



State of Illinois
Pat Quinn, Governor
Illinois Department of Transportation
Gary Hannig, Secretary

Illinois Department of Transportation

INSIDE AND OUT

annual report 2008



Illinois Department
of Transportation



2008 ANNUAL REPORT

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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

OUR VISION

The Illinois Department of Transportation will be recognized as the premier state department of transportation in the nation.

QUALITY POLICY

IDOT will consistently provide safe, cost-effective transportation for Illinois that meets or exceeds the requirements and expectations of our customers. We will actively pursue ever improving quality through programs that enable each employee to continually strive to do their job right the first time, every time.

QUALITY STATEMENT

Do it right the first time, every time.



**Illinois Department
of Transportation**

2300 South Dirksen Parkway
Springfield, IL 62764
www.dot.il.gov



LETTER FROM GOVERNOR



STATE OF ILLINOIS
OFFICE OF THE GOVERNOR
SPRINGFIELD, ILLINOIS 62706

Pat Quinn
GOVERNOR

April 2009

Fellow Illinoisans,

The Illinois Department of Transportation is serious about its mission to provide safe, cost-effective transportation for Illinois in ways that enhance quality of life, promote economic prosperity and demonstrate respect for our environment. IDOT's guiding principles of safety, integrity, responsiveness, quality and innovation create a roadmap to continual improvement in every aspect of transportation.

As a longtime proponent of government that is transparent and fully accountable, I am pleased to welcome you to review this IDOT Annual Report for 2008. The report highlights important transportation accomplishments in Illinois from the past year as it documents ongoing efforts to improve IDOT's efficiency and effectiveness, and its stewardship of vital transportation assets throughout the state.

In 2008, IDOT continued to meet challenges presented by the rising numbers of vehicles, drivers, and miles driven on Illinois roadways. Clearly, demand remains high for the world-class transportation alternatives Illinois offers, and motorists, commercial users and other travelers from Illinois and throughout the nation are utilizing Illinois' vast system of roads and bridges to great advantage even as record numbers of travelers are using Illinois airports, inter-city rail and public transportation options within the intermodal system network across the state.

Despite the tough economic times, the Department of Transportation continues to deliver its annual program of maintenance and construction as promised each year, and its safety engineering and awareness efforts have contributed to the dramatic reduction of fatalities on Illinois roadways since 2003, in part by encouraging greater use of safety belts while discouraging driving under the influence.

I applaud IDOT's effort to shape a cleaner, greener Illinois, from its improved use of recycled paving materials to the reduction of harmful emissions at construction sites, and ongoing efforts to aid motorists, manage traffic, and reduce congestion throughout the state.

I am confident about the future of transportation in Illinois, and I depend on IDOT for continuing leadership in keeping our roads and bridges safe, our travel options plentiful, and our economy strong.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn".

Pat Quinn
Governor



Illinois Department of Transportation

Office of the Secretary

2300 South Dirksen Parkway/Springfield, Illinois/62764

217/782-5597

Fellow Illinoisans,

Welcome, and thank you for your interest in this Annual Report for 2008 at the Illinois Department of Transportation. We hope this document helps keep you informed about the organization, its performance and the overall status of IDOT, as well as some of the challenges we face in the days ahead.

These are difficult economic times for all, but we at the Department of Transportation believe that sound transportation infrastructure provides the foundation needed for economic growth within a global outlook. With transportation at the base of any economic recovery effort, such a challenge presents an extraordinary opportunity at IDOT and throughout state government, as we prioritize and streamline day-to-day activities and establish far-reaching goals for transportation in Illinois moving forward.

IDOT continues to provide leadership throughout Illinois for the improvement and coordination of the state's multi-faceted transportation system. IDOT continues to accurately project, and effectively plan and implement its annual and multi-year programs as promised each year. And IDOT continues to serve as an advocate and trusted adviser to local governments and other community agencies involved in providing transportation access and services for all of Illinois.

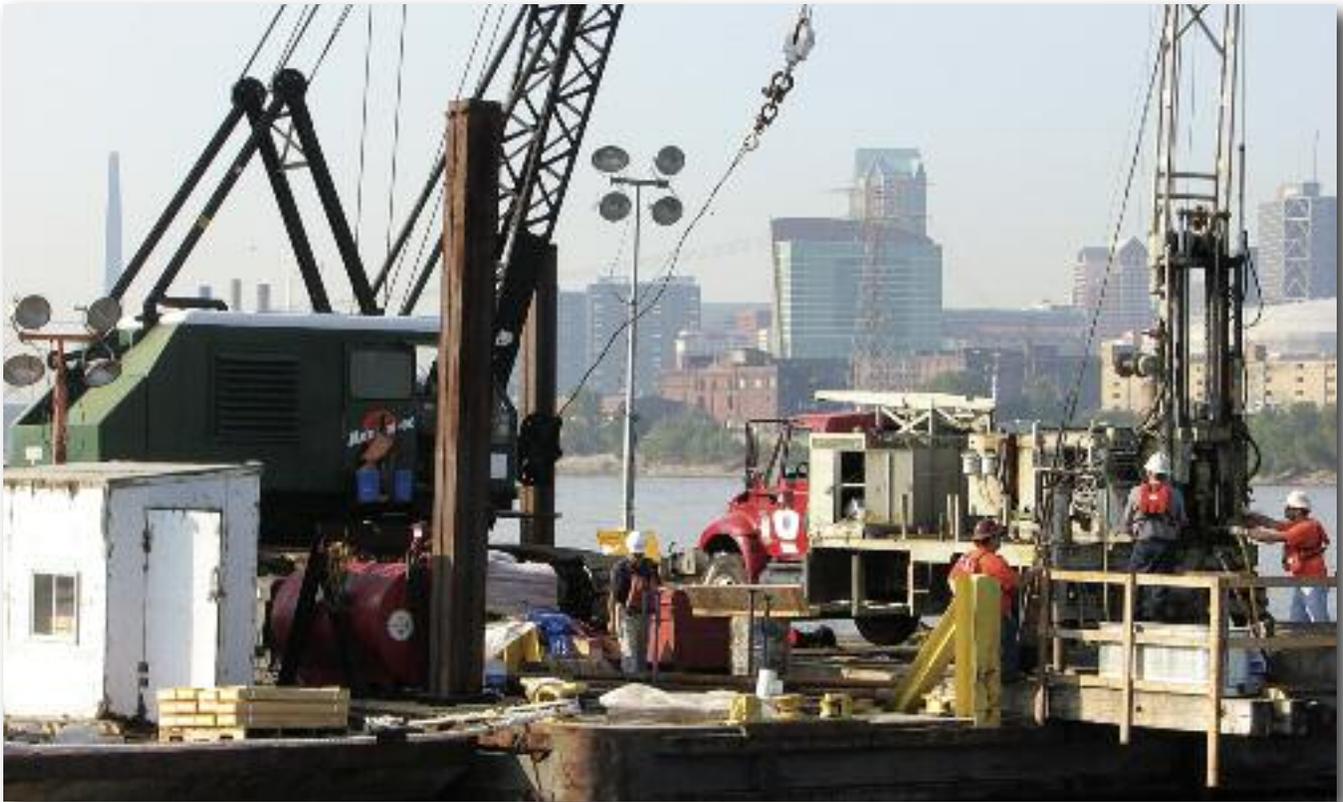
We are steadfastly committed to being accountable to the public for our work, and being transparent and open to scrutiny in the ways we go about doing that work. We at IDOT represent and try to meet the best interests of every citizen of Illinois, while providing efficient and effective travel options for businesses, industry, tourists, and individual travelers of every description. It isn't an easy job these days, but our dedicated staff is among the best in state government, and we are here to serve Illinois.

Thanks again for taking the time to review the IDOT Annual Report for 2008. We hope it helps you better understand the vast array of transportation services and travel capacity that result from your tax dollars at work. We take our stewardship responsibilities very seriously, and we appreciate your continued support of transportation in Illinois.

Sincerely,


Gary Hannig
Secretary

INTRODUCTION



On Jan. 1, 1972, by an Act of the 77th General Assembly, Illinois became the 14th state to establish a Department of Transportation. This department assumed the responsibilities of the Department of Public Works and Buildings and the Office of Mass Transportation from the Department of Local Government Affairs. Also included in the new Illinois Department of Transportation (IDOT) were the safety inspection functions administered by the State Police, Secretary of State, Illinois Commerce Commission and the Superintendent of Public Instruction. On Aug. 30, 1973, Aeronautics became a division within IDOT. In July 1995, the Division of Water Resources, originally a part of IDOT, was transferred to the newly formed Department of Natural Resources.

Because IDOT was created to meet the multi-modal transportation needs of our state, it was Illinois' first agency to be headed by a "Secretary." IDOT is responsible for building and maintaining the state's highways, supporting air, rail and public transportation projects, and encouraging traffic safety so that the avenues of commerce and travel remain open and accessible to all of Illinois.

In 2006, the U.S. Department of Transportation, IDOT and other state departments of transportation across the nation celebrated the 50th anniversary of the Eisenhower Interstate Highway System. Illinois played an integral role in making that continental undertaking a reality, inspired through President Dwight D. Eisenhower's forward thinking. Holding true to Illinois' historical role as a crossroads for national transportation starting decades ago with critical rail and air services, three of the five transcontinental Interstate highways traverse Illinois – Interstates 70, 80 and 90.

Illinois business and leisure travelers rely on the promise of reliable, safe and cost-effective transportation services, and in turn, IDOT commits itself to the operation, oversight and maintenance of the state system. As a result, IDOT enjoys the nation's fifth largest highway system, the second largest public transportation system, the second largest rail system, and one of the busiest airport systems in the nation.

That was IDOT's past and present. This annual report is designed to illustrate IDOT's continual movement forward. Today's goals for transportation in Illinois revolve around improved safety, improved mobility, preservation of our priceless intermodal transportation system, and the proper stewardship of that system to improve quality of life and economic prosperity throughout the state.

Safety Belt Usage Increases, Traffic Fatalities Decrease

Through 2008, Illinois motorists were buckling up at an all time record rate, with more than nine in every 10 drivers and front seat passengers wearing their safety belts. Seat belt usage was up overall by 14 percentage points from July 2003 when Illinois enacted its primary safety belt enforcement law.

“Illinois continues to move in the right direction as motorists are taking notice and buckling up in record numbers,” said Don McNamara, Regional Administrator for the National Highway Traffic Safety Administration. “IDOT and the state police must continue focusing enforcement and education efforts on what we know saves lives, the fatal five: safety belts, speeding, improper lane usage, following too closely and impaired driving.”

“Illinois roads are safer because motorists are more and more aware of the need for and the wisdom in buckling up,” said Illinois Transportation Secretary Gary Hannig. “We’re trying new things aimed at safety. In recent years we have implemented a Comprehensive Highway Safety Program, we’ve added a Motorcycle Enforcement Bureau, and we have made a significant commitment to improved safety engineering. We are employing photo radar and aggressive enforcement and public information campaigns to get motorists to buckle up, slow down and not drive impaired.”

2008: Safest Year on Illinois Highways Since 1921

Illinois motorists can be proud of their role in making 2008 the safest year on Illinois roadways in more than 85 years as traffic fatality numbers dropped below 1,050 for the first time since 1921. An average of about 400 fewer people were killed on Illinois highways during 2008 than in 2003 when the primary safety belt law passed. The decline in traffic deaths corresponds to all-time high safety belt usage as more than 90 percent of front-seat passengers were buckling up, the highest usage rate in Illinois history.

Working together with IDOT on more effective enforcement methods, Illinois State Police officers have aggressively targeted what are known as the “Fatal Five” violations in an effort to reduce highway fatalities. The “Fatal Five” include: speeding, safety belts, improper lane usage, following too closely and driving under the influence.

Recently, Illinois was named by Advocates for Highway and Auto Safety as one of the four “Best Performance States” in its fourth annual highway safety report.

E-Mail Alert System Helps Chicago-area Drivers Avoid Traffic Jams and Other Delays

Chicago-area commuters in 2008 were making great use of free, real-time traffic alerts from the Illinois Department of Transportation (IDOT) through an e-mail alert program initiated in 2006.

The new system – available through www.iltrafficalert.com – has proved popular as it allows motorists to request customized e-mail traffic reports providing information about travel times, vehicle speeds, construction work, congestion and incident occurrences affecting any of more than 70 route segments on Chicago-area expressways and suburban Tollways. The automatic alerts can be sent to participants via e-mail, cell phone text messaging, or other mobile devices. Additional segments will be added pending completion of construction projects and other factors. The system was launched first in the Chicago area as part of IDOT’s ongoing congestion mitigation efforts.

Photo Enforcement Promotes Safety; Frees Up Local Police for Other Duties

Since its implementation in 2006, IDOT’s photo enforcement program has given local governments the ability to use photo enforcement at railroad crossings, which provides local governments a new and effective high-tech tool to improve traffic safety and free limited police resources for other duties.

The law gives local governments the authority to use photo enforcement to crack down on drivers who ignore warning signals and go around lowered railroad crossing gates.

The law gives IDOT and the Illinois Commerce Commission the authority to work with counties and municipalities to establish a system of automated enforcement at railroad crossings. The system consists of a camera or cameras at a rail crossing that capture pictures of vehicles and drivers that drive around lowered gates or stop on railroad tracks.

When a violation is recorded, the owner of the vehicle is mailed a Uniform Traffic Citation. A first violation of this provision is punishable by a \$250 fine or 25 hours of community service. A second or subsequent violation leads to a \$500 fine and up to a 6-month suspension of vehicle registration.

EXECUTIVE SUMMARY

The Illinois Department of Transportation delivered a nearly \$1.8-billion annual highway program as promised in 2008, even as staff numbers at IDOT reached another record low.

IDOT staff numbers declined by nearly 5 percent in 2008, with overall headcount reaching fewer than 5,200 department-wide for the first time in IDOT history. Despite these staff reductions, strict attention to programming, engineering and administrative efficiencies and improved process management meant that the 2008 highways program delivered more miles of improved pavement, as many bridge improvements, and more safety improvements than promised or projected for the year.

At the same time, IDOT further entrenched its successful policies emphasizing improved traffic safety, greater administrative efficiency, department-wide quality management, better program coordination, and more timely and accurate real-time communications for travelers and transportation workers.

IDOT innovations in work zone safety, motorist safety awareness and state-of-the-art electronic communications have helped reduce the number of crash fatalities on Illinois roads to a record low since 1921, as they help drivers and other travelers make more informed decisions in order to avoid traffic congestion even as they travel.

Internally, IDOT continued its drive to greater efficiency through better communications, key process changes and workload restructuring, improved deployment of staff, and more effective coordination of technological improvements. IDOT in 2008 continued to expand its improved process management standards within the department, including the quality management system certified since 2006 under the ISO 9001:2000 Standard, an internationally recognized quality standard that emphasizes public accountability, continual improvement and always greater process efficiency. The Department is applying and expanding the reach of ISO standards to further link and guide administrative activities affecting all areas of the organization.

The net results of these activities included:

- Delivery of its nearly \$1.8-billion highways program even with the lowest staff headcount in IDOT history;
- Expanded passenger rail service for Illinois travelers and a record number of train passengers as nearly 1.5 million utilized inter-city passenger service;
- Expanded public transit service especially in historically underserved areas;
- Significant improvements to the regional airport system;
- Improved coordination and oversight of public transportation service.

Thus, for the sixth consecutive year, IDOT made significant progress in addressing statewide priorities for public safety, reform and renewal, jobs, education, health care, environment, and a balanced budget. A listing of IDOT's top 15 accomplishments in 2008 follows:

IDOT's Top 15 Accomplishments for 2008

1. Deep Reductions in Traffic-Related Deaths - The Illinois Department of Transportation (IDOT) has continued to implement successful safety initiatives and programs that have helped reduce overall traffic fatalities by more than 20 percent in 2008. The IDOT Division of Highways works closely with the Division of Traffic Safety in establishing and implementing the Illinois Comprehensive Highway Safety Plan (CHSP) and over the last five years, Illinois highway deaths have decreased from 1,420 in 2002 to 1,042 in 2008, the lowest number of fatalities since 1921. When the CHSP was implemented in 2005, the statewide goal was to reduce traffic-related fatalities to 1,000 or fewer by 2008. Preliminary data shows that this number may be reached in 2009.

2. I-74 Through East Peoria and Peoria - This \$500 million reconstruction is the largest project ever undertaken by the Department outside of the Chicagoland area. Initial project studies began in 1990, and the entire project was completed in FY 2008. This project included the complete reconstruction of over eight miles of interstate, and the removal of a portion of a major truss bridge. Quality of life has been increased due to the improvements to I-74.

3. ISO 9001:2000 - On July 6, 2006, IDOT achieved ISO 9001:2000 certification to include all processes involved in the Planning, Design, and Construction of Road and Bridge Improvements, Maintenance of Existing Roads and Bridges, and Administrative Oversight in the Central Administrative Office and Regional District Six. The Department's certified management system currently includes nearly 700 employees.

ISO 9001:2000 is an internationally renowned quality standard that is embraced by more than 750,000 companies worldwide. Currently the number of government agencies that are ISO 9001:2000 certified is very small due to the stringent nature of the registration process, but interest is increasing. In order to achieve certification, organizations must complete multiple audits of their internal quality controls to determine the level of conformance to the requirements of the ISO 9001:2000 Standard. Certification ensures that the ISO 9001:2000 Standard requirements have been properly implemented and maintained by the audited organization. Continual reassessments of the organization must be conducted annually to maintain certification.

EXECUTIVE SUMMARY

The ISO 9001:2000 Standard contains important requirements that ensure the organization is continually measuring progress of key objectives, analyzing that information to identify opportunities for improvement, and reviewing the effectiveness of actions taken at regular intervals. ISO 9001:2000 certification of government agencies shows great promise in improving the ability of public institutions to provide value to their stakeholders. As a pioneer in this movement, IDOT has firmly established itself as one of the premier transportation agencies in the nation.

4. Dan Ryan Expressway - This \$975 million project involved the reconstruction of the Dan Ryan Expressway mainline travel lanes, including the express lanes and local lanes, between 31st Street and 69th Street, mainline reconstruction from 71st Street to I-57 and the provision of an additional lane in each direction. The work consisted of retaining walls, improved entrance and exit ramps, installation of new storm sewers to prevent flooding problems during heavy rains on the expressway, reconstruction of the three bridges, new 30-year life pavement for local lanes from 31st Street to 71st Street (Southbound and Northbound completed 15 days ahead of schedule), Southbound 71st Street to I-57 interchange-Mainline (completed 10 days ahead of schedule), Northbound I-57 to 71st Street-Mainline (completed five days ahead of schedule), bridge overlay with joint replacement (Southbound completed 15 days ahead of schedule), improved highway lighting and new Dynamic Message Signs for public information and safety. The Dan Ryan project was completed and safely opened for traffic ahead of schedule.

IDOT coordinated numerous community outreach efforts through public meetings, public hearings, legislative meetings, a telephone hotline, website updates, press releases and brochures alerting the community of traffic alerts. IDOT has pushed to increase the Disadvantaged Business Enterprise participation goal (the main contractor received an award from the Illinois Road Builders Association for the achievement of Equal Employment Opportunity Utilization-47 percent). The department received an award from the American Society of Civil Engineers for the Outstanding Civil Engineering Achievement of the Year over \$5 million.

5. Kingery Expressway - Reconstruction of the Kingery Expressway (I-80/94) was completed in early FY 2008. The \$460 million Kingery Reconstruction Project included work on I-94 (Bishop Ford Expressway), IL 394, I-80/94 (Kingery Expressway in Illinois and Borman Expressway in Indiana), Torrence Avenue and various local frontage roads in South Holland and Lansing, Illinois and Munster and Hammond, Indiana. Numerous presentations were made to local businesses, local governments, media and community groups

to keep the public informed of progress of the work. The Department networked with the trucking industry across the country to keep them informed of expressway detours required to set curved girders over the expressway. Motorists were also informed of traffic impacts due to expressway detours by signs placed at rest areas, the department website and press releases. The Department received two awards from the American Council of Engineering Companies. In 2007, the IL 83 interchange at I-80/94 received the Illinois Honor Award for Engineering Excellence, and the entire Kingery project received the Engineering Excellence Award.

6. Context Sensitive Solutions - Context Sensitive Solutions (CSS) is a pragmatic approach to problem solving and decision making in regards to stakeholder involvement. The CSS law was passed on August 19, 2003 with an effective date of January 1, 2004. IDOT conducted a series of meetings with interest groups, legislators, local officials and regulatory resource agencies to develop a departmental policy. A department policy was issued on August 1, 2005. A subsequent, detailed procedure memorandum of the development of highway projects was issued on March 1, 2006. In addition, the Department has developed three classes to train department staff and consultant firms. The classes are titled CSS Awareness Class, CSS Approach Class, and the CSS for Local Roads. Each class provides hands-on practice to the activities needed to conduct a CSS study. These classes consist of a mix of IDOT and consultant staff. The CSS for Local Roads class has been held several times for members of local agencies. We have advertised contracts for preliminary engineering studies requiring the use of the CSS process.

7. Evacuation Plan - The Illinois Terrorism Task Force assisted in the development of evacuation traffic management plans for Chicago, Rockford, Peoria, Springfield, and East St. Louis. Approximately \$8 million in traffic management equipment was installed to ensure free traffic flow from danger zones. In addition, railway disaster response planning was coordinated with railroad representatives. Traffic management plans included a Contra Flow Plan for the city of Chicago expressways and other priority routes, along with an emergency traffic plan for the I-190 corridor along the O'Hare International Airport. Forty-two organizations participated in a successful Transportation Emergency Preparedness Exercise in the Chicago area to test evacuation planning on the expressway system.

8. Prairie Parkway Study - The Prairie Parkway is a proposed new limited access highway connecting I-80 and I-88 through Grundy, Kendall and Kane counties. The Record of Decision approving this project was signed by the Federal Highway Administration (FHWA) on September 19, 2008 and right of way acquisition

EXECUTIVE SUMMARY

was started, primarily between IL 71 and US 34. IDOT acquired three large parcels of land totaling over 127 acres for the Prairie Parkway. These parcels are in the priority section for the Prairie Parkway near US 34 at Plano. To date, the District has held more than 200 meetings with the public, landowners, elected officials, governmental staff and interest groups as part of the project's CSS effort.

9. McKinley Bridge - This project was a \$44.5 million reconstruction and rehabilitation of the McKinley Bridge across the Mississippi River in Venice. The structure was closed in October 2001 due to advanced deterioration. After extensive rehabilitation, the bridge was opened in FY 2008. Opening the McKinley Bridge re-establishes an important option for commuter traffic traveling from Illinois to Missouri. It also promotes economic development for the north side of St. Louis and the industrial areas of Venice, Brooklyn and Madison in Illinois.

10. Bridge Recovery - IDOT has implemented and exercised a Bridge Recovery Plan for critical bridges throughout the state. The plan provides for a quick response to an act of terrorism or a natural disaster. The plan offers the ability to assess damage and provide faster repair or replacement. The success of this plan is illustrated by the following. On December 7, 2007, a dump truck carrying a load of gravel struck the 115th Street Bridge over I-94 when his bed inadvertently rose. The quick reaction and expertise on site provided by the Bridge Recovery Plan helped minimize the road closure and the disruption of over 145,000 travelers that use I-94 each day.

11. IL 336 Expansion - This \$120 million expressway reconstruction project was opened to traffic on October 29, 2008. Construction of this 20.6 mile improvement required nearly three years of intensive effort and coordination with District Six to complete. The completion of this major expressway will improve mobility in west-central Illinois.

12. Environmental Protection - The IL 29 Peoria to I-180 project has been selected as one of the FHWA's Exemplary Ecosystem Initiative awards for 2006. The project was selected due to the use of innovative mitigation efforts for natural resources as outlined in an agreement between IDOT and the Illinois Department of Natural Resources (IDNR). Many of the mitigation efforts resulted in land being transferred to IDNR for the protection of such species as the bald eagle. In addition, the project broke new ground with design features such as the use of a split roadway profile that minimized the amount of land to be taken in areas adjacent to nature preserves and wildlife refuges. The project also incorporated designs for wildlife underpasses.

13. Mt. Vernon Interchange - This \$15.5 million project is ahead of schedule with construction of the new interchange on I-57 with Veteran's Memorial Drive. This interchange will greatly relieve pressures and congestion on the existing I-57 and IL 15 interchange as well as open this southern area of Mt. Vernon to economic expansion. The project is anticipated to be completed and opened to traffic in 2009.

