan to improve safety and traffic flow. The total project is estimated to cost \$567 million, with Phase 2 scheduled for the Year 2000 construction season.

2 I-290/I-88 Interchange (Hillside bottleneck) in Western Cook County. Initiated engineering studies to untangle one of the worst bottlenecks in northeastern Illinois. Governor George Ryan put the project on a fast track schedule to construct additional lanes and related improvements. The multi-year project is estimated to cost \$105 million.

3 Ogden Avenue at Illinois 50 (Cicero Avenue) in Cicero (Cook County). Reconstructed interchange and improved lighting at a cost of \$19.3 million.

4 143rd Street in Orland Park (Cook County). Added lanes from U.S. 45 to Illinois 43 at a cost of \$13.8 million.

5 U.S. 45 in Frankfort (Will County). Constructed additional lanes and a replacement bridge and installed traffic signals and lighting from Colorado Avenue to Old Plank Road Trail at a cost of \$12.9 million.

6 Illinois 173 from White Oaks Road to U.S. 14 in McHenry County. Widened and resurfaced road, improved intersection, and rehabilitated bridge at a cost of \$7.1 million.

7 U.S. 30 in Montgomery (Kane and Kendall Counties). Constructed additional lanes, a bikeway and a replacement bridge from east of the Burlington Northern Railroad tracks to Briarcliff Road and over the Fox River at a cost of \$10 million.

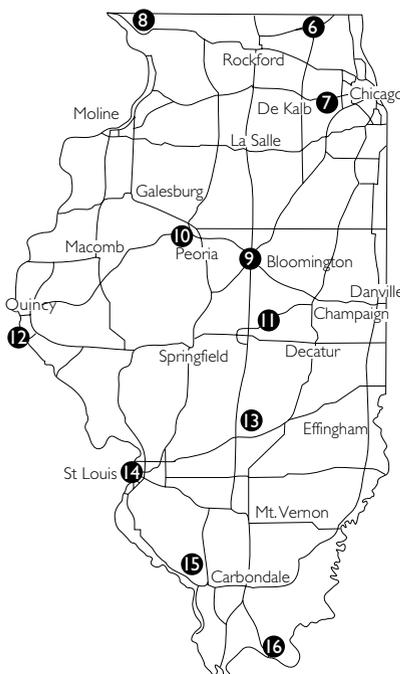
8 U.S. 20 in Jo Daviess County. Resurfaced pavement, straightened curves and constructed truck climbing lane on U.S. 20 from Derinda Center Road to Krohmer Road at a cost of \$6.1 million.

9 Business I-55 from Clearwater Avenue in Bloomington to the Union Pacific Railroad in Normal. Added lanes, resurfaced pavement and replaced bridge at a cost of \$11.4 million.

10 U.S. 24 bridge over Illinois River in Peoria. Rehabilitated and painted bridge and replaced bridge deck at a cost of \$26.1 million.

11 I-72 from west of U.S. 51 to east of Argenta (Macon County). Resurfaced pavement, repaired a ramp and bridge deck, and made safety improvements at a cost of \$8.4 million.

STATEWIDE PROJECTS



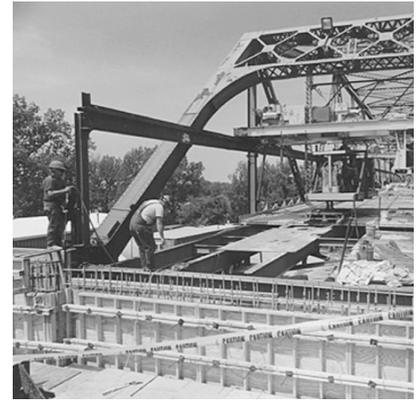
12 **U.S. 36 Mark Twain Memorial Bridge at Hannibal.** Built interchange and elevated approach to the replacement bridge carrying U.S. 36 across the Mississippi River at a cost of \$12.3 million. The amount includes Illinois' share of the construction cost for the bridge deck and painting of the bridge under contract by the state of Missouri.

13 **I-70 from west of St. Elmo to west of Effingham (Fayette and Effingham counties).** Resurfaced pavement at a cost of \$8.6 million.