14. Mississippi River Bridge - The New Mississippi River Bridge project includes the construction of a new four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to North St. Louis in Missouri, construction of relocated I-70 from the I-55/70/64 (Tri-Level) Interchange to the new bridge and numerous improvements to the local street network to accommodate the new construction. Construction of the new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide redundancy in the transportation system.

On February 28, 2008, Illinois and Missouri reached an agreement on construction of the project. The estimated cost for the project is \$640 million:

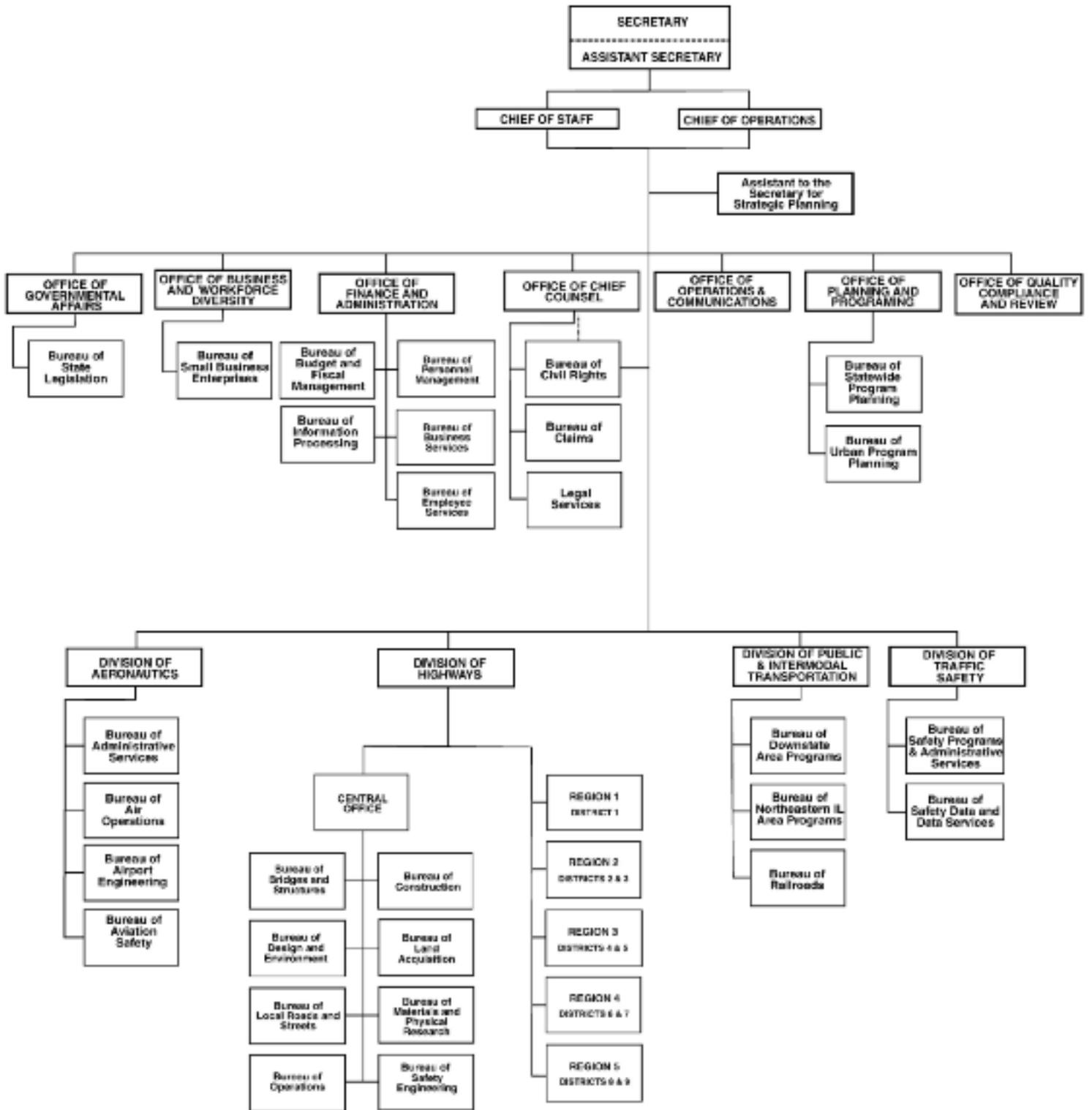
Main Span Structure and Approaches	\$306 million
Illinois Connecting Roadways and Bridges	\$264 million
Missouri North Interchange	\$70 million

Missouri is the lead state for the environmental approval and the design and construction of the main span and approaches. Illinois is responsible for a maximum of \$213 million for the main span and approaches while Missouri will be financially responsible for any cost overruns for the main span and approaches. Illinois is also responsible for the connection to I-55/70/64 in Illinois at a cost of \$264 million.

Design, archaeology and land acquisition began in 2008. Construction is expected to begin in 2010 and last four to six years.

15. Reduction of Construction Change Orders - From 2004 to 2008 the Division of Highways has reduced the amount of contract construction change orders from 3.5 percent of total contract cost to 1.9 percent. This reduction in percent change order amounts reflects increased individual project cost control during construction. The result has enabled the Department to allocate funds to initiate additional projects. In a typical construction year, a reduction of 1 percent in change orders frees up some \$16 million to \$20 million in construction funds.

IDOT INSIDE



IDOT: Continuous Improvement for Efficiency, Accountability

In 2008, the Illinois Department of Transportation continued and expanded the ISO 9001:2000 quality certification of its processes involved in the Planning, Design, and Construction of Road and Bridge Improvements, Maintenance of Existing Roads and Bridges, and Administrative Oversight in the Division of Highways and key administrative support areas. The registration encompasses the majority of activities and processes in the Central Administrative Office and Regional District Six, involving more than 700 employees.

ISO 9001:2000 is an internationally accepted quality standard that is embraced by more than 750,000 organizations worldwide, based on guidelines developed and established by the International Organization of Standards (ISO). Included are such organizations as J.D. Power and Associates, Sears, and NASA. Registration to the ISO standard is a complex undertaking that involves multiple audits of an organization's internal quality control systems to determine levels of conformance to the requirements of the standard. Registration ensures that ISO 9001:2000 requirements have been properly implemented and maintained by the audited organization, and that the organization seeks continuous improvement. Annual assessments of the organization are required to maintain the certification.

This quality management effort, in its first three years, has produced numerous improvements for the Department including:

- Improved control and electronic tracking of documents and records;
- Improved communication of strategic goals throughout the organization;
- Implementation of effective objectives and measures in all areas to drive continual improvement of core processes;
- Improved customer complaint processes and service satisfaction measures to ensure the Department maintains a customer focus;
- The creation of dynamic manpower staffing models to predict future manpower needs based on anticipated workloads;
- Improved documentation of key processes to promote effective knowledge management and improved productivity.

IDOT in 2009 and beyond will seek to expand the ISO 9001:2000 registration within the Central Office and additional Highway Districts.

As a measure of the effects of such changes, the annual IDOT employee survey seeks to assess and

compare employee attitudes about work-related issues. Results from 2005, when ISO certification was initially achieved, to 2008 suggest that improvements such as those leading to the ISO certification are helping the agency improve operations in key areas as responses to the following issues showed significant gains in agreement among IDOT staff:

- Work goals aimed at customer satisfaction: up from 75% in 2005 to 78% in 2008;
- Overall job satisfaction: up from 64% in 2005 to 76% in 2008;
- Involvement in decisions affecting my work: up from 57% in 2005 to 63% in 2008;
- Effective internal communications systems: up from 60% in 2005 to 66% in 2008.

Organization and Responsibilities

IDOT is developed around a functional organizational concept with seven Offices providing staff support to the Secretary and four modal Divisions.

Office of the Secretary

- **Offices**
 - Business and Workforce Diversity
 - Chief Counsel
 - Finance and Administration
 - Governmental Affairs
 - Planning and Programming
 - Operations and Communications
 - Quality Compliance and Review
- **Divisions**
 - Aeronautics
 - Highways
 - Public and Intermodal Transportation
 - Traffic Safety

The mission of IDOT is to provide safe, cost-effective transportation for Illinois in ways that enhance the quality of life, promote economic prosperity and demonstrate respect for our environment. The department strives to achieve this mission by making these guiding principles the hallmark of its work: Safety, Integrity, Responsiveness, Quality, and Innovation.

Underlying strategic objectives seek to:

- Provide cost-effective, quality highways and services to the highway user.
- Minimize inconvenience to travelers as construction, resurfacing and other improvements take place.
- Integrate concern for the environment and quality of life of Illinois citizens in the transportation planning process.
- Improve communications and other processes within IDOT.
- Increase public awareness and involvement through improved external communications.

- Coordinate programs and services better.
- Pursue technological innovations which will allow IDOT to more effectively address urban congestion problems, to explore new or existing modes and alternatives that increase the efficiency of the existing system and to make better use of highway building materials and new designs.
- Improve safety for travelers and transportation workers.
- Continue the state's role to preserve Illinois as one of the nation's major airline hubs by fostering the development of a new third airport in northeast Illinois.
- Make capital resources available for highway improvements that will be a positive force in the location, selection or expansion of existing or new industrial/economic development projects or tourism developments. Although economic development policy applies in both job creation and job retention situations, its use has been primarily focused in the job creation arena.
- Provide a stable base of transit operating assistance and capital funding to ensure the availability of public transportation throughout the state to serve individuals unable to use automobiles and to reduce congestion and improve air quality.
- Preserve and enhance rail passenger service in Illinois and continue the development of a high-speed rail system between Chicago and St. Louis as part of a balanced transportation system.

The Department of Transportation plans and implements capital improvements and owns and operates the Illinois state highway network. Public transportation, airports and rail service are under the broad oversight of IDOT but are operated by local units of government or other entities. Illinois provides funding for capital airport improvements, some passenger rail services and public transportation to preserve and enhance those transportation assets. Additionally, the state provides financial operating assistance to public transportation carriers.

Because the department is the operator of the state's highway network, the department has developed five

strategic capital investment priorities which govern the allocation of state and federal funding for capital improvements on the 17,000-mile state highway system and to accomplish the mission of the Division of Highways:

1. Preservation and modernization of the Interstate highway system.
2. Preservation and modernization of the U.S. and Illinois marked route highway system – the state's backbone highway network.
3. Preservation and modernization of the Illinois unmarked highway system.
4. Expansion/add lanes improvements to reduce congestion.
5. Construction of new principal arterial routes to enhance economic development.

ILLINOIS' TRANSPORTATION SYSTEM

- More than 140,000 miles of roads and streets and more than 26,400 bridges carrying nearly 300 million vehicle-miles of travel daily throughout Illinois.
- 52 public transit systems with 5,700 transit vehicles serving nearly 600 million passengers a year.
- 52 privately owned freight railroad companies operating on 7,380 miles of rail line.
- 12 privately owned intercity bus companies.
- 83 public airports (11 with commercial air service) and 54 private airports.
- Nearly 1,900 miles of the nearly 16,500-mile state highway system are suitable for bicycling.
- 140 intermodal freight transfer facilities and 35 major passenger intermodal transfer points for intercity rail, bus and air transportation.

Illinois' transportation system includes privately and publicly owned and operated facilities. For more than a century, Illinois' central location within the United States and its historical prominence in agriculture, manufacturing, and commerce have spurred development of an extensive and highly used system of transportation and services.



DIVISION OF AERONAUTICS



Director Susan R. Shea

Mission

To regulate and supervise all aeronautical activity within the state. The division, empowered by the Illinois Aeronautics Act, encourages, fosters and assists in the development of aeronautics in the state and encourages the establishment of airports and other air navigation facilities. The division provides safe,

efficient and reliable air transportation for constitutional officers and employees of the division, department and agencies of state government.

Responsibilities

The Division of Aeronautics is responsible for coordinating and implementing programs concerning air safety, airport construction and other aeronautical activities throughout the state. The division, on behalf of the FAA, administers the State Block Grant Program and processes between \$70 million and \$125 million in Federal Grants annually. The division operates the state-owned executive air service, and it cooperates with local law enforcement and other agencies throughout the state to provide emergency or disaster-related air service as needed using the state fleet of utility aircraft.

AVIATION SYSTEM

The Illinois aviation system currently comprises 886 landing facilities. The type and size of these facilities varies significantly; from commercial service airports to grass strips in farm fields to rooftop hospital heliports.

Airports & RLAs

Publicly Owned.....	80
Privately Owned	34
Private/Residential.....	19
Restricted Landing Area.....	460

Heliports

Hospital.....	144
Open to the Public	8
Restricted Landing Area.....	130

Balloon Ports

Dedicated Balloon Ports	2
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Seaplane Bases

Privately Owned	2
Restricted Landing Area.....	7
TOTAL:	886

2008 Airports of the Year

Each year, the Division of Aeronautics recognizes several airports for their outstanding dedication to facility maintenance and safety. Awards were presented to the airports at the 2008 Illinois Aviation Conference in Champaign. The 2009 Illinois Aviation Conference will be held in Peoria.

CATEGORY	WINNER
Primary	Central Illinois Regional Airport (BMI) Bloomington, IL
Reliever	Lansing Municipal Airport (IGQ) Lansing, IL
General Aviation	Harrisburg-Raleigh Airport (HSB) Harrisburg, IL Macomb Municipal Airport (MQB) Macomb, IL
Private	Tri-County Airport (2C6) Yates City, IL
Heliport	Graham Hospital Heliport (771L) Canton, IL

AIRPORT ENGINEERING

The division oversees and approves the planning, design and construction of all federally and state assisted capital development projects at the 80 publicly owned airports throughout Illinois. The division works closely with the Federal Aviation Administration (FAA) and local public airport sponsors to ensure that all projects meet all federal, state, and local regulations. The division, through the FAA's State Block Grant (SBG) program, acts on behalf of the FAA for many engineering and project administration functions.

Illinois Program/Grants Management

In FY 2008, the division received and processed 48 federal grants, totaling over \$71 million.

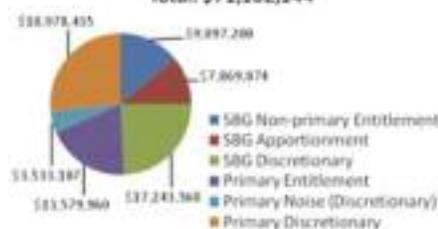
Federal Grants (FY2008)

Total: 48 Grants



Federal Grants by Dollar (FY2008)

Total: \$71,102,144



DIVISION OF AERONAUTICS

Airport Projects

In 2008, the division oversaw the letting of 57 projects, totaling nearly \$50 million.



Land Acquisition

In 2008, the division assisted with land acquisition at 24 airports for safety enhancement or expansion purposes.

2008 Land Acquisition Summary

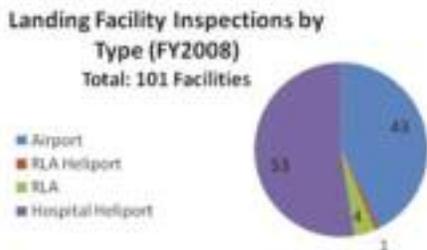
Parcels.....	56
Acres.....	663.65
Dollars.....	\$ 27,332,998.64

AVIATION SAFETY

The division is responsible for the inspection and certification of all landing facilities in Illinois, whether they be private or publicly owned. The division also registers pilots and aircraft based in Illinois and supports the activities of the Illinois Wing of the Civil Air Patrol. In addition, the division conducts several pilot safety seminars and produces a quarterly newsletter entitled "Illinois Aviation."

Land Acquisition

In FY 2008, the division inspected over 100 landing facilities in Illinois.



Pilot & Aircraft Registration

Pilots and aircraft based in Illinois are required to register with the division. Currently, there are more than 19,500 registered pilots and more than 5,200 registered aircraft in Illinois.

NOTEWORTHY PROJECTS

O'Hare Modernization Program at O'Hare International Airport

The O'Hare Modernization Program reached several key milestones during 2008, completing Phase I of the multi-billion dollar development that will reconfigure, expand, and modernize O'Hare International Airport.

- Major Extension to Runway 10/28
- New north Airport Traffic Control Tower (ATCT)
- New Runway 09L/27R

South Suburban Airport

The State of Illinois is the sponsor of the proposed South Suburban Airport (SSA). SSA will be a new commercial service airport in Will County aimed at servicing Chicago's south suburbs.

SSA Master Plan and Tier 2 Environmental Impact Statement (EIS):

The division submitted an Airport Layout Plan (ALP) to the FAA in March, 2008. The division continues to work closely with the FAA and other federal, state, and local resource agencies to ensure the planning and environmental process continues smoothly. The division is currently working on updating the aviation forecasts and has scheduled several environmental surveys.

SSA Land Acquisition: The division has currently acquired 70 parcels, totaling 1,950 acres of land in the inaugural footprint of SSA. The division continues to pursue willing sellers within the inaugural footprint.



New Airport Traffic Control Tower St. Louis Downtown Airport (CPS) - Cahokia, IL

St. Louis Downtown Airport (CPS)

The St. Louis Downtown Airport, located in Cahokia, continues to show record growth. This year, the FAA cut the ribbon on a new state-of-the-art Airport Traffic Control Tower (ATCT) at CPS. It replaced the old one that was more than 40 years old and had severe line-of-sight issues with aircraft on final approach. CPS also established a dedicated Airport Fire Department and attained FAR Part 139 Certification in 2008.

DIVISION OF AERONAUTICS

Other Major Infrastructure Improvements

In 2008, numerous airports completed major infrastructure improvements, enhancing airfield operational capabilities and increasing the level of safety for the flying public. Following is a partial list of the 2008 highlights:

Abraham Lincoln Capital Airport (SPI) – Springfield, IL

- Runway 13/31 RSA improvements and extension (via declared distances) & associated taxiway extension to new Runway 13 end
- Major taxiway enhancements to allow for larger aircraft

Quad City International Airport (MLI) – Moline, IL

- Significant parking lot expansion
- Runway 31 extension and associated taxiways

Chicago-Rockford International Airport (RFD) – Rockford, IL

- Major cargo apron and cargo handling facility

U of I – Willard Airport (CMI) – Champaign, IL

- Phase II of air carrier apron replacement

Williamson County Regional Airport (WMA) – Marion, IL

- General aviation apron rehabilitation

Illinois Valley Regional Airport (YVS) – Peru, IL

- Major earthwork completed for new crosswind runway

Morris Municipal Airport (C09) – Morris, IL

- 1,000' runway extension to 5,000' and parallel taxiway to allow for increased business jet operations

Quincy Regional Airport (UIN) – Quincy, IL

- Realign, widen, and rehab Taxiway C

Southern Illinois Airport (MDH) – Carbondale, IL

- Southeast Ramp Extension and Taxiway

Enhanced Instrumentation

Several airports in Illinois upgraded their instrument capabilities in 2008. This enhanced instrumentation allows an approach's minimums to lower, thus increas-



Airport construction poses unique safety hazards

ing the ability of the runway to handle traffic in inclement weather.

New Instrument Landing System (ILS)

Aurora Municipal Airport (ARR) – Aurora, IL
DeKalb-Taylor Municipal Airport (DKB) – DeKalb, IL
Freeport-Albertus Airport (FEP) – Freeport, IL

New Localizer

Lansing Municipal Airport (IGQ) – Lansing, IL

LPV Approaches

Numerous airports in Illinois received LPV Approaches in 2008. An LPV Approach is a GPS-based approach that can achieve near-ILS minimums without the need for expensive ground-based instrumentation. This technology is very promising and the Division expects an increase in the prevalence of LPV approaches in the years ahead.

AIR OPERATIONS

The Division provides air transport services to state government and provides aerial assistance to law enforcement, disaster response agencies, homeland security, aerial photography, and engineering entities. The division maintains a fleet of aircraft to aide in the State's ability to effectively respond and adapt to a host of varying operational requirements.



The Division's Bell 206 helicopter is equipped with state-of-the-art search and rescue and homeland security instrumentation.

DIVISION OF TRAFFIC SAFETY



Director Michael Stout

Mission

To formulate, coordinate and deliver information, services and programs which will mobilize public and private resources to establish effective public policy and integrated programs to improve highway safety in Illinois.

Responsibilities

The Division of Traffic Safety (DTS) is responsible for providing Illinois motorists, cyclists and pedestrians with the safest possible highway environment. The division develops and oversees regulations in areas of crash reporting, hazardous materials transportation, vehicle inspections, motor carrier safety, school bus construction, safety responsibility and cycle rider training. IDOT uses the division's crash data extensively as the foundation for formulating its annual highway construction program. Through this division, IDOT has been the lead agency in implementing the state's Primary Safety Belt Law. The division allocates federal funds to other state and local agencies for programs aimed at reducing accidents, fatalities and injuries, as well as providing funds for the Federal Motor Carrier Safety Assistance Program.

Motor Vehicle Fatalities

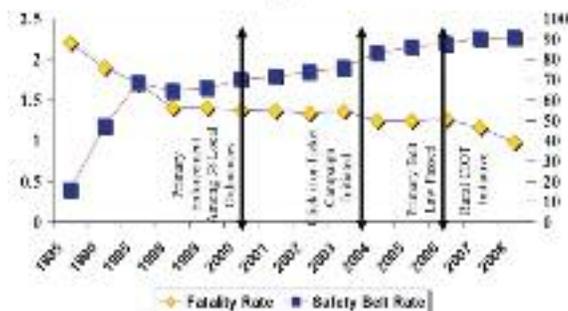
Preliminary figures through December 2008 show that 1,042 people died as a result motor vehicle crashes, a reduction of more than 200 traffic fatalities from the 2007 previous record low of 1,248 traffic fatalities. This reduction can be attributed to the Primary Safety Belt Law enacted in 2003, increased enforcement, increased use of for safety belts and heeding impaired driving messages as well as division's overall highway safety programs.

Occupant Protection/Safety Belt Usage

Illinois' Click It or Ticket campaign, along with the National Highway Traffic Safety Administration's (NHTSA) campaign for 2008, began in early May and concluded mid-June. The statewide safety belt usage rate is determined by pre- and post- observational surveys which are conducted in conjunction with paid and earned media blitzes. Increased law enforcement, utilizing Illinois State Police (ISP) and local law enforcement agencies throughout the state, as well as extensive public education, emphasized the importance of vehicle passengers wearing safety belts. Some 500 law enforcement agencies participated in the 2008 Click It or Ticket Campaign.

The following chart illustrates that an increase in safety belt use directly relates to a decrease in fatalities.

Figure 1: Historical Data on Fatality and Safety Belt Usage Rates

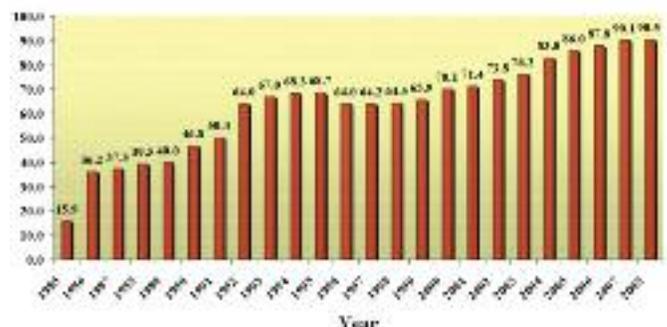


DTS believes the best way to achieve the goal of reducing injuries and fatalities on Illinois roadways is by increasing safety belt use, reducing speed and not driving impaired. In June 2008, DTS conducted a safety belt survey by observing a total of 124,566 occupants. Of those, 90.5 percent were observed wearing safety belts. The collar counties of the Chicago area (DuPage, Kane, Lake, McHenry and Will) had the highest usage rate at 92.7 percent followed by Cook County, excluding the City of Chicago, at 90.4 percent. Downstate counties (Champaign, Macon, Montgomery, Peoria, Rock Island and St. Clair) had a safety belt usage rate of 89.9 percent. The City of Chicago had the lowest rate at 86.8 percent.

Interstate highways had the highest usage rate for specific facilities at 93.6 percent, followed by U.S./Illinois highways at 90.6 percent. Residential streets had the lowest rate at 89.5 percent. The safety belt rate on weekends was 92.3 percent, while during weekdays it was 89.3 percent.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the 12 months after the safety belt law became effective, the observed usage rate increased to 36.2 percent. Since the first survey was conducted in April 1985, the safety belt usage rate has increased by more than 74 percentage points, peaking at 90.5 percent in June 2008.

Figure 2: Front Seat Occupant Restraint Usage Rate in Illinois



Child Passenger Safety (CPS)

The statewide child safety seat usage rate increased to 87.7 percent in 2008. Illinois ranks among the top three states in the nation for the highest number of certified CPS technicians. Statewide, there are 1,820 certified child passenger safety (CPS) technicians and 68 CPS technician instructors. On average, 28 child passenger safety technician certification courses are held per year along with three CPS technician update courses per month. In 2008, Illinois hosted four regional child passenger safety conferences with more than 500 technicians in attendance. Illinois led the nation with 96 checkpoints manned by more than 700 technicians and volunteers during the 2008 National CPS Week. DTS partnered with AAA and Evenflo to provide close to 1,500 replacement child safety seats to participating checkpoints. The efforts of Illinois' certified child passenger safety technicians are supported by seven Regional Occupant Protection Coordinators along with the State and the Assistant State Occupant Protection Coordinator. The Regional Occupant Protection Coordinators are instrumental in disseminating the occupant protection message as well as the impaired driving message at events statewide. They are also a critical part of our earned media campaign during the mobilizations.



Operation Teen Safe Driving

In Spring 2007, Operation Teen Safe Driving was launched in rural Tazewell County after authorities noticed that automobile crashes took 15 teen lives in 15 consecutive months. Since Operation Teen Safe Driving was implemented in this county there have been no additional teen fatalities. After the success in rural Tazewell County, the Ford Motor Company Fund, the Allstate Foundation and the Governors Highway Safety Association agreed to team up with the IDOT/DTS, to take this lifesaving program statewide in 2008. Our mission was to provide the motivation and resources required to challenge the creativity of Illinois teens to develop and implement community-based programs to reduce fatalities and injuries due to traffic crashes among their peers.

After many planning meetings and with the groundwork in place, IDOT held a fly-around at six locations across the state in November 2007 in partnership with the Illinois Secretary of State, the Illinois State Police (ISP) and the Illinois Liquor Control Commission, as well as many other school and community agency representatives.

A total of 104 schools statewide were selected to participate in the Operation Teen Safe Driving program modeled after Ford's nationally recognized Driving Skills for Life teen safety program. The top four high schools in each region received an invitation to attend the Ford Driving Skills for Life "Ride and Drive" hands-on training. The Allstate Foundation made it possible for the top school in each region to receive \$5,000 for an after-prom party and 104 schools around the state received funding for continuation of their Operation Teen Safe Driving programs.

In May, ISP presented DTS with the Director's Award of Distinction for its efforts in developing the OTSD program. This honor is awarded by the ISP to any individual, agency or groups outside ISP who has given extraordinary support or assistance to accomplish the goals of the department.

DTS was invited to submit an application for the "Innovations in American Government Awards" from Harvard University for the OTSD program. The application was submitted October 15 and we are awaiting the results.

Additionally, the OTSD program was recently honored at the Non-Profit PR Awards Luncheon in Washington, DC. The Allstate Foundation nominated our lifesaving program. While we did not win, it was an honor to have been nominated.

As of Dec. 3, 2008, 85 teens age 16 to 19 were killed in Illinois crashes from January through November 2008, down from 147 in the January-November 2007 period. The numbers show that the program is working.

Partnership with NASCAR

Illinois officially welcomed NASCAR to the Chicagoland Speedway in Joliet in July 2008. The Governor was joined by NASCAR driver Carl Edwards in urging race fans to participate in the first in the nation traffic safety partnership with NASCAR, in which race fans took a pledge to "Buckle Up, Every Trip, Every Time" and designate a sober driver before the festivities.

Participants at the Champions' Park booths were given a commemorative photo, and were entered into a random drawing to win a VIP prize package, including a Chicagoland Track Pack.

The Buckle Up America Challenge weekend was kicked off in Frankfort, Illinois at an Office Depot Foundation backpack giveaway event at the local Office Depot. Carl Edwards assisted the Foundation by donating 3,000 backpacks to local organizations in the greater Chicagoland area. Traffic safety materials were included in the backpacks and hundreds of Edwards' fans joined him in signing the Buckle Up America pledge.

Along with Edwards, several other NASCAR drivers supported the Buckle Up America Challenge, including: Cale Gale, Kevin Harvick Inc., No.33 RoadLoans.com/Camping World Chevrolet; Clint Bowyer, Richard Childress Racing, No. 7 Jack Daniel's Chevrolet; Colin Braun, Roush Fenway Racing, No. 16 CitiFinancial Ford; David Ragan, Roush Fenway Racing, No. 6 AAA Ford; Erik Darnell, Roush Fenway Racing, No.99 Northern Tool Ford; Johnny Benson, Bill Davis Racing, No.23 Toyota Certified Used Vehicles Toyota; Kurt Busch, Penske Racing, No. 2 Miller Lite Dodge; Reed Sorenson, Chip Ganassi Racing, No. 41 Target Dodge and Travis Kvapil, Yates Racing, No. 28 Ford.

Gavin DeGraw, a J Records recording artist, who sang the national anthem at the LifeLock.com 400 NASCAR Sprint Cup Series Race, also supported the traffic safety effort.

Crash Reporting

Throughout 2008, the Bureau of Safety Data & Data Services (SDDS) within DTS entered crash reports into the Crash Information System (CIS) more quickly than in previous years. After years of working to deplete the crash report backlog, the bureau is maintaining the reports that come through the division in a timely manner.

The Statistical Coding Unit, within the bureau, is 34 days behind, (compared to 14 months four years ago), the date of the crash and is entering October 2008 crash reports into CIS. The Location Unit is 55 days behind the date of the crash and is entering September 2008 crash reports. The phrase "behind the date of the crash" means the number of days it takes DTS to receive the crash report from law enforcement agencies and enter the report into the system.

This year, the bureau distributed its 2007 Illinois Crash Facts & Statistics publication in October 2008 which was the earliest the publication has ever been printed and disseminated. This is due in large part to the efficiency of SDDS entering reports in the system.

The bureau is also making strides to increase its electronic submittal of crash reports through the divisions' Mobile Capture & Reporting System (MCR). Currently, 159 law enforcement agencies throughout the state use MCR, with the Illinois State Police (ISP) being the top agency to use this system. Ninety percent of ISP's

crash reports are sent to the division electronically. In 2008, approximately 8,000 to 10,000 reports statewide were sent in electronically each month, with three months producing over 10,000 reports.

Also in July 2008, House Bill 5907 was enacted increasing the legal reporting threshold for traffic crashes involving only property damage from \$500 to \$1,500 when all drivers are insured. However, if any driver does not have insurance, the threshold remains \$500. In each of these cases, the law enforcement agency investigating the crash must submit a crash report to the division whenever a death or injury results from a crash. Because this law took effect Jan. 1, 2009, the bureau went to great lengths to notify law enforcement agencies throughout the state of the threshold change. The bureau also updated the crash report form to reflect this change. All newly revised crash reports were being sent to each of the 900 law enforcement agencies that produce paper crash reports, by the end of 2008.

Impaired Driving

In Illinois in 2007, NHTSA estimates 434 people died in alcohol-related crashes where the driver was at 0.08 BAC or above. Illinois' fight against impaired driving continues to be strong enforcement of DUI laws.

IDOT supports impaired-driving law enforcement activities throughout the state by funding high-visibility, "You Drink & Drive. You Lose" impaired-driving enforcement crackdowns a minimum of four times each year. Officer hire-back grant dollars are given to local and state law enforcement agencies to increase patrols during these crackdowns and throughout the year. Each crackdown is supported by a statewide paid and earned media effort with millions of dollars of radio and TV airtime being purchased to maximize the deterrent effect of the enforcement on the roads. IDOT's support of DUI law enforcement extends well beyond funding police efforts. Funding is also made available for police officer training, prosecutor training, judicial training, dedicated DUI courts and DUI prosecutors as well as a strong Traffic Safety Resource Prosecutor program.

In 2008, DTS maintained its support, directly and through its grant partnerships, of an aggressive public information and education impaired driving campaign. This support includes the distribution of thousands of impaired driving materials via mail and at numerous events throughout the year including fairs, school events, radio remotes, NASCAR events, etc. In addition, each You Drink & Drive. You Lose law enforcement crackdown includes an education message (along with a strong enforcement message) in its paid and earned media materials. DTS has numerous grants with goals to reach certain groups with an impaired

driving, underage drinking and designated driver messages. Examples include funding of Students Against Destructive Decisions (SADD), Mothers Against Drunk Driving (MADD), Alliance Against Intoxicated Motorists (AAIM), Think First, the American Red Cross, the Metro-East CHOICE/RADD Task Force and Operation Teen Safe Driving.

DTS continues a strong presence in Illinois schools with underage drinking programs. Previously mentioned programs like SADD, that conducts prevention training for teens who then carry an underage drinking message to their peers; ThinkFirst delivers a strong underage drinking/decision making message to youth at assemblies throughout the state; the CHOICE/RADD Task Force works to deliver a prevention message directly to young people via high schools in the Metro East St. Louis region as well as a local college Boosting Alcohol Consciousness Concerning the Health of University Students (BACCHUS) group; and DTS' Operation Teen Safe Driving funds 105 schools throughout the state to conduct their own community traffic safety programs of which underage drinking is a component.

DTS also provides support to the Illinois Liquor Control Commission to continue its solid effort to provide Beverage Alcohol Sellers and Servers Education and Training (BASSET) training to Illinois licensed beverage outlet employee servers training those who serve alcohol throughout Illinois to do so responsibly.

Of particular note on the impaired driving front is the implementation of Illinois' new first-offender ignition interlock law. On Jan. 1, 2009, Illinois became one of just six states with a first-offender, ignition interlock law that will remove the courts' jurisdiction to issue judicial driving permits to first-time offenders during periods of summary suspensions, replacing it with a requirement that the suspended offender drive only vehicles equipped with ignition interlock devices during the period of suspension. Illinois is hopeful this new law will produce reductions in impaired driving traffic crashes. DTS held a town hall meeting in June in conjunction with a wet lab (drinking in a controlled environment to demonstrate real-life effect of impairment and effect on a person's motor skills) in an effort to educate law enforcement, prosecutors, etc. of the Ignition interlock law. Additionally, DTS assisted the Secretary of State's Office in educating Illinois stakeholders by organizing and conducting a three-day symposium in October 2008. The Illinois Ignition Interlock Symposium was attended by over 300 people, allowing the interlock message to be delivered directly to Illinois law enforcement, judges, prosecutors and other court officials. At the Dec. 18, 2008 press event in Chicago, a wet lab was held prior to the afternoon press event. A Standard Field Sobriety Test was conducted as well as a demonstration of the BAIID device by wet lab participants.

Other laws strengthening DUI statutes in Illinois that have passed in recent legislative sessions include:

- Increasing the penalty for parents or guardians knowingly permitting the consumption of alcohol by underage invitees at their residence from a Class A misdemeanor to a Class 4 felony if the violation leads to great bodily harm or death.
- P.A. 95-0578 further simplified the structure of the Illinois DUI Law.
- Enhancements to DUI penalties for Commercial Motor Vehicle drivers.
- Clarification that methamphetamine is included in the compounds prohibited for use while driving and subject to Illinois' DUI statutes.
- Added "offenses committed on a military installation" to the list of "similar offenses" that count as a DUI on a person's Illinois driving record.
- Creation of a Roadside Memorial Act to allow application to IDOT for the erection of roadside markers for persons killed in drunk driving crashes (Tina's Law)
- Requirement that individuals under age 21 given court supervision for the transfer, consumption or possession of alcohol by a minor be subject to a 3-month driver license suspension.

Traffic Safety Resource Prosecutor Program

The Traffic Safety Resource Prosecutor (TSRP) Program continued in 2008. One of the main focuses of the program was the implementation of the new requirement that all officers working alcohol-related activities funded by DTS be trained in SFST (Standard Field Sobriety Testing). The TSRP program coordinated four SFST instructor schools throughout the year, two in the Chicago area and two in Springfield. More than 100 officers were trained as SFST instructors. This could not have been accomplished without the partnership of the ISP, who loaned instructors for the trainings as well as the academy facilities. Training and technical assistance provided for prosecutors reached nearly every county in Illinois. In October 2008, the program welcomed a second TSRP, who will be working out of Springfield and will be more directly assessable to the central and southern Illinois counties.

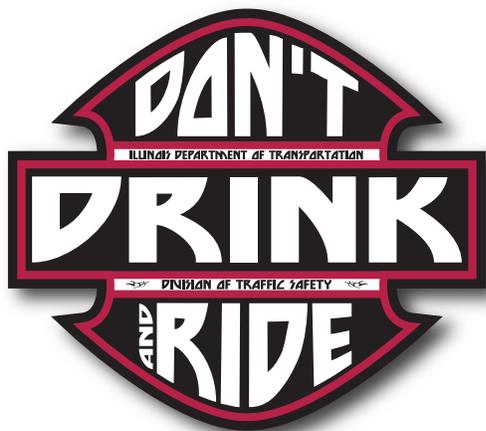
Commercial Vehicle Safety

Many lives on Illinois roadways have been saved due to the dedication of the Motor Carrier Safety Assistance Program (MCSAP). Preliminary numbers show Illinois with 118 fatalities from commercial motor vehicle involvement for FFY 2008, a reduction of 30 from FFY 2007. Roadside inspections, compliance reviews, safety audits, the 5 "Roadcheck" details, our industry education and the billboard campaign are intricate parts of reducing CMV fatalities in Illinois. The MCSAP Officers and the Illinois State Police conducted over 76,000 vehicle inspections which resulted in over 12,000 vehicle and drivers being put out of serv-

ice. On January 1, 2008, DTS added 15 new compliance officers to expand the workforce to 39. The additional compliance officers will increase DTS's ability to conduct more inspections and remove dangerous vehicles from Illinois roadways. Listed below are some of the accomplishments in FFY 2008:

- More than 90,000 inspections performed
- 482 Interstate compliance reviews completed
- 74 Intrastate compliance reviews completed
- 2,444 safety audits performed
- Held 108 educational seminars for the industry
- Conducted five roadside details throughout the state

More than 6,000 non-scheduled school bus inspections were conducted by DTS vehicle inspectors. These were in addition to the more than 50,000 safety inspections performed at the 125 public official testing stations throughout the state. Plans are underway for increased education and inspections for our school bus drivers/passengers in 2009 and beyond.



Motorcycle Safety

In 2008, nearly 16,000 motorcyclists received training through the department's Cycle Rider Safety Training Program. The beginner rider course (BRC), which is for students with no, or limited, experience, accounted for 14,945 students. The experienced rider course (ERC) is for riders with at least one year and 1,000 miles of riding experience or riders who have successfully completed the BRC and have six months riding experience and 500 miles on a motorcycle. A total of 549 riders received training through the ERC.

For the first time, Illinois offered an intermediate rider course (IRC) for people who already have some experience as a motorcycle operator. The course is designed for riders who may have been away from the sport for a while and may still have a valid motorcycle endorsement, or they may already be riding off-highway or on-road but need to obtain their motorcycle license endorsement. Illinois residents who are at least 18 years old (on the first day of their course) are eligible to enroll in the IRC if they have a valid driver's license or

instruction permit and have previous experience as a motorcycle operator. All IRC students are expected to possess reasonable proficiencies in basic motorcycle control operation, straight line riding, up-shifting, down-shifting, turning, braking, and stopping prior to enrolling in the IRC. Those unable to demonstrate these minimum expectations during the first riding sessions will not be allowed to continue in the IRC course. There were 446 students who participated in an IRC in 2008. The 2008 figures bring the total number of riders trained through the program to 15,940.

All courses are offered free of charge to Illinois residents. The program is funded by Illinois motorcyclists through a portion of their license endorsement and license plate fees.

May was proclaimed Motorcycle Awareness Month. Approximately 125 motorcyclists joined IDOT/DTS and the Illinois State Police at a May 1, 2008 media event held at Halls Harley Davidson in Springfield, Frieze Harley Davidson in O'Fallon and the department's Emergency Traffic Patrol facility in Chicago.

In addition, 2008 saw the formation of the Motorcycle Advisory Council, which was created to help the state enhance the effectiveness of its motorcycle safety programming to prevent injuries, save lives and reduce the economic costs of motor vehicle crashes on Illinois roadways. Members include IDOT, ISP, SOS, ABATE, Gold Wing, Illinois Motorcycle Dealers, Harley Owners, State Farm Insurance, and motorcycle training instructors from the University of Illinois and Northern Illinois.

Traffic Records Coordinating Committee

DTS continued the coordination of a multi-agency Illinois Traffic Records Coordinating Committee which provides a forum for review and comment of traffic records issues within the State of Illinois. This coordinating committee includes representatives from all the essential public and private organizations and members serve on one of four subcommittees (Human Factors, Engineering Safety, Information Systems, Data Quality and Crash Outcome).

CODES

The National Highway Safety Administration awarded DTS a grant to develop a Crash Outcome Data Evaluation System (CODES) program in Illinois. This project is based on collaboration between DTS and the Illinois Department of Public Health. Under this grant, DTS continues to link existing traffic crash records with health care data sources from EMS, trauma registry, hospital discharges and vital records (death certificates). The linked databases are used to support local, regional and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries (e.g., head, neck, upper extremity and lower extremity) and

DIVISION OF TRAFFIC SAFETY

health care costs resulting from motor vehicle crashes. Individual databases are not always adequate for certain analyses (e.g., race and ethnicity, socioeconomic status). Two sources, law enforcement and public health, track victims separately. None of the health-related data are linked back to crash data.

Currently, the crash database and a few small local databases, citation data, limited health care data and the exposure data (population and vehicle miles of travel) are used to identify traffic safety problems and evaluate highway safety programs and projects. The Evaluation Unit within DTS is responsible for problem identifications, developing highway safety goals and objectives and evaluating highway safety programs and projects.

Federal Funding for Safety Data Improvement

In June 2007, DTS developed a comprehensive safety data improvement strategic plan for the federal funding application considered part of the multi-year Statewide Traffic Records plan required by the SAFETEA-LU, the federal funding authorization act. In developing the Illinois Traffic Records Strategic Plan, Illinois took an important step in establishing the goals, policies and actions that would lead to the development of an efficient and effective system for traffic records improvement. Illinois developed and submitted a comprehensive traffic records strategic plan and an application for funding under federal rules.

The purpose of this document is to provide the Illinois Traffic Records Coordinating Committee (TRCC), DTS and other traffic safety stakeholders of the State of Illinois with a Strategic Plan for Traffic Records Improvements. This plan is aimed primarily at actions that the Illinois TRCC can help accomplish through its membership while pursuing the goal of improving traffic records. As such, it touches on the activities of all stakeholder agencies within the state, but it does not represent an attempt to set those agencies' agendas. Rather, it is an attempt to help the TRCC fulfill a broad role of communication, coordination and assistance among collectors, managers and users of traffic records data in Illinois. This plan is based on the 2006 NHTSA Traffic Records Assessment. The assessment was supplemented by information from other documents provided by the State to the project team. The strategic plan includes major goals, objectives and steps to completion, an action item table and a set of charts that graphically illustrate the order and interdependencies of the various steps to completion. The Strategic Plan for Traffic Records Improvement will serve as a road map on how to improve our current traffic safety-related databases and strengthen the focus of our efforts on the factors contributing to the most transportation-related fatalities and injuries, and will encourage safety programs and practices that address other significant safety problems.





Director Dick Smith

Mission

In cooperation with federal, state, regional/local agencies and the public develops and maintains a continuing, comprehensive, and multi-modal (highway, public transportation, rail and airport) integrated planning and programming process to foster efficient and economical transportation services.

Responsibilities

The Office of Planning and Programming is responsible for long and short-range planning needs assessment and analysis and developing programs aimed at improving the state's transportation system. This includes developing the annual and multi-year Highway Improvement Program, as well as the multi-year improvement programs for public transportation, airports and rail, preparing the capital grants budget as it relates to airports and public transportation, implementing the rail freight and passenger programs and directing metropolitan planning programs. This Office is also responsible for development of IDOT's positions for federal legislative programs and strategies.

Here are a few of the things OP&P is responsible for:

- Work with the modal divisions to prepare annual and multi-year capital programs for highways, rail public transportation and airports.
- Assist the 14 metropolitan planning organizations in meeting the federal and state planning requirements.
- Analyze the roadway condition information, one of the major inputs in the highway programming process.
- Maintain the roadway and bridge information for the state (IRIS and ISIS).
- Develop traffic counts on state roads.
- Mapping and GIS, including the official state highway map.
- Maintain the grade crossing inventory for Illinois (working with the Illinois Commerce Commission).

ACCOMPLISHMENTS

Monitor transportation related activities in Congress, including the multi-year authorizations for highways, transit and aviation, as well as annual spending bills exceeded IDOT's Highway Program goal for 2008 improving 933 miles of roadway improvements compared to 800 miles promised. IDOT also improved 272 structures, and accomplished more than 200 other safety improvements.

Context Sensitive Solutions

Over the past several years, the department has been implementing its Context Sensitive Solutions (CSS)

strategy. All implementing Divisions and Offices (Highways, Aeronautics, Public and Intermodal Transportation, and Planning) adopted formal procedures for the implementation of CSS. The Bureau of Local Roads and Streets also added sections regarding CSS to the Bureau of Local Roads and Streets Manual.

Three separate training classes were developed: a half-day CSS Awareness class, a two-day CSS Approach class and a half-day Local Agency class. The Awareness class was taught in all nine districts and in the central office to almost 300 department employees. Two additional classes were held for over 90 consultant employees. The Local Agency class was taught to almost 200 Local Agency employees. Approach classes were held with more than 200 department employees and consultants in attendance. Six more Approach classes were held in 2008, with other classes taught as needed. Also in 2008, Local Agencies and Resource staffs participated in the Approach class. A CSS on-line training course is being developed through the Illinois Center for Transportation. The IDOT CSS website has been updated.

As a result of our efforts, IDOT has received national recognition for its CSS activities. The department received the Award of Excellence in Urban Highways as a result of the FHWA's Excellence in Highway Design Awards Program for the Reconstruction of South Lake Shore Drive. IDOT was recognized at the American Association of State Highway Transportation Officials' (AASHTO) Annual Meeting in Portland, Oregon, as a notable practice in CSS organizational integration for its Balanced Scorecard approach to CSS. Most recently, the department's paper, "Context Sensitive Solutions Strategic Plan for the Illinois Department of Transportation" was selected for presentation at the Transportation Research Board's 86th Annual Meeting in Washington, DC.

Statewide Planning

The Office of Planning and Programming has continued to coordinate with the 14 Metropolitan Planning Organizations across the state in order to comply with the provisions of the federal highway and transit act known as SAFETEA-LU. SAFETEA-LU required numerous changes to the planning process.

Over the past year the office was able to help the down-state MPOs identify and implement key changes to the planning process and help the MPOs in these changes. Those activities include the creation of planning process for: environmental mitigation efforts, human service transportation plans, transportation system management and operation procedures, separating safety and security planning requirements and implementation of congestion management in the planning process. This office has also worked closely with the Federal Highway Administration to make sure that all requirements were met and the overall planning process was federally approved.



Director Ann Schneider

Mission

To provide timely, high-quality services to the Divisions and Offices of IDOT in support of their efforts to achieve the Department's overall mission, while ensuring compliance with Departmental Orders and State Statutes. Service, Accountability and Flexibility for the Future.

Responsibilities

The Office of Finance and Administration is responsible for developing and administering IDOT's \$5 billion budget (one of the state's largest non-educational budgets), managing the personnel system for more than 5,200 full-time, permanent employees, and providing centralized business services and facilities management. In addition, this Office directs the overall administration of IDOT's various programs for small business utilization and provides data processing capabilities required to meet IDOT's management and engineering needs.

2006-08 Accomplishments

2006

- Implemented new contracting policies and procedures to ensure compliance with applicable laws, rules and regulations.
- Directed a new contract and procurement monitoring/tracking system to improve process flows.
- Created a confidential information/security group that is implementing policies, procedures and safety measures to protect IDOT employees and confidential information.
- Revamped the department's capital improvement program for IDOT buildings to improve accountability and to meet prioritized needs statewide in order to safeguard taxpayer assets in the most effective ways.
- Implemented a strategic planning process for Finance and Administration and new problem-solving strategies to overcome headcount and budget constraints. This includes process evaluation and improvement strategies to create more efficient, effective and relevant work flows.
- Started on a long-range IT mainframe migration strategy in order to improve access to real-time data critical for management decision-making.