14 **Poplar Street Bridge complex in East St. Louis (Madison County).** Added new bridge with a west-bound ramp from I-55/70/64 to Martin Luther King Bridge approach at a cost of \$15.3 million.

15 **Illinois 13/127 from Pyatts Wye to Illinois 4 (Perry and Jackson counties).** Realigned intersection, resurfaced pavement and replaced a bridge at a cost of \$6.6 million.

16 **U.S. 45 in Metropolis (Massac County).** Started upgrading the two-lane U.S. 45 highway from Yasoda Street to east of Devers Road, adding a lane in each direction and a bi-directional turn lane at a cost of \$6.9 million.



More than 97 percent of FY 1999 highway program funds were used to preserve roads and bridges.

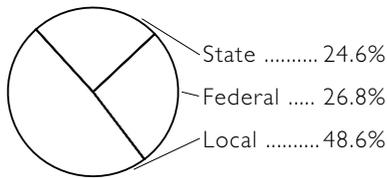
PUBLIC TRANSPORTATION

In FY 1999, the transit program allocated \$834.63 million in federal, state and local matching funds for operating assistance and \$479.34 million in capital assistance.

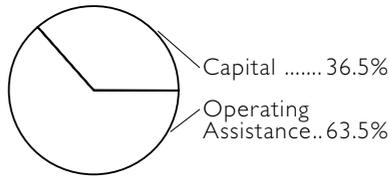
FY 1999 PROGRAM FUNDING

OPERATING ASSISTANCE		CAPITAL ASSISTANCE	
SOURCE/LOCATION	AMOUNT	SOURCE/LOCATION	AMOUNT
Federal		Federal	
Northeast Illinois	\$2,530,000	Northeast Illinois	\$284,220,000
Downstate Illinois		Downstate Illinois	\$56,010,000
Southwest	\$510,000	Statewide Paratransit	\$2,530,000
Urbanized	\$2,530,000	Total	\$342,760,000
Rural/Small Urban	\$4,000,000	State	
Total	\$9,570,000	Northeast Illinois	\$44,000,000
State		Downstate Illinois	\$8,270,000
Northeast Illinois	\$223,360,000	Statewide Paratransit	\$630,000
Downstate Illinois		Total	\$52,900,000
Southwest	\$15,920,000	Local	
Urbanized	\$27,910,000	Northeast Illinois	\$64,270,000
Rural/Small Urban	\$3,590,000	Downstate Illinois	\$19,410,000
Total	\$270,780,000	Statewide Paratransit	—
Local		Total	\$83,680,000
Northeast Illinois	\$526,730,000	TOTAL	\$479,340,000
Downstate Illinois			
Southwest	\$10,760,000		
Urbanized	\$13,950,000		
Rural/Small Urban	\$2,840,000		
Total	\$554,280,000		
TOTAL	\$834,630,000		

FUNDING SOURCES



PROGRAM ALLOCATION



The charts to the left show in percentages how the FY 1999 public transportation program is funded and how those funds are spent.

Major Accomplishments During FY 1999

NORTHEASTERN ILLINOIS

Chicago Transit Authority —

Rapid transit cars

Continued to rehabilitate rapid transit cars that have been in continuous service for 16 years. Some rehabilitated cars were delivered beginning December 1998. Total estimated cost: \$359.8 million.

40-foot Buses

Began process to purchase up to 440 buses that are air conditioned and fully accessible for persons with disabilities. The buses will be delivered beginning in May 2000. Total estimated cost: \$131 million.

Chicago/State Subway Station

Awarded a contract to reconstruct, and make accessible, the Chicago/State subway. Total estimated cost: \$23.41 million.

Metra —

Arlington Heights train station

Broke ground for a relocated train station in downtown Arlington Heights that continues the community's efforts to improve traffic flow, transit operation and access, and downtown business development. Total estimated cost: \$4.3 million.

Pace —

Harvey facility

Began construction of major multi-modal transfer facility in Harvey to boost economic development. Total estimated cost: \$3.4 million.

The charts on the next page show how commuters use mass transit in Northeastern Illinois.