2007

- Creation and implementation of the 2007-08 recruiting plan to further diversify the department.
- Directed the creation of the first annual IDOT Career Day, hosting hundreds of area high school students and informing them about career opportunities at IDOT.

- Worked with the Governor's Office to create the opportunity for recruiting engineering students from underutilized groups at predominantly minority/female schools nationwide. These efforts resulted in 71 percent of the first 21 offers in District 1 going to prospective employees from underutilized groups.
- Began procurement for a new oversize/overweight permitting system to ease pressure on the permit and bridge offices.

2008

- Creation and implementation of the IDOT Civil Engineer Scholarship Program to provide financial support for the education of motivated students, offering employment opportunities to these recipients during the summer, and retaining them as future long-term employees.
- Development of partnerships with educational entities in East St. Louis, Springfield and Chicago to create and implement engineer mentoring programs and academies. These programs, taught by IDOT civil engineers, are designed to promote team building, problem solving and an interest in math and science related fields including civil engineering.
- Implementation of the second annual IDOT Career Day, hosting hundreds of area high school students and informing them about career opportunities at IDOT.
- Assisted the Department of Human Services in finding transportation-related Illinois businesses to employ a portion of the approximately 2,800 19 to 22 year olds enrolled in the Governor's Summer Youth Employment Program.

BUREAU OF INFORMATION PROCESSING

2003-08 Accomplishments

I-39 Fiber Project-2008

IDOT has completed the installation of fiber optic cabling along the Interstate 39 corridor between Rochelle and Rockford which will enable the City of Rochelle and others to sell Internet broadband service to their municipal households. This represents a significant economic boost to the region and Illinois.

Safe Routes to School Web Application System- 2008
The Safe, Accountable, Flexible, Efficient Transportation Equity Act provides federal funds for this endeavor. The purpose of this program is to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing, and to facilitate the planning, development and implementation of projects that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. The goals of the development effort were:

- A web site for the State of Illinois Safe Routes to School Program
- A collaborative web based School Travel Plan & Toolkit
- A web based Safe Routes to School funding application and submittal process

In 2007, the program received almost 300 applications and more than 1,000 requests for federal project funding for a total of \$77.7 million. This system is available to anyone in the general public, but is used mainly by school officials, city planners, mayors or other government officials requiring federal funding for improving school safety travel. The system consists of more than 30 data entry forms that walk the applicant through the process of applying for federal funding. Part of this process includes a GIS mapping component that allows a user to visually map a proposed improvement. The system is built to gather the data electronically vs. paper which improves response time, data quality and reporting. The process has been managed and maintained by two people which is a significant cost savings compared to other states.

Designated Truck Routes on [GettingAroundIllinois.com](#)

The Designated Truck Routes information was added to the GettingAroundIllinois.com interactive mapping application by those interested in load permit data. The department issues about 1,500 permits a day, and truckers can use this site to verify their routes. In addition, the Illinois State Police uses the information as a resource. The application provides an online view of restrictions on local or state-maintained roads and bridges.

NAVTEQ Enterprise Mapping Data

IDOT has procured a Master License from NAVTEQ to be able to share, free of charge, the base NAVTEQ data with local units of government. IDOT believes this data will be helpful to counties by providing comprehensive coverage between county borders, a centerline that can be used for geocoding services and mapping applications, and a variety of related data such as NAVTEQ commercial points of interests as well as IDOT data such as traffic counts. Counties unable to access data currently will be able to have comprehensive county coverage, and counties that do have data will be able to use this data for reference, quality control, and linking to the various points of interest and Illinois road data.

Online Maps – eGovernment

IDOT has provided free maps for download for all counties and cities in Illinois. Any user can access these documents from the IDOT web site by navigating to the appropriate page, selecting a desired county or city, and receiving a copy in PDF format. Prior to this, copies of maps were processed through the IDOT map store and mailed out in hardcopy format.

Impaired Driving Website - 2008

This project revamped the “Buckle Up Illinois” web site to meet the needs of Illinois citizens. We enhanced the framework already existing with the [www.buckleupillinois.org](#) website, and made it more accessible and user-friendly for law enforcement grantees, certified child passenger safety technicians and the general

public. The existing site was optimized by adding links for new topics and extensions of some that were already in place.

Metro-East St. Louis Travel Information

The Metro-East St. Louis Travel Information site provides traffic and roadway information to the traveling public. Included on the interactive mapping site are current traffic flow indicators, current speed of travel, roadway incidents, road work, real-time traffic camera feeds, and dynamic message board postings. This information is updated automatically from District 8 data sources and refreshed every 60 seconds.

GoToWebinar/Video Conferencing - 2008

IDOT is using technology gains to save the State of Illinois money. The department’s employees participate in various forms of training. When feasible, training is being conducted using video conference equipment and applications such as GoToWebinar to eliminate the need for staff to travel. Average time savings for the department translates to some \$200,000 per week for approximately 1,000 people, based on cost of travel, mileage, overnight accommodations and work time lost for other uses. Most recently, the department has begun statewide training for all employees on Microsoft Office 2007. In addition to the monetary savings, the time savings for staff not having to travel provides better continuity in their daily responsibilities.

EPlans – Electronic Plans - 2008

This initiative provides the department with the ability to send and receive engineering plan drawings electronically. This project will allow the plans to remain in electronic format from planning to letting. IDOT’s annual budget for project development is \$78 million covering 757 staff members internally and several hundred external consultant staff. Even though all design work is performed at IDOT using electronic tools, the coordination, control, dissemination and review of this work is a manual or paper bound process. This forces paper/electronic version disconnects and imposes unnecessary inefficiencies on the design review and change management practice. To eliminate this, an automated E-Plans system for the dissemination of engineering information is being implemented statewide.

Modernization of Computer Systems

The department is converting several old-style mainframe systems to client server applications that are more modern and user-friendly. Conversion of these systems to new platforms creates more stable systems, and allows legacy systems to become rejuvenated and continue to be core to the department in the 21st century.

- **Motor Fuel Tax (MFT)** – The primary objective of this project is to rewrite the existing Motor Fuel Tax system to address new requirements and utilize modern

technology for increased user productivity. The MFT system supports the allocation and distribution of Motor Fuel Tax monies of more than \$600 million annually to approximately 3,375 entitled entities throughout the State on a monthly basis and also tracks projects containing federal funds, state match monies and motor fuel tax monies.

- **Windows Program Planning System** – The primary purpose of this system is to manage the state's \$9.15 billion Multi-Year Program for highways. This consists of approximately 10,000 highway projects consisting of improvements for 4,518 highway miles and 925 structures. The system also facilitates the creation of the "For the Record" report which is a mandated report that details project accomplishments during the prior year. The objective of this project is to rewrite the existing legacy mainframe Program Planning System to address new functionality and utilize modern technology for increased user productivity.
- **Illinois Highway Information System (IHIS)** – The primary objective of this project is to develop a version of a roadway inventory system that can provide an efficient means to store transportation-related data elements that will facilitate the transportation modeling processes, provide better planning capabilities, and help make sound transportation decisions regarding safety, engineering, and FHWA mandates. Currently, IDOT's roadway, structures, railroad, and HPMS inventory are updated, stored, and maintained in mainframe environment. While the system has and continues to function, architecture constraints are limiting the ability to expand, adjust, and integrate with other enterprise solutions.

Data Marts - 2008

As a part of the Enterprise Data Warehouse initiative, the department is developing several data marts. The goal of this project is to provide business users with easy, direct access to information. This is an initiative to break down the "silos" surrounding the massive amounts of data maintained by the various mainframe systems. This project will analyze the data throughout the department and sew it together in a way that provides cross-functional value. Business users will be provided with robust, easy to use, feature-rich toolsets which will allow them to get to the information they need to make better business decisions.

Business Intelligence - 2008

The Data Mart initiative has spawned another endeavor in business intelligence. IDOT's vision has sought to free up its information technology team by giving employees direct access to information. Early attempts involved building custom dashboards from scratch, but this approach failed to scale well. Accordingly, IDOT sought to implement a comprehensive business intelligence (BI) platform—a one-stop information shop –

upon which additional dashboards and user-friendly information portals might be quickly implemented. In Microsoft Office Performance Point™ Server 2007, SQL Server® 2005, and Microsoft Office SharePoint Server 2007, IDOT found a solution its users could easily use at a price that it could afford.

Online Reporting

Over the past few years, IDOT has moved towards a paperless environment, by providing approximately 250 additional reports through an electronic means using Report2Web. This effort results in savings of the cost of paper, and helps to ensure confidentiality of information by restricting the access for each report, based on each report's requirements.

Electronic Pay Stub

This system provides an electronic means to inquire payroll information for all staff. This is an advantage to employees since it provides privacy and security through the use of a confidential ID and PIN number. Pay data is available up to two days before scheduled pay dates so that access time can be managed more efficiently. Additionally, savings are realized through the savings of paper and mailing costs, as well as savings resulting from staff's time sorting and mailing paychecks.

Business Analyst Program - 2008

Software development projects across the industry have a high rate of failure. One of the primary reasons that projects fail is a lack of adequately defined requirements. Requirements are gathered and organized by a business analyst. The department is working toward a comprehensive, tailored business analyst training program which will provide business analysts with essential skills needed for successful implementation of software applications. Along with this effort, a business analysis "tool-kit", templates and process flows will be developed to assist during the requirements gathering phase of a project.

Project Management Office/Methodologies

The PMO Initiative established project management practices as the standard way to accomplish work, manage projects as a business function, and manage project scope throughout the project life cycle. The BA Initiative is implementing practices for requirements gathering for projects.

Web Services

The IT staff has continued to develop web service components that are being utilized in several different applications. The web service applications consist of physical real estate, employees, organizational and others. These web services reduce the redundancy of data as well as the maintenance necessary by IT support staff.

Protecting Employee Privacy

IDOT takes the confidentiality of information seriously and has implemented an Employee Identification Number (EID) for all staff and consultants. This EID is utilized in place of the Social Security Number, so that an individual's privacy is protected. The department has also placed locked document shredding containers in strategic locations to help ensure confidential/sensitive documents are disposed of properly.

Travel Voucher System - 2008

IT staff have developed a statewide travel voucher system to be used by every IDOT employee. The new system has a database collecting all entries and it will be web browser based. This application is fully automated and rules based. The system is designed to calculate appropriate mileage, per diem and other expenditures associated with travel. This new system allows for reporting and querying of data for analysis purposes. The Travel Voucher System was built to share with any other agency.

Permit Task Management

The Permit Task Management System was developed to meet IDOT strategic objectives by standardizing the process to track permit tasks. The system also resulted in one source of data for permit tasks. The system improved the efficiency of the permit review process by automating manual tasks and reducing redundancy and paperwork. The system was implemented as a pilot in District 1 and the next release will enable the Permit Task Management application to be used by all IDOT districts.

I-ROADS

The Illinois Roadway Analysis Data System displays via a web interface the condition of the road, the rate of deterioration, the roughness index and other roadway information. Historically, this data was available electronically, but a hardcopy map was the official product. I-ROADS creates a digital representation of four former hardcopy map series; CRS, IRI, RUT, and NA.

Each series had a distinct purpose and data conveyance, but all four utilize the same base map and cartographic labels. Now, all IDOT staff can access this information using a web browser. Further, the resource constrained cartography unit no longer must produce large printouts of this information.

BUREAU OF BUSINESS SERVICES

2003-08

- Awarded approximately \$225 million in contracts/intergovernmental agreements/grants after processing some 1,200-plus individual procurements.
- Finalized the update of Departmental Order 6-3, Selection and Control of Non-Architectural/Engineering (Non-A/E) Consultants and submitted for executive review and approval.

- Updated and published Departmental Order 12-2, Procurement of Supplies and Services, and the associated Procurement of Supplies and Services Manual.
- Updated and published Departmental Order 8-3, Information Technology Procurement.
- Developed and implemented the Procurement Tracking Application to track procurements managed by the Procurement and Contracts Section, including executive reports.
- Awarded a contract to Bentley Systems, Inc. to develop a new oversize/overweight permitting system for Illinois.
- Completed the selection process for a vendor to conduct a Disparity Study for the Department and the Illinois Toll Highway Authority, planned for award in early 2009.
- Issued an RFP seeking corporate sponsors to offset the costs of printing the official state of Illinois map, in exchange for sponsorship recognition on the map.
- Began procurement to replace both the Illinois Construction Records System (ICORS) and the Materials Integrated System for Test Information and Communication (MISTIC) systems with the American Association of State Highway Transportation Officials (AASHTO) web-based, SiteManager construction and materials management system.
- Awarded a contract for creative advertising to promote occupant protection and impaired driving, safety campaign messages.

2008

- Policy & Research Center – Launched a Policy & Research Center site on Inside IDOT creating a virtual transportation library for department employees;
- Implemented an Information Preservation Initiative aimed at building a complete historical collection of departmental policy documents;
- Implemented the IDOT Document Depository Program to maintain the complete collection of departmental policy documents while ensuring compliance with the General Assembly and State Library Acts;
- Updated 43 percent Departmental Orders (29/68)
- Implemented new Departmental Orders for:
 - Building Security
 - Confidential Information
 - Corrective Action
 - Preventive Action
 - Strategic Planning
 - Management System
- Began consolidating professional association memberships within PRC to maximize benefits and make accessible to all department employees.

Document & Forms Management

- Developed and implemented accessibility standards for business forms to ensure users with disabilities have adequate access;
- Processed 912 business form requests and converted 1,736 business forms to Office 2007;
- Implemented quality control process for department business cards – processed 93 requests since July 2008.

Central Print Shop

Produced 5.7 million press impressions, 9.5 million copies and scanned 46,432 letting plan sheets.

Mail Services

Saved \$1,400 postage by using presort service, processed 20,472 Motor Fuel Tax mail pieces, processed 5,759 parcel packages and delivered 99 percent of date sensitive parcels on time.

Miscellaneous

- Coordinated posting of all city, county and township maps on Internet with OP&P to make all available free of charge to general public.
- Of the 145,000 invoices processed during 2008, 99.9 percent met the compliance standards for payment set forth by the Prompt Payment Act
- Of the 149,500 invoices processed during 2007, 99.8 percent met the compliance standards for payment set forth by the Prompt Payment Act
- Invoices processed each year from 2003-06 ranged from 145,400 to 181,000 and on average 99.9 percent met the compliance standards set forth by the Prompt Payment Act

BUREAU OF BUDGET AND FISCAL MANAGEMENT

2008

- Ensured that the Illinois Department of Transportation obligated 100 percent of its federal ceiling of more than \$1 billion;
- Claimed more than \$1.2 billion total federal highway aid reimbursement;
- Processed more than 3,500 federal financing transactions during calendar year 2008, including more than 900 for newly authorized projects;
- Following a federal mandate on Fiscal Integrity (FIRE Program), claimed more than \$30 million federal aid reimbursement by modifying and closing jobs;
- Reviewed more than 220 appropriation amendments filed in one day to determine departmental impact;
- Successfully defended the legislative approval of two budget supplementals;
- Managed the department's FY 2008 operating budget through the most expensive winter on record;
- Worked closely with IT staff to refine the Financial Data Mart; in addition, revamped the quarterly reporting system to link information from this data mart. This will allow for more efficient data retrieval and more accurate analysis of the department's spending history;
- Updated, prepared, and finalized financial projections used as baseline for modeling;
- Reviewed engineering consultant contracts pre-award for bureaus of Design and Local Roads and Streets.

2007

- Processed 2,800 transactions to ensure that all federal regulations were met in time to avoid losing funding

eligibility, which resulted in IDOT recouping \$1.1 billion of earned federal cash reimbursement for projects.

- Implementation of interim and regular budgets for FY 2008, and an enhanced budget request system to collect more detailed and fully explanatory data in order to support the FY 2009 request.
- Provided financial analysis for Governor's Office capital program proposals, and General Assembly transit funding proposals.

2006

- Streamlined processing of payments from the Billing Allocation System.
- Reduced backlog of obligations that did not roll in the Comptroller's system.

BUREAU OF PERSONNEL MANAGEMENT

On-The-Job Training (OJT) Program

The department sought out bridge inspectors for the Bureau of Bridges and Structures Statewide Bridge Crew utilizing the OJT Program. This crew is responsible for the inspection of major highway bridges crossing the Illinois, Mississippi, Ohio, and Wabash rivers. The OJT Program gives underutilized groups an opportunity to obtain knowledge and experience in various areas of construction statewide. The department recruited three employees, and Personnel believes this program benefits the State of Illinois.

CET Recruitment Program

The Bureau of Personnel, in cooperation with the Bureau of Employee Services, sent recruiters all over the United States to find the best and brightest graduating civil engineers for statewide positions from Schaumburg to Carbondale. This would be the first time in more than five years that the department has recruited civil engineers from out of state.

In 2008, IDOT placed 27 new engineers around the state. Forty-eight percent of the new engineers were from underutilized groups and more than one-fourth were females.

Reimbursable Expenses Agreement

In 2008, in conjunction with the Office of Chief Counsel, Personnel generated a lawful agreement between new employees who move to the State of Illinois, and the department stating that if the employee does not stay with the department for one year after the move, the employee will reimburse IDOT for all accrued moving expenses. Previously this protection for the State did not exist.

Payroll & Benefits

In 2008, Payroll & Benefits coordinated informational sessions from State Employees Retirement System and Deferred Compensation for more than 350 employees.



Director Ellen Schanzle-Haskins

Mission

To provide legal counsel to the Department on both policy issues and proposed actions affecting any of its operating divisions or staff offices; to provide for the prosecution and defense of all litigation involving the Department in cooperation with the Office of the Governor, the Attorney General, and outside

counsel; to provide for the administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors; and to provide coordination and administration of the purchase and service of all insurance policies for the Department's self-insurance program.

Responsibilities

The Office of Chief Counsel is responsible for providing legal counsel to IDOT on both policy issues and proposed actions affecting any of its Offices and Divisions. This Office also administers tort liability claims, property damage claims and uncollectible receivables, and processes lien and bond claims against contractors.

Proactive Investigative Process

IDOT prides itself on conducting proactive audits and investigations to uncover and prosecute fraud against the Department. Contractors and subcontractors who engage in questionable conduct with IDOT or other governmental entities or municipalities are suspended from doing business with the Department through the Office of Quality Compliance and Review, Internal Auditor and the Office of Chief Counsel. Currently, approximately 31 contractors, subcontractors, trucking firms and consultants are suspended from conducting business with IDOT due to questionable activities.

Robert G. Sullinger

Great Plains Group

Division of Traffic Safety

Additionally, when fraud is found, the IDOT refers the case for criminal action. Three such cases have been successfully federally prosecuted. In 2004, IDOT became suspicious of a \$2 million contract the Division of Traffic Safety had with the Great Plains Group. The contract was a renewal for services with Great Plains that started in 1999. Great Plains was paid by IDOT to produce and post anti-drunk driving billboards throughout the state under a program funded by the National Highway Traffic Safety Administration administered by IDOT. Over a 6-year period, from 1999 to 2004 Sullinger, the sole owner of Great Plains submit-

ted false invoices that overstated the number of poster billboards produced and posted. As a result of this fraudulent billing, Sullinger received over-payments totaling \$554,000.

IDOT referred this matter to the U.S. Attorney's Office for the Central District of Illinois in Springfield and collaborated with the FBI in the investigation, indictment and trial of the case. Sullinger eventually plead guilty to the fraud after a week of jury trial on November 17, 2008, and is scheduled to be sentenced March 30, 2009.

Kamleshwar Gupta

KAM Engineering, Inc.

KAM Engineering, Inc. is an engineering firm that had various contracts with IDOT from 1994 through 2003. During an audit performed by IDOT auditors in 2003, it was discovered that KAM had submitted false invoices and financial information regarding overhead expenses and the number of hours worked by KAM employees on IDOT contracts. The result of these falsifications was that KAM was overpaid by over \$1,400,000 by IDOT. On December 15, 2004 IDOT issued an interim suspension to KAM Engineering preventing the firm from doing business with the department until the matter was resolved. Shortly after the audit, IDOT referred this matter to the U.S. Attorney for the Northern District of Illinois in Chicago. IDOT personnel worked in collaboration with the FBI and U.S. Attorney's office in the investigation and indictment. On April 21, 2008, Mr. Gupta and his company were both indicted by a Federal Grand Jury in Chicago charging them with submitting fraudulent vouchers to embezzle over \$1,000,000 in federal funds from IDOT. IDOT has suspended KAM Engineering for a maximum of 10 years from doing any business with the department. Trial is pending.

Manu Shah

dba, Shah Engineering, Inc.

From 1997 until 2005 Shah Engineering, Inc. worked as a primary contractor on various projects with IDOT, as well as other governmental entities around the state of Illinois, and the city of Chicago. In 2004, IDOT conducted an audit of overhead costs and calculations, and job costs used by Shah to bill IDOT on his contracts. The findings of that audit revealed that Shah had shifted time charged from one contract to another, charged overhead for unallowable expenses, including his family vacation, and provided false documentation to hide these fraudulent practices.

The audit disclosed that Shah had overbilled IDOT by \$1,377,000 and other government agencies (city of Chicago, etc.) by another \$8,500,000 through his schemes.

In 2004, IDOT turned the matter over to the U.S. Attorney for the Central District of Illinois in Springfield with IDOT personnel collaborating with the FBI and the U. S. Attorney. A search warrant was issued and documents and computers seized, resulting in an indictment. Shah and his company have both plead guilty in the case. IDOT has billed Shah for the \$1,377,000 which Shah had illegally collected due to his fraudulent schemes. Sentencing including prison and restitution for Shah and his company is pending.

STUDENT PROFESSIONALS WITH DISABILITIES PROGRAM RECEIVES ILLINOIS REHABILITATION ASSOCIATION AWARD

The Central Chapter of the Illinois Rehabilitation Association awarded their Citizen Community Rehabilitation Service Award to Elbert Simon, Bureau Chief of IDOT's Bureau of Civil Rights for the work performed by the Bureau's Student Professionals with Disabilities Program during 2008.

The Student Professionals with Disabilities Program (SPWDP) started at the Illinois Department of Transportation (IDOT) in 2005 as part of the Americans with Disabilities Act (ADA) Program within the Department's Bureau of Civil Rights. The objective of the program is to provide training and, if possible, temporary employment for persons with disabilities to allow them time to develop knowledge, skills and abilities in a professional business environment that will prepare them for future full-time employment at IDOT or elsewhere.

The program is a partnership between IDOT, United Cerebral Palsy, School District 186 (Springfield), the Illinois Department of Human Services – Division of Rehabilitation Services, Goodwill Industries, Sangamon Area Special Education, Association for Retarded Citizens, and the Epilepsy Resource Center. All of these organizations participate in the program by nominating potential participants, providing supportive services (i.e. job coaches, transportation), and in securing full-time employment of successful students in the program.

The IDOT program for students has three components. IDOT provides 10 to 15 paid temporary positions to students that qualify under the Supportive Services Act. The school district provides another 15 to 20 students that are unpaid. All of the other agencies provide another 15 to 20 students that are paid through agencies other than IDOT. All of the training takes place at IDOT's Central Office in the Harry Hanley Building in Springfield.

The program has proved to be an effective training tool to assist students with severe disabilities as they prepare for and transition to full-time employment. As part of their training, students are evaluated and advised by

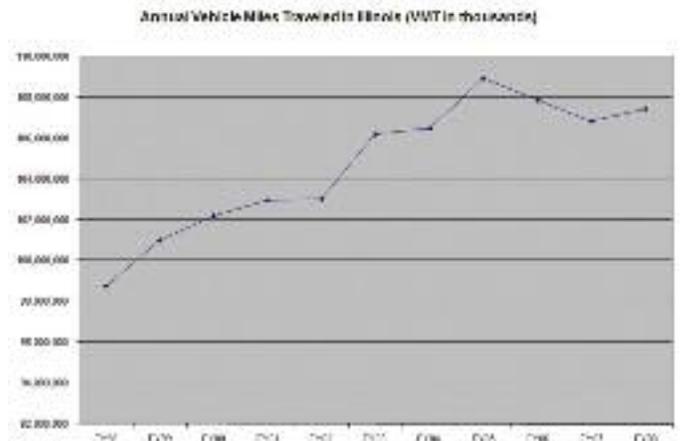
case managers at United Cerebral Palsy in areas of social skills, work skills, independent living and work readiness. IDOT has provided a physical plant, electronics and computers, as well as ongoing support through the ADA Specialist and Civil Rights Officer. Students are given the opportunity to be placed in a work environment within IDOT to develop the skills needed to obtain employment in the future.

The success of this program has been beyond early expectations. Since 2005, more than 50 students have completed training at IDOT. Of that number, 86 percent have been successfully placed in employer-paid positions, many of them with benefits. The positive effects are immeasurable in terms of the self-esteem and self-confidence of the participating students. It is important to note that the program focuses on severe cases. Many of these students have been diagnosed with autism, mental retardation and severe physical disabilities.

More than 3 million persons live with disabilities in Illinois. The rate of unemployment averages nearly 70 percent for this population. Students with severe disabilities are the most vulnerable for future unemployment and disabilities rolls. However, due to the program at IDOT, successful participants with disabilities have been able to leave the SSI rolls, saving taxpayers thousands of dollars each year. The unique aspect of the program is that an agency such as IDOT has been able to provide the supports and act as an effective liaison between the local rehabilitation program and the students themselves.

This is not the first award recognition this program has earned. IDOT has received awards from the following agencies over the past five years for the program:

- 2005 United Cerebral Palsy
- 2006 National Rehabilitation Association
- 2006 Illinois Rehabilitation Association
- 2008 Central Chapter Illinois Rehabilitation Association





Director Christine M. Reed

Mission

Plan, design, construct, operate and maintain a safe highway system with a diverse and professional workforce, within available resources, and to the highest nationwide standards for all of the citizens of Illinois.

Responsibilities

The Division of Highways is responsible for devel-

oping, maintaining and operating the state highway system in a timely, efficient and economical manner. The central bureaus of this Division are responsible for developing policies, procedures, standards and guidelines to accomplish IDOT's highway system improvement objectives. The central bureaus monitor District programs to ensure statewide uniformity of policy interpretation and compliance and to ensure program coordination with federal, state and local agencies.

HIGHWAY TRANSPORTATION

Illinois has the third largest roadway network overall in the nation with approximately 140,000 miles of highways, streets, and roads, and more than 26,400 bridges. This network ranges from heavily traveled urban streets and expressways to very lightly used rural roads and carries nearly 300 million vehicle miles of travel in a typical 24-hour period. State, county, township, and municipal governments own and operate this highway, road, and street system. Illinois also is crossed by three of the nation's five transcontinental routes. The Department is committed to making all levels of the transportation system safer to travel.

STATE AND LOCAL HIGHWAYS AND ROADS – The state highway system contains more than 16,000 miles of roads, including 282 miles of toll roads under the jurisdiction of the Illinois State Toll Highway Authority. Less than 12 percent of all mileage on Illinois' highway, street, and road network occurs on the state highway system, although it carries almost 65 percent of all vehicle travel miles in Illinois. The locally owned and operated road and highway system extends more than 123,000 miles and makes up 88 percent of Illinois' highway, street, and road network. This local system carries just 35 percent of traffic, although most trips begin and end on local roads.

RURAL AND URBAN HIGHWAYS AND ROADS

Rural highways and roads account for more than three-fourths of Illinois' highway, street, and road system, although this system handles less than 30 percent of Illinois' vehicle travel miles.

Most of Illinois' highway traffic problems and needs occur on the urban highway, street, and road network. These problems and needs reflect Illinois' high urban population and high urban travel demand. Despite these low traffic volumes, rural highways and roads are essential for Illinois farm-to-market transportation. These roadways also provide essential access to jobs, medical facilities, and other needed services and opportunities for residents in and near Illinois' rural communities.

INTERSTATE HIGHWAYS – Illinois opened its first interstate highway to traffic in the late 1950s and was among the earliest states to begin building interstate highways. Although construction of some of the interstate highway segments resulted in the disruption of some communities, other interstate highway segments provided relief to local residential streets that had become thoroughfares for dangerous and disruptive in-terstate truck and car traffic. The interstate system also improved access and mobility for Illinois citizens. Illinois now has a 2,169-mile interstate highway network.

This interstate highway network and the entire National Highway System have provided unprecedented personal mobility, safety, and economic opportunities through better access to national and inter-national markets and have greatly improved freight transportation efficiency. Freight carriers use the interstate highway network to carry more than half of all the goods transported by highways in Illinois.

MOTOR CARRIER TRANSPORTATION

Since Chicago is the key freight distribution hub for North America, the State of Illinois is a center for motor carrier transportation. More than 30,000 trucking firms serve businesses located throughout Illinois and 11,000 of them are based here. With a vast economic base to serve, these truckers touch all elements of the Illinois economy, such as transporting manufactured products from industries to all parts of the country, making farm-to-market shipments to Illinois grain processors and rail and water terminals, delivering coal and other mineral deliveries to Illinois ports; and shipping consumer goods to retailers throughout the state. In 2005, trucks carried 63 percent of all freight moved in Illinois, representing 243 million cargo tons. Freight volumes through the Chicago area are projected to nearly double by 2020.



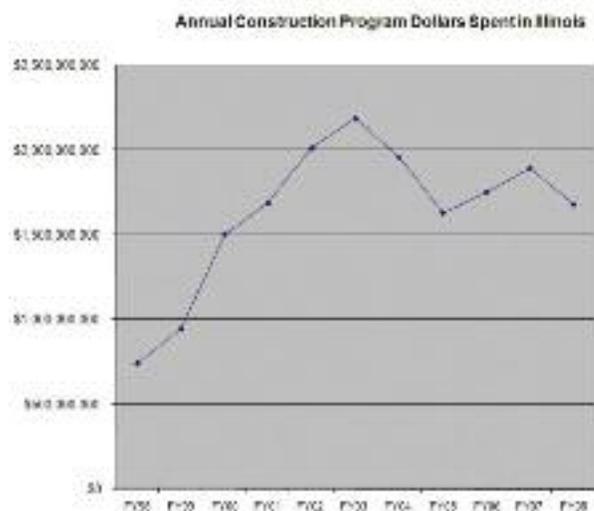
BICYCLE AND PEDESTRIAN TRANSPORTATION

Bicycle and pedestrian transportation in Illinois has grown rapidly in recent years as more and more citizens discover the advantages of bicycling or walking instead of driving motor vehicles. Illinois has hundreds of miles of dedicated bicycle trails that were funded mainly through the Illinois Transportation Enhancement Program (ITEP) and the federal Congestion Mitigation/Air Quality (CMAQ) program since 1995. Most of the recent expansions of bicycle facilities have focused on encouraging greater use of bicycles for work and personal business commuting, especially in the state's metropolitan areas. Approximately 1,900 miles of the more than 16,000-mile state highway system also are considered suitable for cycling. Featuring lower traffic volumes and lower motor vehicle speeds, the more than 120,000 miles of locally operated and maintained roadways throughout Illinois also offer cyclists numerous suitable opportunities.

Safe and convenient pedestrian access is an important part of transportation improvement projects in all modes. The Department works with local governments to consider and provide appropriate pedestrian amenities in conjunction with state highway projects. This includes participating in funding accessible sidewalks along state highways in urban areas, and working with transit agencies to address pedestrian access to public transportation facilities. ITEP and CMAQ have funded or supplemented numerous pedestrian facilities during the past decade, including these efforts.

Safety Initiatives

- In 2008, the second year for the Safe Routes to School (SRTS) Program in Illinois, IDOT streamlined their unique on-line system to allow communities to better plan Safe Routes activities and increase the ease of using the site. The department provided nine SRTS Training sessions throughout the state, and has now trained over 700 people on how to implement Safe Routes to School in their schools and communities. The Illinois SRTS Conference was held in August at Illinois State University in Normal, Illinois. In addition to the main event, which was a one day conference featuring Mark Fenton, a nationally known advocate of walking and biking, attendees also had the option to attend a one day training provided by the National Center for Safe Routes to School.
- The Illinois Department of Transportation (IDOT) has continued to implement successful safety initiatives and programs that have helped reduce overall traffic fatalities by 22 percent this year. The Division of Highways (Division) works closely with the Division of Traffic Safety as part of the Illinois Comprehensive Highway Safety Plan (CHSP) and over the last five years, Illinois highway deaths have decreased from



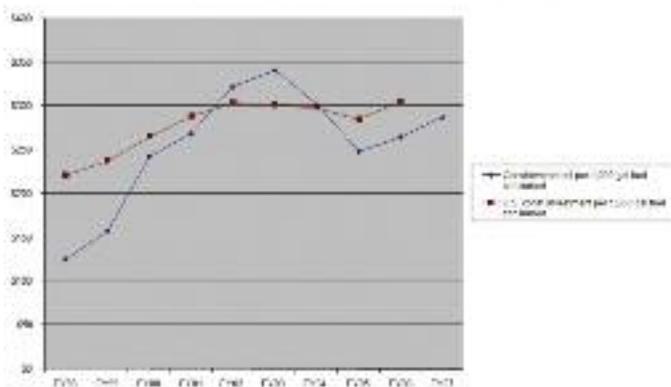
1,420 in 2002 to 1,248 in 2007, the lowest number of fatalities since 1924. When the CHSP was signed by Governor Blagojevich in 2005, the goal was set as 1,000 or fewer traffic related fatalities by 2008.

- IDOT develops and provides to the United States Department of Transportation the 5% Most Severe Safety Needs Report as required by the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The maps produced to help generate this report are provided to the IDOT and Illinois State Police (ISP) districts to determine the problems at these more severe crash locations and to identify engineering, education, and enforcement strategies to help address the problems. Safety meetings are held with IDOT and ISP districts to discuss safety efforts and initiatives.
- IDOT partners with the ISP, Secretary of State, Operation Lifesaver, First Lady, and Federal Highway Administration (FHWA) at the Illinois State Fair to promote the CHSP and safety efforts.
- The Illinois Photo Speed Enforcement Program was expanded this year and included deployments in several counties including Cook, Champaign, Sangamon, Will, DuPage, Lake, Rock Island, Winnebago, Jefferson, and Washington. This initiative which includes signing the work zones to notify motorists they are entering a work zone that is photo speed enforced, along with increased fines, has been very effective in reducing speeds in work zones. A University of Illinois study through the Illinois Center for Transportation that evaluated the effectiveness of photo speed enforcement was completed which showed this to be true.
- Through its partnership with various safety stakeholders on the Work Zone Safety Committee, IDOT revised its work zone message to "See Orange. Slow Down. Save Lives." This message was promoted during the annual National Work Zone Awareness Week and throughout the construction season. Work Zone Safety is highly publicized throughout the construction season using various means. IDOT partici-

pates in the Illinois Work Zone Safety Calendar Contest which involves partnership with industry, the Illinois State Board of Education, and other private companies. Work zone safety is also promoted at the rest area events, the Illinois State Fair, and conferences.

- IDOT developed work zone safety and mobility policies to meet federal rules. The policies address improving the safety of motorists and workers within work zones and set specific goals for reducing work zone crashes, fatalities, and motorist delay.
- The Local Crash Data Collection project neared completion, which provided funding to local agencies to collect Geographic Information System locations for their fatal and Class A injury crashes from 2001 to 2004. Location of these historical crashes is vital to reducing fatalities on the local highway system. Ninety-nine counties have had all severe crashes located. The information is being used to develop local safety projects directed at reducing fatalities and serious injuries on the local roadway system.

Annual Highway Construction Investment per 1,000 Gallons of Fuel Consumed
(Comparing Illinois and U.S. Construction Investments)



- In cooperation with the FHWA the Rural Sign Upgrade Program pilot was developed which provides a maximum of \$25,000 to assist local highway agencies upgrade signs to meet new federal requirements effective January 22, 2008. Bond, Cumberland, Henderson, and Piatt counties held lettings resulting in the award to purchase 6,459 new signs including posts and mounting hardware. Ten additional counties are participating in the current fiscal year's pilot program, and another nine have been sent letters for participation in FY10.
- IDOT has continued installation of high tension cable rail (HTCR) systems on the interstate system to prevent median crossover crashes. Median crossover crashes often result in multiple fatalities. These HTCR systems have been very effective in preventing these types of crashes. Approximately 125 miles of HTCR have been installed to date on the interstate system. Additional installations are proposed. A study of the installations of HTCR and the potential to expand the

current installations is underway. House Resolution 927 requires this to be presented to the legislature July 1, 2009.

- IDOT has significantly increased safety funds available at the local level as a result of the SAFETEA-LU. This has allowed the department to direct dollars where there is greater opportunity to reduce fatalities and serious injuries on the local system. IDOT has performed several road safety assessments on local roadways to help direct safety dollars to local routes with severe crashes.
- IDOT has continued its safety corridor projects in the interstate system. These improvements include cable guardrail, rumble strips, guardrail upgrades and impact attenuator installations. This has been part of the integrated solution where the ISP has provided increased enforcement on the interstates. This initiative has shown a significant reduction in traffic related fatalities on the interstate system.

The Environment

- To fulfill the requirements of Section 106 of the 1966 Historic Preservation Act as amended, IDOT staff participated in a Tribal Workshop sponsored by FHWA and the U.S. Institute for Environmental Conflict Resolution held in Collinsville on November 5th and 6th. A greater understanding and appreciation of values was achieved through two days of discussions and initial coordination procedures were established. In attendance were 15 representatives of seven Indian tribes along with state and federal agency staff.
- Three Nationwide 404 Permit Workshops were developed by the Central Office to accommodate a request from the United States Army Corp of Engineers (Corps). The Corps has instituted new requirements for 404 permits and these workshops provided a forum for discussions between IDOT Districts and Rock Island and St. Louis Corps staff. The meetings were very successful and resulted in a greater understanding of the requirements and timing of Corps Permits.
- In September the FHWA issued the Record of Decision for the Prairie Parkway project in District 3. This milestone was accomplished through a multi-year Phase I effort and represents a significant advancement toward the improvement of Chicago area transportation. Extensive coordination was accomplished with state and federal Natural Resource agencies as well as local stakeholders. The project features innovative environmental mitigation features such as bio-swales to address water quality issues.
- This year a Federally-Endangered mussel population in the Wabash River was relocated downstream of the proposed Mt. Carmel Bridge. The Wabash River is widely known as habitat for significant aquatic species. Many scientists from various agencies participated in this effort. The mussel relocation was undertaken as a requirement of state and federal regulations.

- IDOT and the Illinois Tollway have collaborated to enhance and manage a 160-acre Department-owned parcel located in North Chicago. This joint effort will enable the funding and manpower necessary to transform the site into a valuable wetland that will provide mitigation credits for both agencies. The Department will obtain the necessary wetland credits for critical projects in northeast Illinois and ensure that critical habitat is conserved in this highly developed area of the State.

Homeland Security Initiatives/ Disaster Response

- When Illinois experienced storms that caused flooding and damaged property this past year, the Division responded with assistance in hauling and disposing of storm debris and performed structural inspections and assessments. Over \$17.7 million (\$15.2 million FHWA and \$2.5 million Federal Emergency Management Agency) was expended in response to storm cleanups.
- Division of Highways staff from District 7 and the Central Bridge Office responded quickly to this year's flooding near the Wabash River. A total of 25 bridges were identified as needing scour mitigation. Quick action was required to improve the safety of these structures before next spring's flood season. Five emergency flood repair contracts totaling \$2.8 million were developed and awarded to repair damage at twelve locations which was caused by heavy rains in the first part of June of this year. This prompt response ensured the continued safe passage for the Illinois' traveling public.
- In the wake of the Minnesota I-35W Bridge Collapse which occurred on August 1, 2007, IDOT continues to track national developments relating to the inspection and rating of truss gusset plates. IDOT has allocated resources to obtain necessary field information and currently are participating on national research panels which are developing load rating criteria. IDOT is also working with its consultant and contracting partners to develop appropriate specifications to address loads during various construction phases.
- The Division coordinated the installation of security surveillance equipment in the East St. Louis Metro Area and Southern Illinois. That equipment is used to secure bridges and highways from unauthorized access to critical infrastructure.
- The Division is progressing with the installation of manual gate systems on eighty in-bound ramps of the Chicago expressway system. The gate system allows uninterrupted flow of emergency response vehicles into the city of Chicago while easing the burden of in-bound traffic.
- The Division participated in numerous emergency preparedness exercises in conjunction with other state and federal agencies, as well as staffing the State Emergency Operations Center when activated.

- The Division is continuing its coordination with Chicago's Office of Emergency Management and Communications, Chicago Transit Authority, O'Hare Airport, Argonne Labs, Underwriters Lab, and Department of Commerce and Economic Opportunity for the Chemical Sensor Monitoring Detection Pilot Program in the Chicagoland area for area mass transit agencies.
- The Division is continuing its Radiation Detection Monitoring equipment operational pilot program.
- The Division hosted the Illinois Terrorism Task Force Transportation Security Summit September 29, 2008 - October 1, 2008 in Oakbrook, Illinois.

The Division prepared documentation for scenarios and deployment of IDOT resources in response to a catastrophic earthquake on the New Madrid Seismic Zone. The full-scale exercise, conducted on October 7-9, 2008, tested IDOT's ability in response to a catastrophic earthquake.

Traffic Operations Initiatives

- In 2008 there were two downstate Signal Coordination and Timing contracts valued at \$600,000. These contracts provided for systematic timing improvement to 100 traffic signals in 14 corridors on a statewide basis. The contracts allow for the improved efficiency of intersections while reducing congestion, travel times, polluting car emissions, and motorist delay.
- To date, the Division has retrofitted approximately 400 intersections in 44 municipalities with energy and maintenance saving Light Emitting Diode (LED) signal modules. By converting to LED modules from incandescent bulbs, the Department and local agencies will be able to reduce maintenance costs significantly and reduce energy consumption by up to 90 percent.
- In 2008 the Division completed the AMBER Alert Plan Program Support Project which included successful deployment, testing, acceptance and operation of an enhanced AMBER alert system. The new AMBER Alert Plan Program enables the Central Office Communications Center to place AMBER Alert messages on all of the approximately 70 dynamic message signs throughout the state within a matter of minutes.
- During 2008, the Division implemented the Driving Under the Influence (DUI) Memorial Sign program. The DUI signs will memorialize deceased victims of crashes caused by drivers found to be under the influence of alcohol, or other drug/intoxicating compound, as well as to raise the public awareness of the consequences of driving while impaired. The memorial consists of a white on blue sign with the legend PLEASE DON'T DRINK AND DRIVE, beneath which is a plaque with the legend IN MEMORY OF and the name of the deceased followed by the date of the crash.

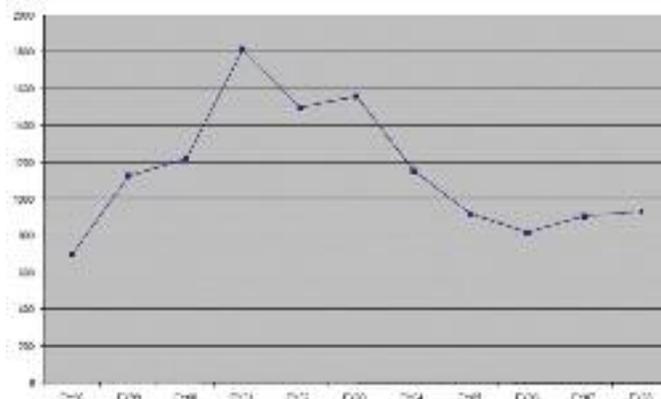
Management

- The Department, as an umbrella for all governmental agencies in Illinois, completes quality control and quality assurance testing for many significant materials and components used in construction projects. The materials testing laboratories (aggregate, analytical chemistry, bituminous, bituminous chemistry, cement, concrete, metals, nuclear and soils) performed over 73,000 tests on materials used on IDOT construction projects. The tests represented over 14,500 samples representing thousands of contracts throughout the entire state. Testing was conducted with reduced staffing and completed in a timely manner which caused no delays to construction projects.
- The Central Materials Laboratory developed a new durable brass breakaway coupling to replace the more expensive galvanized, quenched and tempered steel “hourglass” couplings for use on light poles and other structures subject to vehicle impact, and also a new elastomeric composite material made of polyurethane and tire chips which can be used in bridge joints and other types of expansion at 1/10 the cost of neoprene rubber.
- Two surveillance audits of IDOT’s Quality Management System were conducted by NSF International to assess the conformance of the system to the requirements of the ISO 9001:2000 International Quality Management Standard. Based on the excellent performance of IDOT’s staff and the high level of conformance to departmental policies and procedures observed by the auditor, NSF International recommended continued certification to the ISO 9001:2000 Standard. As a result of the Department’s ISO 9001:2000 Certified system, forty separate quality improvement initiatives were completed in 2008 in all areas of the Division which has resulted in greater efficiency and effectiveness.
- The Division initiated a partnership with the Saskatchewan Ministry of Highways and Infrastructure to help the organization implement the ISO 9001:2000 Standard.
- The Division successfully collaborated with the FHWA to complete seven joint program reviews of critical areas of program and project delivery within the Division to identify best practices and potential process improvements.
- The Department’s successful ISO 9001:2000 certification program was the subject of an article in the August 2008 issue of the American Society of Quality’s Quality Progress magazine.
- A representative from the Division presented the results of IDOT’s successful ISO 9001:2000 certification program to a large audience of quality professionals from organizations around the world such as the Army Corp of Engineers, Boeing, The University of Texas, and Medical City.
- The Division coordinated with the FHWA to conduct a joint FHWA/IDOT Risk Management Workshop to identify high risk areas and create plans for mitigation.

Context Sensitive Solutions/ Additional Collaborations

- The Department, in conjunction with the Governor’s Opportunity Returns Office and the Department of Commerce and Economic Opportunity, helped sponsor the 2008 Illinois Great Rivers Bicycle Ride. The 2008 bicycle ride started September 7th and ended September 13th in Hartford. The bicycle tour included southern Illinois river country and the Shawnee National Forest.
- The Illinois Technology Transfer Center offered 133 educational training courses dealing with infrastructure management, workforce development, and highway/worker safety. Over 5,500 students enrolled in these training courses with a total attendance of over 3,900 students. Information related to safety, construction and maintenance was also shared via conferences, training videos, technical publications, and manuals.
- IDOT, in conjunction with the Illinois State Geological Survey has initiated the Illinois Height Modernization Program (ILHMP). This is a federally funded program for the establishment of accurate, reliable heights. The goal of the ILHMP is to establish: (1) a datum-consistent vertical and horizontal statewide network of survey benchmarks; and (2) a statewide high-resolution digital elevation model of the earth’s surface. The ILHMP will greatly benefit the entire surveying community and will affect all engineering projects, natural resources studies and modeling, floodplain mapping and routine surveying.
- The Division is working with the city of Cairo to convert an old tollhouse into a combination rest area/visitor center and museum. Through the Illinois Transportation Enhancement Program, the Department has processed a grant in the amount of \$630,000, and is subsidizing the cost of the utilities and maintenance of this facility for the city of Cairo in order to improve the infrastructure of this region, enhance tourism and promote economic growth in this portion of the State.

Annual Miles of State Highway Pavement Improved in Illinois



PROJECTS

District One

• Elgin O'Hare Western Bypass

The Elgin O'Hare Western Bypass (EOWB) study saw significant progress in 2008. Using a portion of the SAFETEA-LU \$140 million earmark, the Department kicked off the EOWB study in the fall of 2007. Stakeholder involvement has been driving the planning process throughout, including defining and prioritizing transportation needs, which led directly to the creation of the project Purpose and Need statement, as well as developing and evaluating roadway/transit alternatives. Thus far, the Department has hosted a pair of Public Informational meetings and monthly stakeholder workshops to gather this important input. In the coming year, the Department anticipates narrowing the list of alternatives, releasing a draft EIS, and hosting a Public Hearing.

• Emerson Street over the North Shore Channel, City of Evanston and Village of Skokie, Cook County

The scope of work for this project involved the removal of the existing Emerson Street Bridge over the North Shore Channel for the complete reconstruction of this structure to a four-lane wide cross section to accommodate a five-foot wide on-road bicycle lane on each side. In addition, the approach roadway was widened and resurfaced from Leland Avenue to McCormick Avenue. The project involved close coordination with the Metropolitan Water Reclamation District of Greater Chicago (MWRD) to ensure minimal impacts on adjacent facilities and the city of Evanston to address access due to complete closure of the bridge and detour to ensure continued emergency vehicle access to a major hospital in Evanston. This project was let on January 18, 2008, has a contract cost of \$4,133,074 and was completed and opened to traffic on November 18, 2008.