SOUTHWESTERN ILLINOIS

Metro East -

Edwardsville bus transfer center

Madison County Transit District began construction of a bus transfer center in Edwardsville to provide a centrally located building for the safe and secure transfer of bus passengers, as well as a park and ride lot. Total estimated cost: \$3.5 million.

DOWNSTATE - URBAN

Illinois Terminal - Champaign

The Champaign-Urbana Mass Transit District dedicated its new multi-modal facility that provides a major transfer point for intercity bus and rail service, local bus service, and taxis. Cost: \$11 million.

Transit buses

The Champaign-Urbana Mass Transit District began the procurement of seven buses. Cost: \$2.8 million.

Several downstate grantees combined resources to procure 20 buses. Cost: More than \$5 million.

DOWNSTATE - RURAL

Storage/maintenance facilities

Quincy began construction of an office/maintenance and storage facility on the same site as the city’s maintenance facility to consolidate resources while replacing a worn-out transit facility. Cost: \$1.5 million.

Piatt County began construction of a storage/maintenance facility to improve the reliability of public transportation in the county. Cost: \$300,000

DOWNSTATE - URBAN AND RURAL

Paratransit vehicles

Seventy-six paratransit vehicles replacing worn-out units were delivered to not-for-profit and transit agencies. Cost: \$4 million.

AIR TRANSPORTATION

The FY 1999 program included \$120.6 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.

FY 1999 PROGRAM FUNDING	
SOURCE	AMOUNT
Federal	\$90,800,000
State	\$14,100,000
Local	\$15,700,000
TOTAL	\$120,600,000

3rd Airport—Chicago Region

A recent study by Booz, Allen and Hamilton on air capacity needs in Northeastern Illinois completed for the Chicagoland Chamber of Commerce, as well as the state’s own aviation forecasts, show a need for increased capacity in the Chicago region. The findings confirm 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:

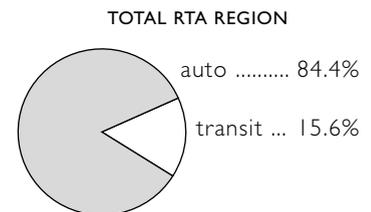
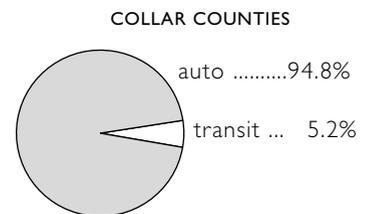
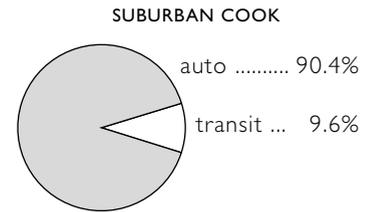
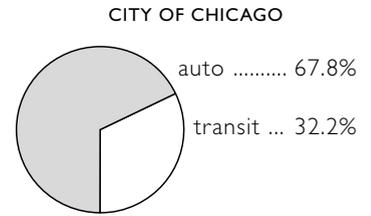
Cost \$468 million and be financed through federal and private funds;

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.

MODAL ORIGINS IN NORTHEASTERN ILLINOIS



Major Accomplishments During FY 1999

Runway extensions

Completed at Beardstown (\$162,000), Carbondale (\$788,000) and Rockford (\$9,045,000).

Runway rehabilitation

Completed at Bloomington-Normal (\$2,499,000), Cairo (\$720,000), DuPage (\$643,000), Pinckneyville-DuQuoin (\$319,000) and Springfield (\$9,601,000).

New taxi ways

Constructed at Carbondale (\$2,627,000), DeKalb (\$320,000), Macomb (\$867,000) and Morris (\$780,000).

Taxiway rehabilitation

Completed at Centralia (\$407,000), Lawrenceville (\$630,000), Moline (\$2,657,000) and Peoria (\$1,910,000).

Safety equipment

Weather reporting equipment installed at Jacksonville and Pittsfield.

Instrument landing equipment installed at DeKalb and Romeoville.

Emergency Medical Services Helicopter Airlifts

IDOT provided about 900 emergency flights to medical facilities in FY 1999 for critically ill or injured individuals and for organ transplants.



Airport improvement projects enhance the safety and efficiency of the air transportation system.

RAIL TRANSPORTATION

In FY 1999, the rail program allocated \$15.7 million. Of that amount, \$7.5 million was used to continue inter-city rail passenger service between Chicago and Quincy, Carbondale, and St. Louis, providing the second year commitment of a three-year state contract with Amtrak for operating service. The contract—the first of its kind in the nation—caps the cost to Illinois for the state-sponsored service. Another \$1.2 million supported service between Chicago and Milwaukee.

A total of \$6.6 million was provided to the rail freight improvement program, which funds capital improvement projects through grants and low interest loans that are selected for their long-term economic benefits to the state. 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 FY 1999 to improve rail passenger stations and conduct an environmental impact statement for the high speed rail program.

FY 1999 PROGRAM FUNDING

RAIL PASSENGER PROGRAM		RAIL FREIGHT PROGRAM	
SOURCE	AMOUNT	SOURCE	AMOUNT
Operating Assistance		Federal Loans	\$1,000,000
State-supported trains	\$8,700,000	State Loans and Grants	\$5,567,700
Capital Assistance		Total	\$6,567,700
Station Improvements			
State	\$218,000		
High Speed Rail			
Federal	\$200,000		
State	\$200,000		
Total	\$9,318,000		

Major Accomplishments During FY 1999

Ridership increase on state-supported trains

During FY 1999, the major gains in ridership during FY 1998 were maintained, achieved in part by restored confidence in rail passenger service through the multi-year contract with Amtrak.

Marketing efforts also contributed to maintaining the ridership increase, as coalitions of community officials for the three downstate corridors along with Amtrak and IDOT officials continue to meet quarterly to promote and enhance passenger rail service in their communities. During FY 1999, the coalitions produced two brochures — one a calendar of events for each community and the other listing bed and breakfast inns easily accessed by rail.

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

Rail freight projects completed

During FY 1999, seven major projects were completed, helping to create or retain 338 jobs and leveraging \$5,420,000 in private funds. Projects completed include:

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

- Allen; Union Pacific; 5,650 feet; \$2,706,675
- Galesville; Norfolk Southern; 3,750 feet; \$703,600
- Granite City; Norfolk Southern; 4,620 feet; \$3,000,000
- Pekin; Illinois Central; 1,000 feet; \$300,000
- Pontiac; Union Pacific; 4,295 feet; \$967,340
- South Chicago; Elgin, Joliet & Eastern Railway; 3,600 feet; \$865,000

Rehabilitation (City/town; Railroad; Length; Cost)

- Calumet; Belt Railway Company of Chicago; 4.79 miles; \$3,500,000
- Marion; Crab Orchard & Egyptian Railroad; 500 feet; \$60,000

Rail freight projects under construction

During FY 1999, nine major projects were under construction, helping to create or retain 190 jobs and leveraging \$39,768,000 in private funds.

Station improvement projects completed

- Installed wheelchair lifts and enclosures at 11 stations throughout the state, enabling persons with disabilities to access Amtrak trains. Cost: \$62,000
- Added 22 parking spaces to the Quincy passenger rail station. Cost: \$45,000
- Contributed funds for the Amtrak area in the new Intermodal Transportation Center opened in Champaign during 1999. Cost: \$300,000

Station improvement projects started

- Initiated the complete rehabilitation of the Princeton station.

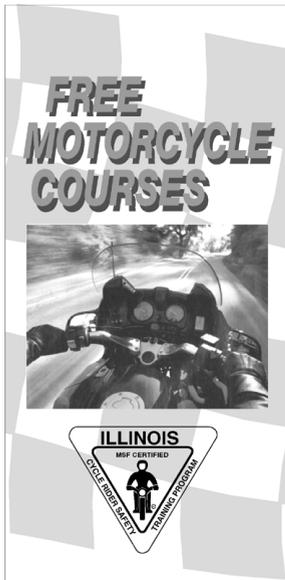
High speed rail projects completed and under development

- Continued work on the environmental impact statement for the Chicago–St. Louis corridor.
- Installed and started testing a Vehicle Arresting Barrier (VAB) system at three grade crossing locations.