• District One Emergency Patching Program

The harsh weather conditions during the winter of 2008 severely deteriorated the integrity of many roadways within the District. The District processed 12 construction contracts involving repairs to 224 arterial roadway segments and 65 interstate ramp segments throughout the six counties of northeast Illinois as part of the emergency patching program. The 12 construction contracts that were let addressed the pothole problems with a cost totaling \$28 million. The 12 pavement patching contracts were completed within the 2008 construction season.

• I-55 - I-80 to Weber Road

This \$160 million interstate add lanes project was completed on schedule in the fall of 2008. This project involved the widening and resurfacing of I-55 in the center median area and constructing an additional third lane in each direction with barrier walls.

Constructing a new main drain storm sewer, signing and bridge improvements were included in this project.

• I-94 (Edens Expressway) - Lawrence Avenue to Lake Cook Road (South and North Contracts) Cook County

This \$42 million interstate resurfacing project was completed on schedule in the fall of 2008. The 13.86 mile I-94 (Edens Expressway) Project included pavement patching, 4.25 inches of hot mix asphalt (HMA) resurfacing, barrier wall repairs and minor drainage improvements. It included the resurfacing of six mainline bridges. Unique traffic staging with interim completion dates were incorporated with night-time HMA resurfacing that allowed keeping traffic lanes open during day-time peak hours.

• Completion of US 5 (159th Street), US 45 (LaGrange Road to 98th Avenue) Village Park, Cook County

This \$13.6 million reconstruction project was completed in the summer of 2008. This project improved 0.50 miles of US 6 (159th Street) and 0.45 miles of US 45 (LaGrange Road). The improvement includes the widening and reconstruction of the roadway with jointed Portland cement concrete, construction of combination concrete curb and gutter, storm sewer installation, water main relocation, sidewalk construction, installation of highway lighting and the construction of a landscaped barrier median which includes trees and perennial plantings.

• Completion of IL 68 at US 14, Village of Palatine and Inverness, Cook County

This \$11.7 million project was completed in the summer of 2008. IL 68 over US 14 and the UP Railroad provides for the reconstruction of the bridge and the diamond interchange with mainline US 14. The UP Railroad runs parallel to US 14; therefore, the contract includes the reconstruction of two closely spaced bridges carrying IL 68, traffic signals for ramp movements and reconstruction of the ramps.

District 2

• US 20 - Galena Shadow Pass

The Corridor Protection Map was recorded on this 47 mile alignment. The design phase continued on the 6.5 mile alignment of the Galena Bypass, north and east of Galena. As part of the Citizens Advisory Group's (CAG) efforts, the bridge type concepts, as well as bridge and roadway aesthetic elements, were narrowed.

• IL 251 - Rockford

The first stage of the reconstruction of IL 251 (Kishwaukee Street) in Rockford north of Harrison Avenue was completed. The \$10.2 million project includes removing and replacing the four lane roadway, and installing new water and sewer lines, sidewalks, and traffic signals. This complete reconstruction will modernize and transform a major entryway to downtown Rockford.

• US 52 Reconstruction

The 9-mile section of US 52/IL 64 between Savanna and Mt. Carroll was reconstructed. The \$15.7 million project included rubblizing the existing pavement, resurfacing, adding turn lanes, replacing culverts, and re-grading the ditches and shoulders.

• US 30 Environmental Impact Statement (EIS)

The project is comprised of an EIS study of the 24 miles of US 30 in Whiteside County from the IL 136 intersection just east of the city of Fulton to IL 40 in the city of Rock Falls. The Purpose and Need was approved, and a second Public Informational Meeting will be held in January/February 2009. The project is utilizing a CSS plan, and the public has played a vital role in the study.

District 3

• Prairie Parkway Study

The Prairie Parkway is a proposed new limited access highway connecting I-80 and I-88 through Grundy, Kendall and Kane counties. The Record of Decision approving this project was signed by FHWA on September 19, 2008 and right of way acquisition was started, primarily between IL 71 and US 34. IDOT acquired three large parcels of land totaling over 127 acres for the Prairie Parkway. These parcels are in the priority section for the Prairie Parkway near US 34 at Plano. To date, the district has held over 200 meetings with the public, landowners, elected officials, governmental staff and interest groups as part of the project's CSS effort.

• I-39 Abraham Lincoln Bridge

The deterioration of the bridge deck of the Abraham Lincoln Bridge over the Illinois River necessitated the fast-track preparation of plans and specifications completed in one year. The project was let on the November 2006 construction letting. Construction proceeded throughout 2007 and 2008, and by November 2008 all lanes were open to traffic. The project was nationally recognized as one of the Top Ten Bridges of 2008 in Roads and Bridges magazine, placing at #7 on the magazine's list.

District Four

• US 34 - Burlington to Monmouth

Phase II design plans for the four-lane improvement of US 34 were completed for the western section from Carman Road to TR 111. Phase II design plans for the eastern section from Kirkwood Road to Monmouth are 50 percent complete. Utility adjustments, land acquisition, construction and construction engineering are currently unfunded.

• IL 40 - Mt. Hawley Road to South of US 150

Work was completed in the summer of 2008 for the resurfacing of 3.46 miles of IL 40 in Peoria at a cost of \$4,496,571. A roadside safety assessment led to several improvements to reduce crashes on this stretch.

• IL 336 Expansion from Carthage to Macomb

This \$120 million expressway reconstruction project was opened to traffic on October 29, 2008. Construction of this 20.6 mile improvement required nearly three years of intensive effort and coordination with District Six to complete. The completion of this major expressway will improve mobility in west-central Illinois.

• IL 336 - Macomb to Peoria

Work continued on the study of a four-lane facility covering 60 miles of roadway on mostly new alignment from Macomb to Peoria. The preliminary preferred alignment was further refined and the intersection/interchange design details have been finalized. The Draft Environmental Impact Statement (DEIS) has undergone review by FHWA and a final hearing is anticipated in the spring of 2009.

• Eastern Bypass

The corridor study for the eastern bypass around the East Peoria area is underway. This is a CSS project and much effort has been focused on public involvement. A Community Advisory Group (CAG) has been formed, as well as a project study team. A public kick-off meeting was held in late July 2008 to explain the study process and invite the public to participate. Over 1,000 people attended this meeting.

• IL 29 Expressway

The final Environmental Impact Statement and Design Report for this four-lane facility are being prepared and should be completed with a Record of Decision from the FHWA by the spring of 2009. Work has been completed on the final design details and mitigation strategies.

District Five

• I-57 from Champaign to Rantoul

This \$7.6 million patching and resurfacing project on two separate portions of I-57 (net length of 8.7 miles) in Champaign County included full depth patching throughout the entire length of the project, replacement of previously non-resurfaced pavement beneath various overpasses, removal of the existing driving lane resurfacing to the underlying concrete pavement, and replacement with a polymerized HMA binder course, and lastly paving all travel lanes with an HMA polymer surface course.

• US 45 Bridge Replacements at Tuscola

This \$4.3 million project removed the existing structure on US 45 over the Union Pacific and CSX railroads and replaced that structure with two new structures. The existing structure was closed in 2006 after a routine bridge inspection disclosed substantial structure deterioration. The District expedited construction plans and railroad coordination in order to bring the replacement project to letting. Considerable investment in railroad coordination in years prior to construction was an

important role in the expediting of the project. The two new structures were constructed, one spanning the CSX Railroad, the other the Union Pacific.

• I-74 Resurfacing in DeWitt County

This \$5.8 million project provided Class A full-depth patching throughout, milling of 2 ¼" of existing HMA resurfacing off both the passing and driving lanes, replacement of that material with 2 ¼" of HMA polymer binder, and lastly a 1 ½" HMA polymer surface course over both lanes. Existing guardrail within the project limits was upgraded and new impact attenuators were installed at the overhead structures.

District 6

• IL 336 Expansion from Carthage to Macomb

This \$120 million expressway reconstruction project was opened to traffic on October 29, 2008. Construction of this 20.6 mile improvement required nearly three years of intensive effort and coordination with District Four to complete. The completion of this major expressway will improve mobility in west-central Illinois.

• US 67 Four-Lane Expressway – Morgan, Cass, and Schuyler Counties

A consultant was selected March 28, 2007 to provide a CSS study followed by contract plans including the Type, Size, and Location bridge and roadway plans for the project limits from 1.1 miles north to 0.5 mile south of the Illinois River (including the Illinois River Bridge), funded at \$160,000 in FY 2007 and \$644,663 in FY 2008. The tied arch bridge type was selected by the CSS study.

• I-72 at Macarthur Boulevard

Construction is underway for the extension of Macarthur Boulevard from the North Street/Junction Circle intersection to approximately 0.5 miles south of I-72 including a new interchange with I-72. The on-going \$22,490,970 contract to build the grading and structures is nearing completion. The recently let \$17,789,639 paving contract is just beginning. Construction is scheduled to be complete in the fall of 2009.

• I-55/I-72 Resurfacing

Interstate resurfacing was completed at a cost of \$17,485,065 with limits along I-55 from 0.3 mile north of Southwind Road south of Springfield to 0.6 mile north of I-72 east of Springfield for a distance of 6.3 miles. This also included I-72 from 0.4 mile west of 2nd Street to I-55 including 6th Street from south of Hazel Dell to I-55 for a distance of 1.98 miles. In addition, the contract included the installation of median cable which will eliminate the potential for crossover accidents on the interstate.



District 7

• Safety Initiative

District Seven awarded three contracts for pier protection along interstates. The purpose of the contracts was to protect forty-five previously unprotected piers and foundations on portions of I-57, I-70 and I-72. The total cost of the contracts was \$1.9 million.

• Wabash River Bridge at Mt. Carmel on IL 15 – Indiana Route 64

This project consists of a new bridge and a small alignment change for the connecting of Illinois and Indiana in the Mt. Carmel and Princeton area. This structure is to replace the existing aged structure that is the only river crossing for several miles in each direction. The project is designed to improve traffic capacity and safety, as well as promote economic development in the area. The bridge contract is \$30.6 million and the approach contract is \$1.6 million.

• Spring Creek Bridge in Decatur on IL 48/Oakland Ave.

This project consisted of replacement of a bridge over Spring Creek on Oakland Avenue in the city of Decatur. The existing bridge was badly deteriorated and had required extensive maintenance. The new bridge will eliminate the need for continuing maintenance and will improve traffic flow on the west side of Decatur. The cost of the project was \$2.7 million.

• US Route 51 Four-Lane Expressway - Pana to Centralia

A consultant was selected in October of 2006 and has begun the Environmental Impact Study for the project. CSS is being used on the project to facilitate public involvement and create the best alternatives for further investigation. The project is funded at \$1,500,000 in FY 2007, \$4,619,000 in FY 2008, and \$2,986,000 in the FY 2010-2014 program.

District 8

• New Mississippi River Bridge at St. Louis

The New Mississippi River Bridge project includes the construction of a new four-lane cable stayed bridge over the Mississippi River from the Metro East in Illinois to North St. Louis in Missouri, construction of relocated I-70 from the I-55/70/64 (Tri-Level) Interchange to the new bridge and numerous improvements to the local street network to accommodate the new construction. Construction of the new bridge is necessary to increase safety in and around the downtown area, relieve congestion on the Poplar Street Bridge and provide redundancy in the transportation system. On February 28, 2008, Illinois and Missouri reached an agreement on construction of the project. The estimated cost for the project is \$640 million:

Main Span Structure and Approaches	\$306 million
Illinois Connecting Roadways and Bridges	\$264 million
Missouri North Interchange	\$70 million

Missouri is the lead state for the environmental approval and the design and construction of the main span and approaches. Illinois is responsible for a maximum of \$213 million for the main span and approaches, while Missouri will be financially responsible for any cost overruns for the main span and approaches. Illinois is also responsible for the connection to I-55/70/64 in Illinois at a cost of \$264 million.

Design, archaeology and land acquisition began in 2008. Construction is expected to begin in 2010 and last four to six years.

• IL 255 - Fosterburg Rd to Seminary Rd near Alton

This \$25.1 million, 2.6 mile section continues the four-lane extension of IL 255 to the north. This section opens a new corridor for economic development and was opened to traffic in August 2008.

• I-270 – IL 157 to the Mississippi River

This work included five separate projects totaling \$13 million. The main contract was a resurfacing project from just west of IL 157 to the Mississippi River. Also included were four contracts to repair the highway lighting on the Mississippi River structure and the Chain of Rocks Canal structure, install high tension median cable barrier at various locations, and continue expansion of the District's Intelligent Transportation System capabilities. These projects were constructed at night with minimal disruption to traffic and were essentially completed in December 2008.

District 9

• New Interchange I-57/64 at Veterans Memorial Drive in Mt. Vernon

This \$15.5 million project is ahead of schedule with construction of the new interchange on I-57 with Veteran's Memorial Drive. This interchange will greatly relieve pressures and congestion on the existing I-57 and IL 15 interchange, as well as open this southern area of Mt. Vernon to economic expansion. The project is anticipated to be completed and opened to traffic early in 2009.

• IL 13 Connector in Harrisburg

This \$5 million four-lane improvement from Granger Street to US 45 in Harrisburg was completed this past construction season. This improvement is being used and relieves the burden of intense semi truck traffic from negotiating the town square where the courthouse is located.

• I-57 Interchange Project - Old IL 13 in Marion

Construction continued on this \$21 million reconstruction of the partial cloverleaf interchange at Main Street in Marion. Ramp work has been completed along with the bridge work nearing completion. Once completed, this project will serve to provide access to the Veteran's Administration Hospital facility and the business district of Marion.

• I-57 Morgan Avenue in Marion

This \$7.9 million project included the construction of the Morgan Avenue structure to provide another east-west link to developing commercial areas. Additionally, a southbound exit ramp from I-57 was built to allow interstate travelers access to these areas. The city of Marion also improved Morgan Avenue east of the interstate to further improve this corridor.





Interim Director Larry Parrish

Mission

To foster equal opportunity for minority-owned, women-owned and other disadvantaged small businesses in IDOT's federal and state -funded highway, transit and airport contracts. To provide commitment in support of Equal Employment Opportunities and non-discrimination in all personnel policies, practices,

privileges and benefits of the workplace and in delivery of services.

Responsibilities

The Office of Business and Workforce Diversity (OBWD) administers and is responsible for IDOT's efforts to achieve greater diversity in its construction projects and in promoting equal employment opportunities within the Department. OBWD's responsibilities are executed between two distinct bureaus, designed to establish policy, procedures and monitoring efforts pursuant to the governing regulations supporting minorities and women in contracting and workforce activities.

The Bureau of Civil Rights is committed to the reaffirmation and support of equal employment opportunity, non-discrimination and ADA requirements impacting personnel policies, practices and procedures. The Bureau of Small Business Enterprises is responsible for encouraging and protecting equal opportunities for minority and woman-owned and other small or disadvantaged businesses as they compete for the Department's federal and state-funded highway, transit and airport contracts.

Major Accomplishments for 2008

IDOT- SIU-E Sign \$2 Million 5-Year Agreement - Highway Construction Preparatory Training Program

IDOT and Southern Illinois University - Edwardsville (SIU-E) signed a \$2-million, 5-year agreement for SIU-E to administer an IDOT Highway Construction Preparatory Training Program (HCPTP) to help members of the minority population in Southwestern Illinois gain employment in local highway construction projects. The program is funded through IDOT under the direction of the Office of Business and Workforce Diversity (OBWD). The program grew out of concerns from the Metro-East Black Contractors Association (MEBCO) that too few minorities were being hired for highway construction projects, including the Interstate 64 expansion project in St. Louis. Illinois Sen. James F. Clayborne Jr. (D-East St. Louis), working with MEBCO and IDOT, approached Southwestern Illinois College (SWIC) and SIU-E to help

administer the new training program. The HCPTP will be a 5-year project at \$400,000 per year.

The HCPTP originated from a Memorandum of Understanding (MOU) that was signed June 28, 2005. The MOU was an eleven-point agreement established to assist in efforts addressing concerns raised in Metro East St. Louis impacting minorities in the construction industry. The MOU was completed Sept. 18, 2008, with the signing of the Highway Construction Preparatory Training program. This program will provide opportunities for employment diversity and preparation of individuals for placement and retention in highway construction training programs and employment in the highway construction industry.

Additional OBWD Accomplishments 2003-08

Mentor-Protégé Program

Date Started: April 2007

Completion Date: Ongoing

Description: Program designed where IDOT prime contractors and IDOT DBE-certified firms enter into voluntary mentor-protégé relationships.

In response to the Illinois highway industry's strong interest and to encourage maximum competition and enhance the capabilities of IDOT's DBE firms to perform on IDOT's highway construction projects, IDOT developed a Mentor-Protégé Program (Program) that was approved by the Federal Highway Administration on September 12, 2006.

The three-year pilot Program began in April 2007, and is being implemented in all districts. As of July 2008, there were 25 Mentors and 36 Protégés and 13 Mentor-Protégé pairs. There have been three (3) mentor-protégé projects awarded and, of the three, one has been completed, meeting the plan's established goals and objectives. IDOT and FHWA continue to review mentor and protégé applications for eligibility to participate in the program and to monitor the program to ensure it meets established requirements.

CREATE- EMPLOYMENT/HR Opportunities

Date Received: January 24, 2008

Description: Ensuring DBE participation on this multi-billion public/private venture: City of Chicago, American Association of Railroads (AAR)

Status: Ongoing

Comments/Issues: OBWD is working with the City of Chicago and the AAR to ensure that this project maximizes any DBE opportunities that are current and/or planned for the future. All DBE and EEO information on contracts for employment for any participating agencies or railroads have been posted and will be regularly updated at CREATE's website for the duration of the project. OBWD is working in partnership with Helmets

to Hardhats, Teamsters 786 and IDES to create a process for all qualified candidates to apply for all railroad jobs posted.

Dan Ryan Project - Celebration

Expected Completion Date: November 8, 2007

Description: The Dan Ryan reconstruction project concluded with a luncheon which focused on showing appreciation to all IDOT staff as well as all contractors, engineering consultants.

Status/Location: Completed, US Cellular Field Chicago, IL

Comments/Issues: IDOT attempted to ensure that all parties impacted by the Dan Ryan Reconstruction project had an opportunity to be acknowledged for their hard work and commitment to safety and diversity, as well as professionalism on the state's largest reconstruction project.

Dan Ryan/Kingery On the Job Training Program (OJT)

Date Received: May 15, 2006

Expected Completion Date: June 12, 2008

Description: IDOT- sponsored program whereby 100 paid trainee positions were provided in District 1 and 48 positions in District 8

Status: Program administered by United Services of Chicago; the D-1 and D-8 EEO/OJT programs have concluded and all trainees have had exit interviews from engineering firms.

Model Contractor Development Program (MCDP)

Date Received: January 29, 2008

Expected Completion Date: March 8, 2008

Description: National Program to assist small businesses with bonding and financing issues

Status/Location: Open/ Dawson Technical Institute

Comments/Issues: Through an accelerated six-week program series, MCDP is seeking to increase business and financial capacity in order to assist one to be more competitive in the construction arena. Specifically, the MCDP is offering, educational workshops that fit the construction industry challenges while pushing procurement opportunities and professional introductions that can assist the contractor. Staff is now working with Tony Lugo of the U.S. Department of Commerce – Minority Business in IDOT participating with the IMCP program that will assist DBE firms with 6 weeks of classes beginning in February 2008. Classes this year will be used in support of IDOT's bonding/surety needs for DBE firms on our projects.

Status/Location: Program launch was January 29 with a reception and workshop as well. All classes and events will take place at Dawson Technical Institute. IDOT will host a procurement day on February 26.

Comments/Issues: The future success of this program is contingent on DBE firms' commitment to seriously

secure bonds via a clear understanding of development of a financial plan in addition to sound credit. The program has not only the tools to address this critical foundation of bonding, but also a much larger network of surety bonders who may provide the surety assistance they seek.

HACIA's Small Business Transportation Resource Center

Date Received: January 2008

Expected Completion Date: October 2008

Description: The Small Business Transportation Resource Center (SBTRC) for the Great Lakes Region is a program funded by the U.S. DOT OSDBU. The mission of the SBTRC is to provide services to the small and disadvantaged community in order to increase the number of small businesses that are prepared to compete for, and enter into transportation-related contracts.

Status: There will be a committee to consist of representatives from transportation-related agencies within the Great Lakes Region. The committee will act as the forum to disseminate contracting opportunities and events happening within the state.

IRTBA Bonding and Financing Presentation

Date Received: November 6, 2007

Expected Completion Date: November 6, 2007

Description: At the request of IDOT, the Illinois Road and Transportation Builders Association (IRTBA) conducted a Bonding and Financing presentation for IDOT's supportive services consultants so they can assist DBE firms.

Status: Ongoing

Comments/Issues: This effort by IRTBA demonstrates the cooperative state of mind of all parties interested in ensuring the success of DBE firms.

LCP Tracker/B2G Now

Date Received: June 25, 2007

Completion Date: Ongoing

Description: In an effort to eliminate the current EEO Workforce compliance system in place, OBWD has begun the process of replacing the archaic system with an electronic submittal of OBWD documentation.

Status/Location: Open / Schaumburg, IL

Comments/Issues: A contract has been awarded to implement this database program. This program will assist IDOT in expediting the review of required documentation, as well as ensuring that all contracts are in compliance. OBWD staff received training on the program; the training session was meant to introduce OBWD staff to the program and to garner any questions/comments for improving the program's functionality. Several personnel were given accounts/passwords to access the program and to possibly test the program in real-world situations on a small scale.



Director Nick Williams

Mission

To ensure that IDOT policies, actions and goals are consistently communicated, supported and enhanced through interaction with legislative contacts, state and local officials, and private organizations to ensure that Illinois constituents' needs are serviced well.

Responsibilities

The Office of Governmental Affairs (OGA) is responsible for developing IDOT's policy goals and positions and State legislative programs and strategies. The objective is to ensure that Departmental policy and actions, as well as State legislation, consistently support and enhance Illinois transportation interests.

The OGA develops and implements the Department's annual legislative program, and analyzes all transportation-related legislation introduced in the Illinois General Assembly. Bill analyses and weekly status reports are submitted to the Governor's Office throughout session. Staff then serve on the Governor's Bill Review team for final analysis of transportation-related bills passed by the General Assembly and a recommendation for gubernatorial action.

The OGA is also responsible for assisting legislators and the Office of the Governor with transportation-related constituent inquiries. The Office typically receives several inquiries from legislators each day, and maintains an effective internal and external liaison system in order to effectively fulfill its responsibility in acting as the advocate for IDOT and the Governor with the General Assembly.

OGA Accomplishments

The spring 2008 session of the 95th General Assembly again proved to be a challenge, with the major focus being on the funding and passage of a capital bill. A funding source could not be agreed upon before adjournment, and the 96th General Assembly will now be faced with developing a capital program package that can be supported by all interested parties.

A variety of substantial changes to the public transportation laws were included in HB 656 (PA 95-708) and SB 1920 (PA 95-906). Both bills include provisions requiring fixed route transit providers to offer free service to seniors. Briefly, the bills include the following.

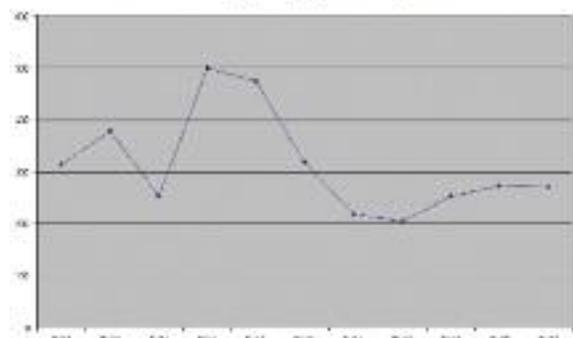
HB 656 amends the Regional Transportation Authority Act to:

- Authorize additional funds to be raised, primarily from the RTA region, to address the operating funding shortfall at Metra, CTA and Pace, and to provide additional funding for transportation and public safety needs in the Collar Counties.
- Increase operating assistance for all downstate transit agencies and new rural programs.
- Require the Chicago Transit Authority, the Commuter Rail Board, the Suburban Bus Board, all Local Mass Transit Districts, and certain participants in the Downstate Public Transportation Fund to provide fixed route transit service, without charge, to senior citizens aged 65 and older.
- Enhance the RTA's responsibilities and accountability with respect to regional planning, fiscal oversight and fare and service coordination as recommended by the Illinois Auditor General.
- Reform the funding for CTA pensions and health care, and to establish ongoing financial oversight by the Illinois Auditor General.
- Implement recommendations of the Illinois Auditor General as to the composition of the Boards of the RTA and Metra.