Rail projects improve tracks and support freight service.

- Started Positive Train Control Project, a pilot project - first in the nation - that monitors the location of trains on a 120-mile section of track between Springfield and Mazonia.
- Began East St. Louis Track Project, which involves rebuilding and adding signals to area tracks. The project streamlines the route between Alton and St. Louis, cutting 20 minutes in travel time for Amtrak trains.



The department's traffic safety education efforts include distributing public information materials statewide.

TRAFFIC SAFETY

The department continued working in FY 1999 to make highway travel safer by:

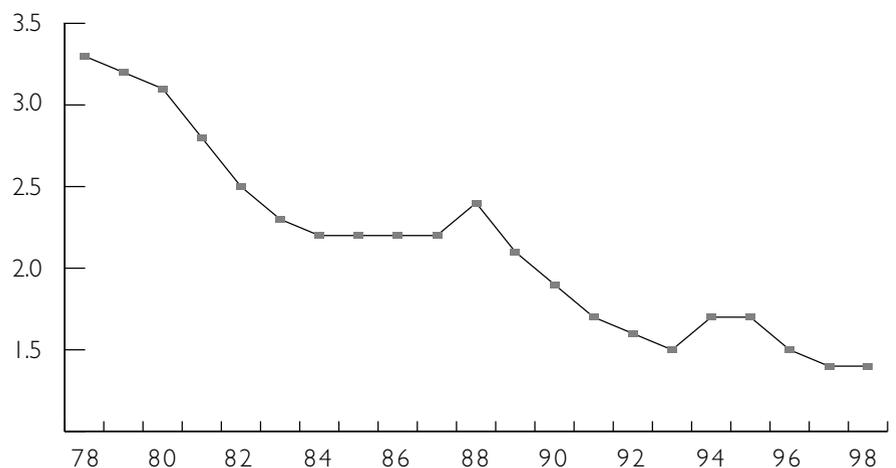
- analyzing information, including data from about 500,000 crashes, to determine what programs or initiatives would improve traffic safety;
- conducting safety inspections of school and church buses, as well as commercial vehicles, including trucks and buses;
- conducting motorcycle training classes 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.

Major Accomplishments During FY 1999

Low fatality rate

The provisional fatality rate for Fiscal Year 1999 is less than 1.4 persons killed per 100 million miles driven in Illinois, maintaining the state's lowest rate in history.

MOTOR VEHICLE FATALITY RATE IN ILLINOIS 1978-1998 PER 100 MILLION VEHICLE MILES TRAVELLED



Safety inspections

School and church buses - 38,000 semiannual inspections of school buses were conducted by IDOT, while about 4,300 school buses and 800 church buses received unscheduled inspections. In addition, nearly 3,000 school bus drivers were trained to perform a thorough school bus pre-trip inspection.

Motor carriers – About 462,000 inspections were conducted to ensure that commercial vehicles and their drivers comply with safety regulations. A total of 171 compliance reviews were made, with 65 of those carriers inspected receiving civil penalties.

In addition, IDOT conducted 27 on-site reviews with new and small trucking companies to educate them about motor carrier regulations.

Hazardous materials transportation – 12,801 hazardous materials transportation inspections were reviewed. A total of 1,315 notices of serious violations were sent and 176 civil penalties issued.

Motorcycle rider training

More than 8,300 individuals registered in 730 motorcycle training classes at 43 locations statewide during 1999. Working with selected state universities, IDOT funds the program yearly from a portion (27 percent) of the motorcycle license plate fee (\$1.5 million) and, beginning in 1999, from a \$5 fee for driver's licenses with an M or L endorsement, which may generate \$360,000 yearly.

Child safety seats and seat belts

IDOT provided a total of 2,729 child safety seats for use by lower income parents and conducted eight safety seat workshops. The department also continued to encourage the use of seat belts, which were worn by 67 percent of drivers as determined by a July 1998 survey of 102,148 front seat occupants at 258 survey sites.

Local assistance

The department administered more than \$10.7 million in federal highway safety funds to 125 local communities and seven state agencies for promotion of highway safety, enforcement efforts, community programs and school presentations.

Public information and education

About 635,000 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.

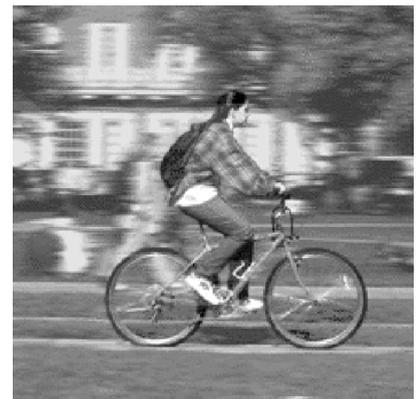
NON-MOTORIZED TRANSPORTATION

The department continued working in FY 1999 to encourage the use of bicycles for their recreational and health benefits, as well as an alternative mode of commuter transportation, by:

- completing and opening more than 100 miles of new bicycle trails for the public;
- starting more than 50 miles of new bicycle trails;
- producing 80,000 copies of a new, Chicago-area regional bike trail map for free distribution; and
- reprinting 20,000 each of two of the nine regional bike trail maps available.

In addition, the department supported pedestrian transportation enhancements in FY 1999 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.



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

Responsibilities: 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

Responsibilities: 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

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

Office of Inter-Governmental Affairs

Responsibilities: 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

Responsibilities: 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.

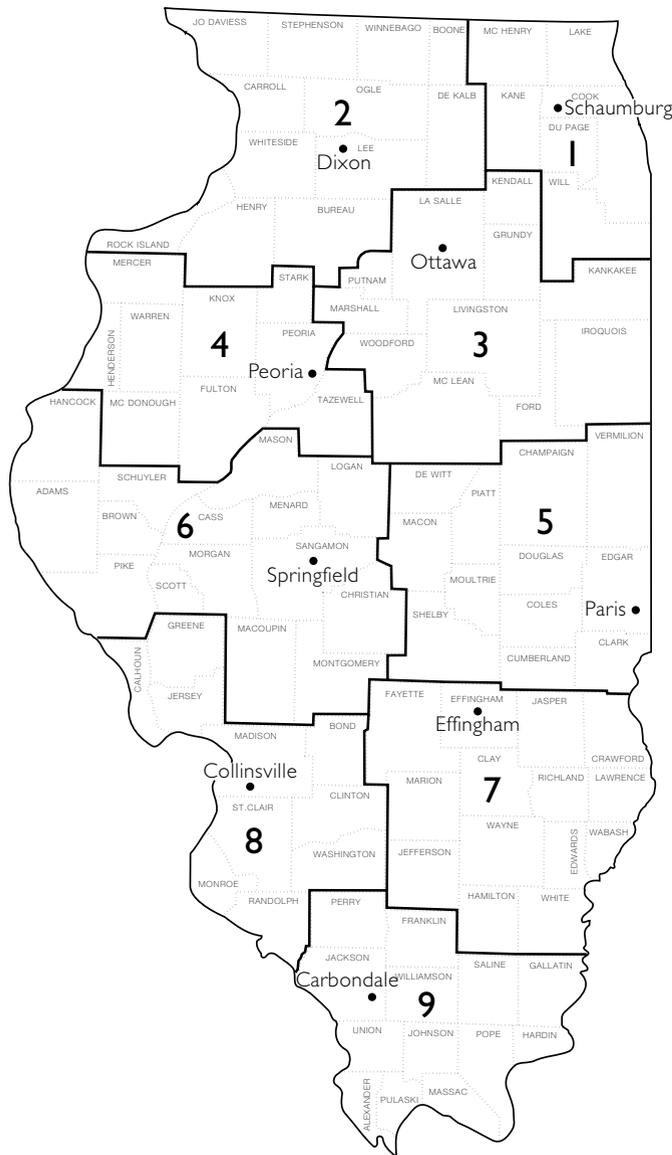
Office of Public Affairs

Responsibilities: 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.