SB 1920 amends various acts as follows:

- Amends the Downstate Public Transportation Act, the Metropolitan Transit Authority Act, the Local Mass Transit District Act, and the Regional Transportation Authority Act to provide that all fixed route transportation services provided by local mass transit districts and Regional Transportation Authority service boards must be provided without charge to all disabled persons who meet circuit breaker income eligibility limitations.
- Places limitations on the annual budget and two-year financial plan of the Regional Transportation Authority regarding the fares charged for paratransit services.
- Requires the County Boards of DuPage, Kane, Lake, McHenry, and Will counties to report annually to the General Assembly and the Commission on Government Forecasting and Accountability certain information regarding moneys received from a retailers' occupation tax and a service occupation tax imposed by the Regional Transportation Authority.

Number of State Highway Bridges Improved Annually in Illinois



OFFICE OF GOVERNMENTAL AFFAIRS

Traffic Safety issues again dominate the transportation-related bills addressed by the General Assembly. SB 2713 (PA 95-894) and HB 4203 (PA 95-884) strengthen the penalties for drivers who do not reduce speed or yield the right-of-way to a stationary emergency vehicle (Scott's Law).

DUI laws were strengthened with the enactment of the following bills:

- **SB 2294 (PA95-991)** provides that any person convicted of a second violation of driving a motor vehicle while one's license or permit is revoked or suspended shall be guilty of a Class 4 felony and shall serve a minimum term of imprisonment of 30 days or 300 hours of community service, if the original revocation or suspension was for leaving the scene of an accident or DUI.
- **SB 2295 (PA 95-855)** clarifies issuance and sets fees for the issuance of a monitoring device driving permit to DUI offenders.
- **SB 2494 (PA 95-778)** adds offenders cited for DUI under out-of-state or other statutes to those who will be charged with a Class 4 felony if they get a second DUI while their license is still suspended or revoked for the first DUI.
- **SB 2391 (PA-95-757)** allows the Department of Transportation to furnish copies of its written accident reports to local agencies that are engaged in highway safety research and studies.
- **HB 5907 (PA 95-754)** changes the minimum amount of vehicle damage which requires an accident report submitted to IDOT from \$500 to \$1500, however, the \$500 minimum stays in place if any of the vehicles involved in the accident are not covered by a liability insurance policy.





Director Joe Clary

Mission

To promote safe, efficient, affordable, and coordinated transportation of people and goods through rail, mass transit vehicles, and other related modes of transportation.

Responsibilities

The Division of Public and Intermodal Transportation (DPIT)

develops, implements, and promotes the implementation of policies and practices that promote safe, efficient, affordable, and coordinated mass and rail transit. DPIT also implements and oversees state and federal operating and capital contracts and grants to more than 50 public transportation systems in Illinois, Amtrak, and freight railroads.

Significant Accomplishments in 2008

Illinois has the second largest rail freight system in the nation, with C

Summary of DPIT accomplishments:

- **Continued growth in Amtrak service:** Because of additional funding that was made available by the General Assembly and the Office of the Governor in 2006, DPIT now contracts with Amtrak for a total of 2 daily round trips between Chicago and Carbondale, 3 daily round trips between Chicago and St. Louis, 2 daily round trips between Chicago and Quincy, and 7 daily round trips between Chicago and Milwaukee. In 2007, statewide ridership increased by 70% over 2006; in 2008, ridership increased an additional 27% over 2007. In 2008, DPIT also released a Quad Cities feasibility study for future expanded Amtrak service.
- **Downstate Transit:** DPIT delivered over 100 para-transit vehicles to public and not for profit agencies for service to elderly persons and persons with disabilities in 2008. We also awarded over \$3 million in federal "Job Access and Reverse Commute" and "New Freedom funds" to 18 downstate public transportation agencies, and awarded over \$.8 million in federal "Section 5311 Intercity Bus" funds to 5 downstate public transportation agencies and \$62,500 for a statewide intercity bus marketing consultant. DPIT implemented a comprehensive statutory reform of the Downstate Operating Assistance Program and also helped develop and implement new policies resulting in provision of free fixed-route service to seniors across the State of Illinois.
- **RTA Service Region:** Using state capital funding from Illinois FIRST, several rehabilitated Brown Line stations reopened for service and CTA was able to institute 8 car service to increase Brown Line capacity by

33%. Following reform legislation on RTA funding and powers, DPIT adjusted its financial and grant programs to provide RTA and its three service boards the newly-enacted financial resources.

- **CREATE:** The CREATE (Chicago Region Environmental and Transportation Efficiency) program is comprised of 78 rail and highway projects throughout northeastern Illinois. As of October 2008, 43 projects have been initiated. One project was initiated in 2008, to go along with five projects going to construction in the year. CREATE program projects include: 25 new roadway overpasses or underpasses at locations where auto and pedestrian traffic currently cross railroad tracks at grade level; six new rail overpasses or underpasses to separate passenger and freight train tracks; viaduct improvements; grade crossing safety enhancements; and upgrades of tracks, switches and signal systems. Because of the manner in which train tracks currently intersect with each other and with roads, and because our regional freight railroads generously defer to Amtrak and Metra in track utilization, it can now take up to 48 hours for freight trains to pass through the Chicago region. Delays in rail-based freight, including grade crossings, threaten the economic vitality of the region, make it harder for our farmers to make a profit, lead to increased traffic congestion on our roads and highways, generate unnecessary levels of air pollution, raise safety concerns, and adversely affect the reliability and speed of rail passenger service. With funding from the State of Illinois, the City of Chicago, the U.S. Department of Transportation, Metra, Amtrak, and the Association of American Railroads, CREATE will eliminate these problems.
- **Securing competitive federal funds:** In 2008, DPIT helped draw down \$3.4 million in competitive federal funds for railroad improvements. We were also successful in securing \$5.88 million dollars in federal discretionary bus funding. These funds will go towards purchasing overage replacement buses and building new transit facilities for public transportation operators in downstate Illinois.
- **Technical Studies:** The Program Support Section completed eight public transportation and/or intermodal studies in 2008 through funding and oversight. Some of note included: the Southland Freight Study, which identified the existing freight infrastructure, the impacts of proposed capital improvements, and economic development opportunities in Chicago's southern and southwestern suburbs; the Regional Warehouse Activity Study, which analyzed the flows of freight into and out of major regional distribution centers centered mainly along the I-55 and I-80 corridors; the Rockford Alternatives Analysis, which helped communities from Elgin to Rockford determine what was the primary source of congestion within the area primarily along I-90 (Northwest Tollway) and the best means for resolving it before trying to get a full capital funding grant agreement;



and the Springfield Night Study, which looked at the needs of people who wanted to ride public transit in the evening and had no means for getting around Springfield. This study led to the formation of three nighttime public transit routes that have been continually gaining riders.

PUBLIC TRANSPORTATION

In Illinois, 52 public transportation systems carry nearly 600 million passengers a year using approximately 7,300 transit vehicles. These systems offer modal choices for urban and rural residents and provide critical access to employment, health care, social services, education, and other important destinations for 14 percent of Illinois households that do not have access to private vehicles. Public transportation also helps to greatly reduce congestion and improve air quality throughout Illinois. It is especially critical for reducing congestion during the morning and evening rush hours in the State's two largest metropolitan areas – Chicago and Metro East St. Louis area.

Illinois has the second largest intercity passenger rail program in the country second only to California. The state-sponsored program supplements Amtrak's national system serving 31 communities throughout the state. In 2006, four more round trips were added to the state's three downstate corridors, the largest service expansion in the Midwest in more than a decade. Ridership during the first year of expanded service increased by 70 percent. More than 1.4 million passengers traveled state-supported trains in 2008, up an additional 27 percent from 2007.

Intercity bus transportation has historically played a critical role in meeting rural mobility needs, but service cutbacks have made many rural residents more isolated.

The Division of Public and Intermodal Transportation is currently working with the private carriers and Amtrak to fund initiatives aimed at increasing public awareness of intercity bus services and enhance connectivity between intercity bus carriers and Amtrak.

RAIL TRANSPORTATION

Illinois has the second largest rail freight system in the nation, with Chicago representing the nation's largest rail freight hub. Fifty-two private railroad companies, ranging from national carriers to local switching companies, own or operate more than 7,800 miles of rail line in Illinois. The State is served by seven national carriers offering top-quality service for national rail freight distribution in the United States, providing direct connections to the East and West Coasts, Canada and Mexico. IDOT's rail freight improvement program focuses on helping to preserve essential rail freight service for communities and shippers who face potential rail line abandonment.

INTERMODAL TRANSPORTATION

Intermodal systems are those which employ two or more transportation modes for one shipment to provide efficient and economical freight transportation options. Illinois is the center of the fastest growing segment of intermodal freight transportation logistics. Illinois has the largest concentration of inland intermodal facilities in the country with 21 major rail-truck transfer terminals, 19 major rail-truck container transfer facilities, and 100 major water-rail-truck transfer terminals. O'Hare International Airport is also a major national air-truck transfer point. DPIT has been working to identify and document the degree to which the logistics industry affects the economic vitality and employment in the State of Illinois.



Director Daniel Kennelly

Mission

To independently test the Department's internal control systems to further ensure to the Secretary and to the public the adequacy of the policies, regulations and procedures and to recommend improvements.

Responsibilities

The Office of Quality Compliance and Review is responsible for monitoring the quality of highway construction and ensuring that the Department is receiving work performance from contractors consistent with compensation. The Office is responsible for independently testing the Department's internal control systems to ensure to the Secretary and the public, the level of and the adequacy of Departmental compliance with policies, regulations and procedures. The Office is also responsible for facilitating the implementation of intra- and inter-Office/Division program improvements.

Accomplishments and Activities

The Office of Quality Compliance and Review (OQCR) is an essential and unique part of the Illinois Department of Transportation. OQCR reports directly to the Secretary of Transportation and is utilized by the Secretary for timely, independent, and professional reviews of issues, allegations, or situations that arise within IDOT. OQCR also assists the Chief Counsel, and the Secretary's other direct reports upon request.

OQCR's duties and responsibilities are varied but all require the utmost trustworthiness, integrity and professionalism due to the sensitivity of the assignments. OQCR's responsibilities include conducting preliminary investigations of potentially criminal or administrative allegations to determine the appropriate referral to law enforcement agencies. In addition OQCR conducts in-house investigations and provides support and training for the IDOT employees in regards to identifying and reporting fraud and making good ethical decisions in the workplace. Also, the Director of OQCR has been designated by the Secretary to serve as the liaison with law enforcement on IDOT related investigations and to serve as the Department's alternate Ethics Officer at times when the designated Ethics Officer (Chief Counsel) is not available.

In November of 1999, when the office was first created, the primary purpose of creating the office was to increase fraud detection and deterrence as a result of the Palumbo Brothers, Inc. construction fraud case. At the time, the Department and the industry were still

reacting to the shock of the Palumbo case which was the largest highway construction criminal case in the nation's history. The recommendations to IDOT from the Federal Bureau of Investigations and the United States Department of Transportation's Office of Inspector General included increasing construction oversight and implementing a system to independently test the accuracy of the weight tickets submitted by construction companies for items such as bituminous and aggregate. With these recommendations in mind, OQCR developed a program of detection and deterrence to help ensure that the taxpayers are "getting what they are paying for."

OQCR's staff consists of experienced, tested individuals who have worked in high profile, complex investigations including one member of OQCR who was on the Palumbo investigative team from start to finish. Another member was integral in bringing a consultant fraud case to the USDOT OIG and the FBI and then working with the investigators to bring the consultant to justice. Also, OQCR has two former law enforcement officers who add both a forensic and investigative wealth of knowledge.

Accomplishments

One of OQCR's most notable accomplishments in 2007 was the production of the 2nd annual Fraud Awareness and Ethics in the Workplace Seminar. OQCR continued the tradition with another exciting seminar on January 7, 2009.

With the guidance of Clayton K. Harris III, Deputy Chief of Staff to the Governor, OQCR presented a one day seminar on the value of ethics at work. In addition to IDOT, the 2009 Ethics in the Workplace seminar was co-hosted by the Department of Central Management Services, Department of Revenue, and the State Toll Highway Authority and was simulcast to approximately 15 locations throughout the state via the internet.

The 2009 seminar featured the following five speakers: Illinois Supreme Court Justice Anne Burke, former Speaker of the House J. Dennis Hastert, U.S. Attorney



Rodger Heaton, Illinois Executive Inspector General James Wright, and renowned attorney Jack Tieder. The afternoon session included a round table discussion with Deputy Governor Dean Martinez, First Deputy Inspector General Sydney Roberts, Ethics Commission Member James Brennan, USDOT OIG Special Agent in Charge of the Midwest Division Michelle McVicker and President and Chief Executive Officer of the Knights A & E James Wolfe.

The previous seminar in 2007 has been noted as the first of its kind in Illinois by the Illinois Office of Executive Inspector General. OQCR hosted the seminar in Chicago at the James R. Thompson Center Auditorium. More than 400 employees and IDOT partners attended the seminar which included a very impressive list of speakers. The seminar was hosted by OQCR's Director Daniel J. Kennelly and the speaker list included former IDOT Secretary Milton R. Sees; then-IDOT Chief of Staff Clayton K. Harris III; USDOT OIG and retired Brigadier General Calvin Scovel, III; Chief Counsel of The Boeing Company and Vice Chair of the Illinois Executive Ethics Commission Lawrence Oliver, II; and Chairman of the Board of Directors for PBS&J (a large, successful consulting firm from Florida) Robert Paulsen. The afternoon session consisted of a round table discussion moderated by IDOT Chief of Staff Harris. The round table panel included the Chief of Staff for the Illinois Office of the Governor, John F. Harris; the Inspector General of the Illinois Office of the Executive Inspector General, James A. Wright; the highly successful author, attorney and a member of the Illinois Ethics Commission, Scott Turow; the President of the Hispanic American Construction Industry Association and President of the Reyes Group, Ltd., Marco G. Reyes; the Chief Executive Officer of the Walsh Group, Matthew M. Walsh; and the IDOT Chief Counsel and Ethics Officer, Ellen Schanzle-Haskins.

One of OQCR's primary responsibilities is receiving, recording, and analyzing allegations of wrongdoing. OQCR receives a great number of allegations of wrong-

doing each year. The allegations are received by OQCR from various sources including phone calls, mail, email, and referrals from various law enforcement agencies including the Illinois State Police and the Illinois Office of Executive Inspector General. OQCR is responsible for analyzing and documenting these allegations and ensuring they are handled professionally. This process often results in referrals to law enforcement agencies. In 2008, the Office received and investigated 100 new investigative cases and closed 125 cases. Many of these cases were investigated under the direction and guidance of the Illinois Office of Executive Inspector General. The cases range from information requests by law enforcement to highly sensitive reviews of upper management actions. One of OQCR's highest goals is to make every effort to ensure unfounded allegations do not cause undue harm.

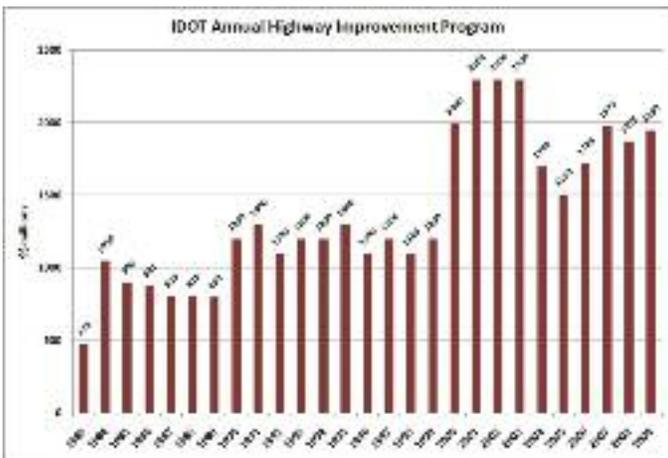
In addition to investigative reviews, OQCR also performs unannounced site visits to IDOT highway construction sites, bituminous plants, and to IDOT operations facilities. During these unannounced visits, OQCR performs independent weight checks on trucks carrying bituminous, aggregate, or salt. At the bituminous plants, OQCR reviews the weighing operations. OQCR conducted 75 independent bituminous weight checks at construction sites and 65 independent salt weight checks at operation facilities during calendar year 2008. OQCR also made 71 visits to review the operations of bituminous plants throughout the state.

Case Findings

Based on an analysis of cases received by OQCR in 2008, allegations of employee theft of state time or state materials were the most frequent. OQCR opened 40 cases during 2008 dealing with allegations of employee theft of time, materials, or improper use of equipment. Employees alleged that they felt threatened or harassed in 9 percent of the allegations. Violations of ethics and conflicts of interest amounted to approximately 7 percent of the allegations and misuse of computer data amounted to approximately 5 percent of the allegations.

Future Plans

For the future, OQCR plans to continue to cultivate its working relationship with law enforcement agencies, especially the Office of Executive Inspector General and the Illinois State Police, in order to provide the most professional and effective fraud detection and deterrence program. OQCR also recognizes the continued increasing use and reliance upon computer technology by the department and associated entities. New risks are evolving and new techniques are being used by those who want to "cheat" the system. It is important that OQCR continue to evolve and improve in this ever changing world.





Director Kyle Anderson

Mission

To provide legislators and the traveling public with accurate real-time information on construction projects that affect the areas in which they live and do business. Our goal is to promote road safety to ensure that constituents are aware of what is happening in their neighborhoods through context

sensitive solutions.

Responsibilities

The Office of Operations and Communications is responsible for developing and implementing IDOT's public outreach policy, plans and programs. The primary objective is to provide the vital information necessary for the traveling public to make informed decisions on transportation choices and play a role in the decision making process that helps shape the projects in their communities. This Office also assists in the proactive public outreach to news and information outlets.

Next Steps for OOC

The office of Operations and Communications (OOC) has begun creating a formal Marketing Plan for the department. This will provide IDOT the opportunity to uniformly market and brand all transportation related programs and accomplishments internally and externally. The Office of Operations and Communications will continue to use marketing tools like the E-newsletter, letter to the editors, column pieces, video updates, RSS feeds, press releases, press conferences, photo releases, and represent IDOT at various project meetings.



CREATE

Chicago Region Environmental and Transportation Efficiency Program

The Office of Operations and Communications (OOC) is the arm of IDOT's CREATE program that assists in organizing press conferences and public involvement meetings. OOC also ensures project marketing materials are accurate and forwarded to appropriate Elected Officials (suburban municipalities and state legislators). Federally funded, CREATE is a first-of-its-kind partnership between the State of Illinois, City of Chicago, Metra, Amtrak, the nation's freight railroads, and U.S. DOT. A program of national significance, CREATE seeks to reduce vehicle and train congestion at freight rail crossings with improvements of 78 critically needed rail and highway infrastructures in the greater Chicago area. CREATE will help reduce the environmental and social impacts of rail operations on the general public.

Congestion Mitigation

In 2008, the RTA, in partnership with the Illinois Department of Transportation (IDOT), the Chicago Metropolitan Agency for Planning (CMAP), the Chicago Transit Authority (CTA), Metra, Pace, and the Illinois Tollway, re-launched the drive less. live more. Campaign.

The purpose of this campaign is to promote the environmental and personal benefits of alternative transportation in northeastern Illinois, while providing the public with information on time saving and convenient travel options.

This campaign promotes healthier and happier communities by offering tools to explore more cost-effective and environmentally-friendly travel options. The Office of Operations and Communications represents IDOT on the Campaign Advisory Committee to assist in exploring real solutions that will fit an individual's lifestyle and needs.

Additional resources created by IDOT and promoted by the Office of Operations and Communications to promote the mitigation of traffic throughout Illinois is a one-stop source for travel and transit information - www.GettingAroundIllinois.com. This website allows the user to customize their trip, showing everything from service stations to restaurants to museums.

Adopt-A-Highway

The Adopt-A-Highway program was started in Illinois in 1995 as a partnership between the Illinois Department of Transportation and citizen volunteers from across the state to assist with litter pickup on Illinois highways. The Adopt-A-Highway program now boasts over 1700 volunteers helping to maintain over miles of 3,400 miles of roadways. This year IDOT workers have added the newly designed Adopt-A-Highway signs to pro-



mote the anti-litter campaign “Love the Land of Lincoln, Please Don’t Litter”. Motorists will see the brightly colored green signs at rest areas and all throughout Illinois. The Office of Operations and Communications leads the statewide coordination of this program and the continuing growth of volunteer groups participating in Illinois.

Coordination of Ribbon Cuttings, News Conferences and other Special Events

The Office of Operations and Communications (OOC) organizes and staffs any press conference or special event hosted by the Illinois Department of Transportation. OOC secures and advances venues for use, composes guest lists, creates and issues invitations, creates and distributes event programs, provides briefings to IDOT staff participants, ensures photos are taken at the event, and coordinates a systematic logistical flow at these events. OOC also drafts press advisories and releases. Some of the projects/events OOC worked on in 2008 included the Edens Expressway; I-55, the IL 7 Bridge, IL 336, The Statewide Snow and Ice Press Conference, the Bud Billiken Parade, and the Office of Business and Workforce Diversity’s Highway Construction Preparatory Training Program Graduation.

Green Initiatives

The Office of Operations and Communications (OOC) through various forms of marketing and public outreach, informs the citizens of Illinois of the extraordinary Green Initiatives practiced by the Illinois Department of Transportation (IDOT).

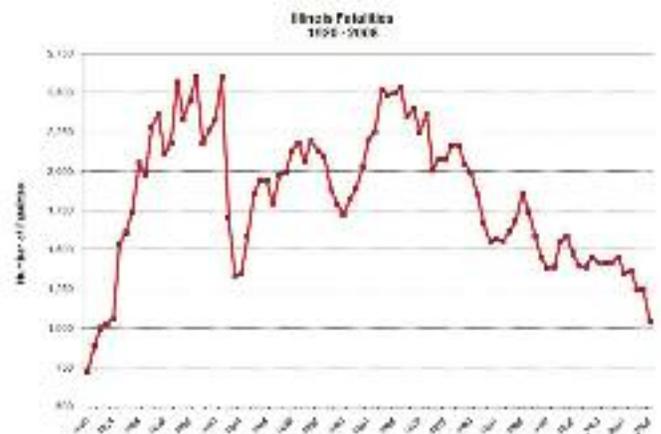
OOC created a Green Initiatives brochure that highlights many of IDOT’s Greening efforts such as its comprehensive Recycling Program, Adopt-A-Highway Initiative, and its Green Purchasing Practices. This brochure also highlights the Green Construction Practices that IDOT implemented on major reconstruction projects that included, but not limited to, the installation of equipment to monitor air quality at numerous locations.

The OOC was also instrumental in producing IDOT’s Fuel Conservation Brochure. The brochure provides tips for the traveling public on how to conserve fuel while traveling and has been made readily available at all of State rest areas throughout Illinois.

Members of the OOC are proactive when it comes to highlighting IDOT’s Green efforts. Staff members submitted examples of IDOT’s Greening efforts to The Green Government Coordinating Council. In turn IDOT became a recipient of the 2008 Green Award in the category of Transportation. Awards are presented to State Agencies that have demonstrated a commitment to Green Practices.

IDOT in Motion

The Office of Operations and Communications (OOC) created and implemented a new email subscription service. This is a tool the OOC will utilize to better inform the public on transportation matters. To sign up, an individual can complete an IDOT in Motion information card or simply go to the IDOT main web page and submit their email address in the subscriber’s box. Subscribers will be provided an array of IDOT information. They can choose what type of interests on which they wish to receive information. This new system replaces numerous subscriber links all in to one. Subscribe today and see what IDOT in Motion has to offer!



OFFICE OF THE SECRETARY

Responsibilities

The Office of the Secretary serves as the focal point for coordinating IDOT's large and diverse modal activities and directing the transportation policy of the state in concert with the Governor and the General Assembly. This Office also oversees strategic planning and performance accountability for the department.