*IDOT administration building
in Springfield.*

DISTRICT OFFICES



Division of Aeronautics

Responsibilities: 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

Responsibilities: 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

Responsibilities: 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

Responsibilities: 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 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 1

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

District 4

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

District 7

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

District 2

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

District 5

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

District 8

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

District 3

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

District 6

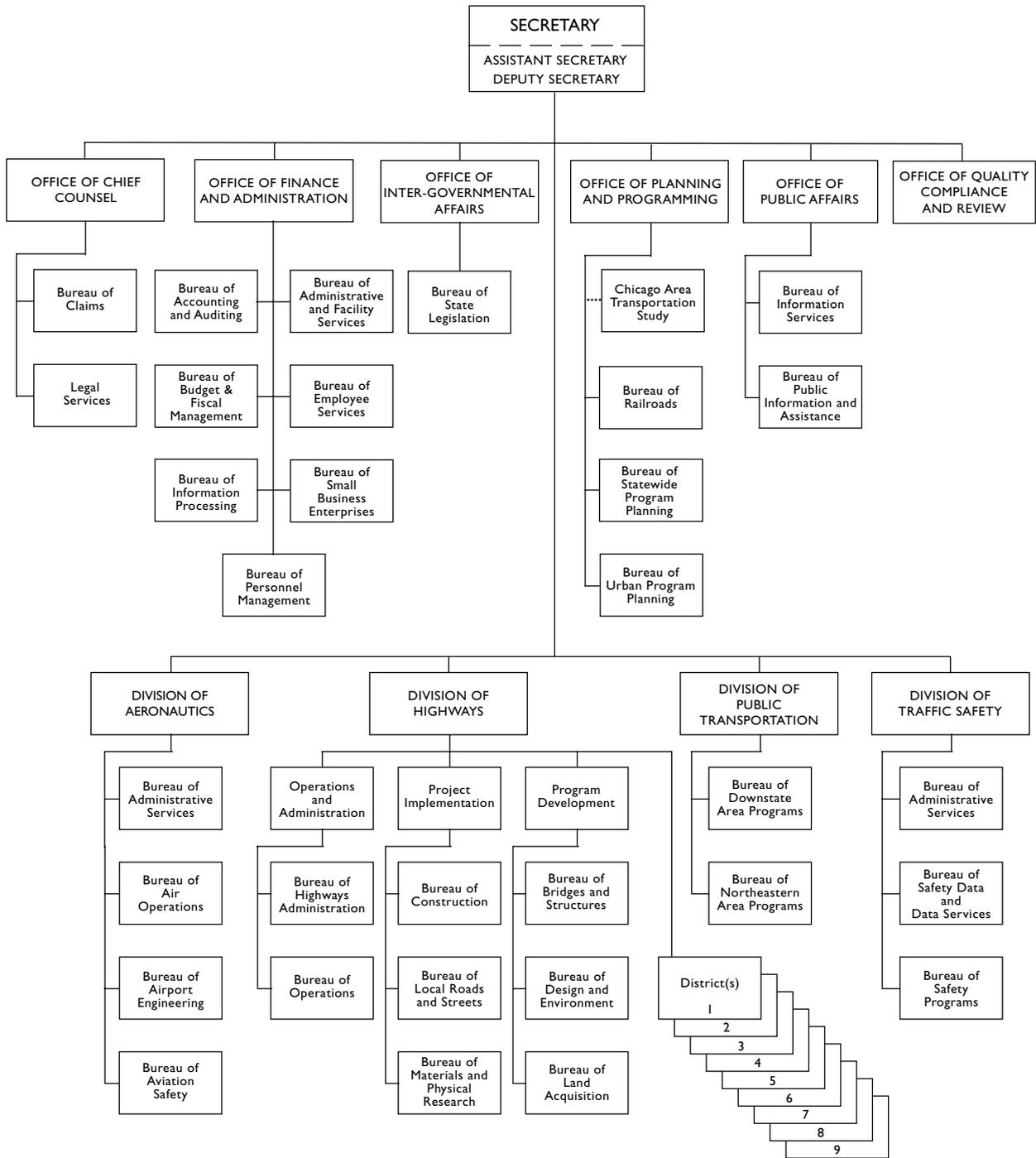
126 East Ash Street
Springfield, IL 62704-4792
Phone: 217/782-7301

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.

ORGANIZATION OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION



LEGISLATIVE CHANGES

“ILLINOIS FIRST” Initiative

In FY 1999, the General Assembly passed Gov. George Ryan’s \$12 billion, five-year “Illinois FIRST” initiative, the largest infrastructure construction and repair program in state history. The initiative, effective July 1, 1999, adds the following amounts during fiscal years 2000-2004 for improvements to roads, bridges, airports, and rail service, and support for mass transit:

\$3.7 billion, for a total \$10.5 billion highway program;

\$1.9 billion, for a total \$4.1 billion mass transit program;

\$100 million, for a total \$207.4 million rail program, and

\$160 million, for a total \$638.6 million airport program.

DUI Law

A new act (**P.A. 90-738**) effective Jan. 1, 1999, provides stiffer penalties for driving under the influence of alcohol or drugs (DUI). The law:

Increases the impoundment period for an intoxicated person’s vehicle from six to 12 hours and adds new penalties of 24-hour impoundment for a second violation and 48 hours for a third.

Allows for the seizure of a DUI offender’s vehicle if driving with a suspended or revoked license.

Extends the statutory summary driver’s license suspension period from two to three years for failure to submit to drug and alcohol testing for a second or subsequent offense.

Increases the penalties for driving under the influence with a suspended or revoked license by making the violation a Class 4 felony, a third violation as a Class 3 felony and a fourth or subsequent violation as a Class 2 felony.

Prohibits the court from granting supervision to a driver who, within the past 10 years, was convicted of driving on a revoked or suspended license or was previously granted supervision for driving with a revoked or suspended license.

Raises the reinstatement fee from \$60 to \$250 for a second or subsequent suspension.

Prevents reinstatement of a revoked driver’s license after a fourth DUI conviction.

P.A. 90-779, effective January 1, 1999:

Adds provisions to the DUI law that make it illegal to drive while under the influence of intoxicating compounds.

P.A. 91-126, effective July 16, 1999:

Imposes an additional fine of \$100 upon a DUI conviction that will be distributed to the law enforcement agency - or agencies - making the arrest to help in preventing alcohol-related criminal violence.

P.A. 91-125, effective January 1, 2000:

Requires hospitals to disclose the Blood Alcohol Concentration levels of persons involved in alcohol-related motor vehicle crashes to the Illinois State Police or local law enforcement agencies.

P.A. 91-127, effective January 1, 2000:

Allows courts to mandate the use of an ignition interlock device in conjunction with a judicial driving permit for a first-time DUI offender; and

Allows courts to require the use of the device when granting court supervision.



The “Illinois FIRST” initiative adds new funding from 2000 -2004 for statewide multi-modal transportation improvements, including rehabilitation of expressways.

The same law makes it illegal to:

Blow into the device or start a motor vehicle with the device for a person whose driving privilege is restricted;

Tamper with the device; or

Lease, rent or lend a vehicle without a device to a person required to use the device.

Violating any one of these offenses is punishable by no more than six months in prison or a fine of not more than \$5,000, or both.

Motorcycle Safety Training

A new law (**P.A. 90-622**) increases the motorcycle driver's license fee from \$10 to \$15, with the additional \$5 being deposited in the Cycle Rider Safety Training Fund. The additional revenues allow IDOT to meet the growing demand for classes by making larger grants to the four universities, which are used as training facilities, to replace aging equipment and offer more training classes.

Round-trip Permit Law

A new law (**P.A. 90-676**) effective July 31, 1998, allows one permit instead of two for vehicles, such as cranes, that exceed legal weight restrictions. The law reduces paperwork, increases productivity and cuts costs for the state and heavy equipment users.

Truck Emissions Law

Diesel trucks larger than 16,000 pounds that are registered in the Chicago and the East St. Louis metropolitan areas will be required to undergo annual emissions tests at existing truck safety stations certified by IDOT. Under the new law (**P.A. 91-254**), heavily polluting trucks will have to be fixed following inspections beginning in July 2000.