Gary Hannig

Secretary Gary Hannig

Gary Hannig was appointed Secretary of Transportation by Gov. Pat Quinn on February 28, 2009. Hannig, formerly Deputy Majority Leader in the Illinois General Assembly, has represented the 98th District, located in Montgomery, Christian and Macoupin Counties, since 1979.

Hannig, a Certified Public Accountant, was appointed Deputy Majority Leader for the 94th General Assembly and is an expert on the state budget. A senior member of the House, Hannig's legislative record includes strong support for roads, education, agriculture and rural economic development. He lives in Litchfield with his wife, Betsy. Additional biographical information:

Past success for Illinois:

- Ensured that the State had budgets that filled the state's needs in a fiscally responsible manner as the Chief Budget Negotiator for the House Democrats.

Experience:

- Illinois State House Representative for the 98th House District (1978-present)
 - Assistant Democratic Leader for the 89th General Assembly
 - Deputy Majority Leader for the 94th General Assembly
 - Chief Budget Negotiator for House Democrats
 - Committee assignments: Rules
- Certified Public Accountant (1975)

Organization Membership:

- Coal Country Chamber of Commerce
- Fusion Fitness Board
- Knights of Columbus
- Rotary
- Wolfpack Antique Car Club

Education:

- University of Illinois, BS in Accounting (1974)



Bill Grunloh
Chief of Operations



John Webber
Assistant to the Secretary



David Phelps
Deputy Secretary



PEOPLE

For IDOT's Staff, Professionalism Is the Key to Success

The Illinois Department of Transportation has a long tradition of professionalism and achievement, and IDOT staff has a lot riding on the successes or failures it either enjoys or endures. At IDOT, staff typically exhibits the kind of personal pride that often spells the positive difference between failure and success. The culture at IDOT insists that failure is not an option, and when the chips are down, staff consistently rises to the occasion.

Never has this attitude been more apparent than in the early 21st century as nationwide budget constraints and increasing demand for accountability have combined to add unprecedented program and service delivery pressures to a rapidly decreasing staff. IDOT has reduced staff numbers by more than 20 percent, more than 1,500 workers, since 2002 while continuing to deliver on its annual program promises.

The Department has worked through staffing concerns to date by focusing on improved process efficiencies, improved program coordination, improved training, improved strategic planning, improved communications, more effective use of outside contractors, improved contract and procurement management, and more.

But mainly, the gains made at IDOT despite continuing budget constraints point directly to the willingness and abilities of key staff to take on additional workloads, learn additional skills, and produce additional value for IDOT's customers – the business and leisure travelers who rely on Illinois' vast array of safe, cost-effective transportation options.

As a result, every single man and woman who proudly exclaims they work for IDOT will tell you that they do much more than their job titles require. This reflects the traditional can-do attitude and staff support that keeps IDOT successful and prepared to deliver needed transportation services. At IDOT, it all starts with a dedicated, knowledgeable and professional staff.

FISCAL OVERVIEW

The IDOT highway programs are supported primarily by three major revenue sources: two state tax sources and federal aid.

State Revenues. One state source is the Motor Fuel Tax (MFT) with a current rate of 19 cents per gallon on motor fuel consumed on the highways plus an additional 2.5 cents per gallon for diesel. The other is motor vehicle registration (MVR) fees that vary according to vehicle type and weight. The state shares MFT revenue with local governments for use on their road systems, distributing more than 54 percent of net revenue to local agencies. This amounts to about 25 percent of all state source revenue for highways being distributed to local governments.

The characteristic common to both major state revenue sources is that the tax base does not tend to grow in parallel with inflation even in the best of years because the tax is based on gallons purchased, not dollars spent. In recent years, improving auto fuel efficiencies coupled with fluctuating prices and demand for gasoline, has caused the tax base to shrink. In FY 2009, for instance, a 3 percent decline in motor fuel consumption is anticipated, following a 1.8 percent decline in FY 2008.

Although auto and truck travel had steadily increased until the dramatic fuel price swings of 2007 through 2008, the effect on fuel consumption has been significantly offset by increased fuel efficiency. At the same time, Illinois' mature economy and slowly growing population are not adding significant numbers of vehicles to the existing fleet. Since neither the fuel tax nor registration fees are based on price or value, inflation does not cause tax revenues to grow. As a result of these factors, the major revenue sources for highway programs do not grow sufficiently to keep up with inflation-driven costs.

Federal Revenues. The third major source is federal aid, supported by the federal Highway Trust Fund (HTF). Although there are several taxes supporting this fund, the main one is the federal motor fuel tax. This tax, like the Illinois tax, is applied in cents per gallon and is subject to the same slow-growth trends. In the past, federal expenditures from the HTF have been artificially constrained in an effort to reduce the federal budget deficit. The current multi-year authorization bill (SAFETEA-LU) is designed to distribute all available money to the states. While the SAFETEA-LU legislation raised federal highway funding to Illinois significantly, the increase still fell far short of the amount needed to keep up with the level of deterioration of Illinois' highways and bridges. Further it failed to address the need to upgrade facilities, expand capacity, and develop new four-lane highways in under-served corridors.

It is important to note that in Federal Fiscal Year 2008, the HTF required an infusion of \$8 billion from the General Fund of the U.S. Treasury to meet the HTF's ongoing funding obligations, and that an even larger infusion may be needed before the end of Federal Fiscal Year 2009 for the same reason. Federal Fiscal Year 2009 (Oct. 1, 2008 to Sept. 30, 2009) is the last year of the SAFETEA-LU funding authorization, and Congress has not yet taken up the issue of the next multi-year authorization bill, a process typically referred to as "reauthorization."

Illinois is one of only a handful of states that charge sales tax on motor fuel. Financing legislation in 1979 directed a percentage of sales tax revenue, estimated to be equal to that raised from motor fuel, to highways funding. Legislation following in subsequent years gradually reduced the percentage until Illinois FIRST eliminated it.

Because of inadequate tax base growth, periodic fuel tax rate increases have been necessary to provide enough revenue to maintain an acceptable investment level. The last time that the MFT was increased was in FY 1990. The last increase of any type for transportation funding was a part of Illinois FIRST in FY 2000. Motor vehicle registration fees were raised by \$30 for cars and pickups and by 25 percent for most other vehicles and transactions. The title fee was raised from \$13 to \$65. The limit on Road Fund appropriations for other agencies, first established in the FY 1990 legislation, was reduced further for the Secretary of State and freed up more money for construction. In addition, \$2 billion in highway bonds were authorized, to be appropriated over the FY 2000-04 five-year program. All of this funding allowed a then-estimated \$10.5 billion program over FY 2000-04, a \$3.7 billion increase over the five-year program that could be afforded without Illinois FIRST.

After Illinois FIRST was passed, a number of actions were taken that reduced the amount of resources that were originally intended to be available for the highway programs. In 2007, the State enacted a "Special Corrected Title Fee" of \$15 (instead of \$65) for certificates of title issued for name changes due to death, divorce or marriage. The legislation, however, was silent on how this money was to be distributed. Rather than following the original schedule of reduced funding, the Road Fund appropriation for the Secretary of State has been restored to its pre-Illinois FIRST funding levels (\$130.5 million currently from the scheduled \$30.5 million). In addition, the Road Fund support for State Police, has now more than doubled to over \$114 million per year.

The following pages describe various aspects of highway funding:

- Road Fund, Construction Fund. A definition of each separate fund.

- Combined Road and Construction Funds. A discussion of the major revenue and expenditure categories comprised by those two funds.
- Motor Fuel Tax. A brief history and description of the Motor Fuel Tax.
- Motor Vehicle Registration Revenue. A summary of the many vehicle fees, a discussion of the fees on trucks, and a brief discussion on the predictability of revenue.
- Highway Bonds. A discussion on the use of General Obligation bonds for highways.
- Funding the Highway Construction Program. A summary of the underlying principles used to determine the amount that can be spent on the highway program.
- Changes to the Road Fund Diversion Statute.

ROAD FUND, CONSTRUCTION FUND

IDOT has two funds that support most of the highway programs. (The third, Series A Bond Fund is discussed later.) The Road Fund is the fund that IDOT has used throughout its history to support highway construction, maintenance, and related operations. The 1983 tax increase legislation created the Construction Fund (technically, the State Construction Account Fund) and directed all revenue from the tax increases into that fund. The Construction Fund can only be used for contract construction on the state-maintained system. There was a concern in 1983 that without such an arrangement, there was no assurance that all of the increased revenue would go to construction. This concern faded by 1989 so that the General Assembly directed all of the revenue from the 1989 tax increase into the Road Fund, even though the tax increase was solely for increased construction. However, the Illinois FIRST legislation in 1999 directed the existing proportional shares of revenue to both funds. The department was not willing to risk controversy over weakening or eliminating the Construction Fund, since its existence gives an appearance to some of a priority for construction. Managing two funds has been a problem because of the doubling of the number of separate appropriation lines and seasonal cash flow differences that would not exist with just one Road Fund. Two funds are not needed for accountability of highway user fees or to maximize highway construction and repair; they are a holdover from the 1983 tax package.

In the event of cash flow problems in the Construction Fund, State law provides for the Governor to order a temporary transfer of up to \$35 million from the Road Fund to be repaid by the end of the fiscal year. There is no reciprocal provision allowing for the transfer of money from the Construction Fund in the event of cash flow problems in the Road Fund. The department attempted to establish such a two-way mechanism and increase the amount to \$100 million, but that proposal was rejected.

Road Fund

In FY 2008, the Road Fund received \$2,570 million in revenues, spent \$2,602 million and ended the year with a balance of \$387 million. The fund is estimated to average revenues totaling \$2,717 million and spending of \$2,749 million per year in FY 2009-2014. The fund's ending balance is projected to be about \$197 million in FY 2014.

The Road Fund's primary revenues come from motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees. By law, all reimbursements are deposited in the Road Fund regardless of the fund in which the reimbursed spending occurred. This practice has been questioned by outside parties in the past, but is necessary to ensure the financial viability of the Road Fund. Any type of spending authorized by IDOT's enabling statutes for highways or its associated support costs can occur in the Road Fund. This includes paying for any construction on the state or local highway system, debt service, IDOT operations, grants and highway safety spending. The law also allows spending for the Secretary of State to administer the Motor Vehicle Code and for a portion of the Department of State Police. Central Management Services also bills the Road Fund for Workers' Compensation Fund and Professional Services Fund expenses. Employer Group Insurance contributions for Road Fund-supported employees are appropriated to the Department of Healthcare and Family Services.

Construction Fund

In FY 2008, the Construction Fund received \$761 million in revenues, spent \$548 million and ended the year with a balance of \$414 million. The fund is estimated to average revenues totaling \$735 million and spending of \$770 million per year in FY 2009-2014. The fund's ending balance is projected to be \$204 million in FY 2014.

The Construction Fund's revenues come from motor vehicle registration fees, motor fuel taxes, the diesel differential, and interest earned on fund balances. The diesel differential is an additional 2.5 cent per gallon tax on diesel fuel above the base tax rate. It was imposed in 1983 along with higher registration fees on larger trucks to defray extra costs from allowing 80,000 lb. trucks on Illinois highways. The only type of spending allowed in the Construction Fund is for highway construction on the state highway system. IDOT may not use this fund to pay for a project on the local highway system or any other type of expenditure and cannot use it for debt service on highway bonds, nor contractual or regular Department employees.

COMBINED ROAD AND CONSTRUCTION FUNDS

The combined Road and Construction Funds make up IDOT's primary fiscal perspective. The combined funds perspective is necessary for financial planning and is what the Comptroller uses when discussing IDOT finances (by referring to the "Road Funds"). However, it is always important to note that the combined funds consist of two separate funds. Each fund requires cash for balances and extra administrative effort. In FY 2008, the combined funds received \$3,331 million in revenues, spent \$3,150 million and ended the year with a combined balance of \$801 million. The funds are estimated to average revenues of \$3,452 million and spending of \$3,519 million per year in FY 2009-14. The funds' projected ending balance in FY 2014 is \$401 million.

The combined funds' primary revenue sources are motor fuel taxes, motor vehicle registration fees, and federal reimbursement. Other revenue sources include reimbursements from local governments, interest earned on fund balances, and miscellaneous fees. Shown below is a table showing the combined funds' projected revenues and expenditures.

Combined Funds Revenues and Expenditures (\$ in millions)

	FY2008	% of Total	Projected FY2009-14 Annual Average	% of Total
REVENUES				
MFT	579	17%	552	16%
MVR	1,337	40%	1,361	39%
Federal Aid	1,257	38%	1,359	39%
Other	159	5%	180	5%
Total	3,332		3,452	
EXPENDITURES				
Construction	1,715	55%	1,905	54%
IDOT Operations	655	21%	784	22%
Other Departments	408	13%	456	13%
Debt Service	260	8%	248	7%
Other	99	3%	111	3%
Total	3,136		3,504	

Highway construction spending makes up more than half of all spending in the combined funds. Other departments' spending includes the Secretary of State, State Police, and group insurance. Limits on the Road Fund appropriation for Secretary of State and State Police were important components of the 1989 transportation financing legislation. The Illinois FIRST financing legislation further reduced the limit for the Secretary of State, and the General Revenue Fund (GRF) supported the budget amount over the limit. However, budget shortfalls in the General Revenue Fund beginning in FY 2003 resulted in continuing increased Road Fund appropriations to the Secretary of State and the Department of State Police. Other spending includes grants for highway safety programs, local maintenance agreements, metropolitan planning, and other various items. Debt service expense reflects an anticipated \$1.6 billion, Road Fund-supported bond program assumed to begin in FY 2010 (which would require substantive legislation—i.e., a capital bill).

MOTOR FUEL TAX (MFT)

The Illinois MFT was first established in 1929 at 3 cents per gallon. It has been raised periodically and was 19 cents as of Jan. 1, 1990, with an additional 2.5 cents for diesel. In theory, the MFT is a highway user fee since the amount of fee paid increases with travel. Because the vehicle fleet has a wide range of fuel efficiencies, some motorists pay less than others for the same amount of travel. Despite this imperfection in theory, the principle of paying for the highway system with revenues collected from users is widely accepted.

Unlike revenues from the income and sales taxes, MFT revenues do not grow with inflation because the tax is based upon consumption of fuel and not the value of retail transactions. Thus, if the price of fuel rises, tax revenues will not rise with it and could even fall if the price rises high enough to reduce consumption.

Fuel consumption and revenues from the MFT rose steadily for decades after its imposition, allowing rate increases to be few and far between. But the Arab oil embargo of 1973 and the large oil price increases in 1979 and 1980 changed this longstanding trend. The high price of fuel and fuel efficiency standards mandated by Congress caused motorists to buy more fuel efficient vehicles, which allowed more travel on less fuel. At the same time high inflation eroded the value of MFT revenue. Thus, tax rate increases were necessary to maintain the investment level in the highway system. The trend of ever-increasing fuel efficiency slowed in the 1990s, so fuel consumption and MFT revenue more closely reflect increases in travel, generally only 1.5 percent to 2 percent a year during the past decade.

Illinois shares MFT revenue with local governments and limits the use of the money to build and to maintain the

local road and street system. The amount shared has been a matter of debate every time a tax increase has been discussed. In 1989 and in the deliberations preceding Illinois FIRST, IDOT promised to seek legislation that would equalize the percentage increase in revenues between IDOT and local governments. The 1989 legislation included equal revenue growth for locals, but the General Assembly approved local revenue growth in the Illinois FIRST legislation that was less than IDOT's. Because registration fees were the only fee increases in Illinois FIRST and are not shared with local governments, the MFT revenue distribution to locals was increased as a part of the overall program. The local share went from 41.6 percent to 54.4 percent (which meant dropping the department's share from 58.4 percent to 45.6 percent). Local governments since 1999 have received more than half of MFT revenue for the first time since 1983.

The recent spike in fuel prices to over \$4 per gallon on both gasoline and diesel fuel caused a drop in motor fuel consumption in Illinois and throughout the nation starting in 2008. This surge in prices has been followed by a collapse in prices due to a rapidly weakening economy and lower demand. In recognition of these events and based on economic forecasts from Global Insight, the department is now anticipating an overall 3 percent decline in motor fuel consumption in 2009 and, essentially, no revenue growth from the MFT for the remainder of the Multi-Year Program (through FY 2015).

MOTOR VEHICLE REGISTRATION (MVR) FEES

Annual registration fees for vehicles are the "second structure" of highway user fees, with the MFT being the first. In theory, registration fees are charged for access to the highway system regardless of use. They are generally called user fees because they are fees on users of highways. The principle of dedicating the revenue to highways has been long established and is widely accepted.

The amount of the fee charged depends upon the vehicle. Fees range from \$38 a year for a motorcycle to \$2,790 for the heaviest truck allowed. Fees for autos and pickup-trucks, which are the most numerous registrations, are \$78 a year. Heavier trucks have a wide range of fees and alternatives. There are 15 weight categories above the 8,000 lb. limit for pickups, most in 4,000 to 5,000 lb. increments but with several exceptions. The fees are progressively higher for each weight class. There is a separate fee schedule for farm trucks, with fees of roughly one-half to two-thirds of the regular schedule. Interstate carriers, whether based in Illinois or elsewhere, register to operate in Illinois under the International Registration Plan (IRP). Carriers pay each state's registration fee for their entire fleet in proportion to their miles driven in each state. There are other special truck registration categories to accommodate special equipment or very low mileage vehicles.

Illinois FIRST in 1999 raised registration and title fees, the only source of increased revenue for highways. Autos and pickup trucks were increased to \$78; most other vehicle and transaction fees were raised by approximately 25 percent; and title fees were raised by \$52. The last time registration fees had been raised was in 1983. Revenue from these increases replaced for IDOT the MFT revenue that was redirected to local governments from IDOT (described above), offset the loss of the Sales Tax transfer to the MFT Fund, and an increase in transfers to the Grade Crossing Protection Fund, paid the higher debt service from the increased highway bonds, and financed the non-bond portion of the increased construction program.

Illinois' fees on heavy trucks are high compared to other states. As axle weights and gross vehicle weights rise, pavement stress rises geometrically. Because fuel consumption (and thus MFT revenue) does not rise as fast, Illinois uses registration fees to help collect revenue in proportion to extra costs caused by trucks. Relatively high fees on heavy trucks have made it politically more difficult to raise the fees but probably have not contributed to an exodus of trucking firms. Illinois' overall tax climate, large economy, and location have all been inducements to trucking firms to stay in Illinois. Since under IRP interstate carriers would pay about the same in registration fees to Illinois regardless of where they are officially based, other factors are more important in deciding a firm's location.

The nature of MVR revenue makes the revenue level fairly stable from year to year. In economic downturns, people will still renew the registration on their auto or pickup even if they will be driving less than in times of economic growth. Trucks are more sensitive to economic cycles, since large carriers may idle vehicles if shipping orders decline. Illinois' mature economy and slowly growing population will not provide significant growth in the number of registrations. Therefore, revenue will not grow significantly without fee increases.

After the enactment of the MVR fee increase for Illinois FIRST, two major developments have occurred in the Illinois MVR fee structure. In 2003, a series of fee increases were enacted with all the additional money going to the General Revenue Fund. This included a surcharge on large truck registrations, increases in dealer fees and driver's license reinstatement fees, the creation of a new personalized plate fee (as opposed to the existing vanity plate fee), and the institution of a \$20 late registration filing fee. As noted earlier, the \$65 certificate of title fee for corrected titles due to name changes resulting from death, divorce or marriage was reduced to \$15 in 2008. In addition, a \$1 increase in passenger vehicle registration fees was recently enacted to fund a vehicle purchase program for State Police.

SERIES A BONDS

General Obligation bonds for highways were first authorized by the General Assembly in 1971 under the new state Constitution that eased requirements for bonds. Bond authorizations have been raised five times since then. The last four authorization increases in 1979, 1983, 1989, and 1999 (Illinois FIRST) were associated with an increase in revenue supporting state highways. Raising revenues when increasing bond authorizations recognizes that bonds are not free cash and that revenues must be provided for repayment and interest.

Bond authorizations have been an important component of each revenue initiative since 1979. They have allowed larger construction programs than what would have been possible with just new revenue alone and so made the whole package more viable. The bond increase of \$2 billion as part of Illinois FIRST was the largest single increase for highways in history. It was 19 percent of the \$10.5 billion five-year program of but was more than half of the program increment made possible by Illinois FIRST. Bond authorizations for highways are made to support several years of annual appropriations. The last new bond appropriation was made in FY 2004, the last year of the five-year Illinois FIRST program.

There are three main reasons for the use of bond financing. One is to reduce construction costs of a project by building now with bonds instead of later as revenues become available but at higher costs from inflation. Another reason is that the cost of long-lived capital projects (as evidenced by debt service payments) are matched to benefits of a project over the same period. Third, these advantages must be balanced against selling so many bonds that debt service becomes such a large proportion of revenues that operations and capital programs are severely impacted.

There are some problems with the use of bonds. Each bond project must be released by the Governor's Office, with the Office of Management and Budget's recommendation, before IDOT can award a contract to the low bidder. Highway bonds are a part of the state's general obligation bond program and have to fit within its overall goals, individual bond sale strategies, and recently enacted restrictions on how bonds shall be issued. These considerations have sometimes resulted in delays of implementation of bond-funded projects or in cash shortages in the bond fund that pays contractors for completed work.

Bonds had been sold three or four times a year to raise cash in order to meet estimated spending before the next bond sale. More recently, only one or two sales per year have been done.

The bond market, i.e. those who buy Illinois state bonds, insists that long-term bonds be used only for long-term projects. This is to help ensure continued willingness of the state to re-pay the bonds plus interest 20 to 25 years after issue. The Office of Management and Budget and the Governor enforce bondability guidelines through the project release process. Because the greatest portion of the state's highway construction program is dedicated to maintaining the existing system, long-life projects that meet bondability guidelines are sometimes difficult to identify. For this reason, it is important that projects identified as eligible for bond funding be allowed to proceed when they are ready for bid. Delay in funding could force a delay in project completion by as much as one year, since IDOT avoids open construction during winter for motorist convenience.

FUNDING THE HIGHWAY CONSTRUCTION PROGRAM

Four things make IDOT finances unique among state agencies:

- IDOT prepares a multi-year construction program and updates it annually.
- IDOT's predominant funding comes from special dedicated funds and relatively little comes from General Funds.
- The major part of the budget is capital which is funded primarily by current revenues and relatively little by bonds.
- The majority of construction spending in a given year is from reappropriations, not new appropriations.

IDOT publishes a multi-year program every spring, updating the prior year's program, deleting the first year and adding a year to the prior year's program. The program consists of a brief description of the projects that IDOT says it will put under contract, i.e. accomplish, during the specified period. Along with many other tasks, a multi-year projection of the supporting funds' fiscal status is necessary to determine the affordable level of the program. An annual program, which is the first year component of the multi-year program, is published once appropriations are approved for the new fiscal year. The entire cost of an annual program is appropriated for the fiscal year.

Capital programs, in general, and especially highways, take several years to spend once they have been appropriated. Our standard estimate is that an annual program will spend over four years. Most of the program (more than 90 percent) is usually spent in three years, but some big projects, financial close-outs and local agreements can result in spending beyond three years. This pattern for a program does not mean that every project takes three to four years to spend. A project that takes one year to build and is started at

the end of the fiscal year or at the beginning of the next will spend in two or three fiscal years. Unspent appropriation balances are reappropriated in following fiscal years.

Once projects have begun, IDOT's options to limit spending are either delaying payment of bills or, in the extreme, ordering a halt to construction in progress. Neither of these options is desirable. Limiting the current year's program to reduce spending is not very effective because two-thirds or more of construction spending in any year is from past year programs. Since current program funding decisions affect the fiscal condition of the Road and Construction Funds years later, financial projections tend to be conservative in order to avoid having to use the extreme short-term spending controls available to IDOT.

Two basic methods are used by state transportation departments to fund the state-supported portion of construction programs. One method is to accumulate and encumber cash equal to the state's share of each project before the contract is executed. This method reduces uncertainty over the future ability to pay bills but also accumulates high cash balances. The other method, used by IDOT, is to program at levels so that estimated spending will be equal to estimated available revenues for the life of the program. This method is a more efficient use of highway user revenues but increases the risk from uncertainty over future revenues and spending.

To calculate the amount of state source funds that can be used to support the multi-year program and the annual component, a revenue forecast is made that extends one year beyond the MYP. The extra year is necessary because of the large cash impact of a program in its second year (roughly 50 percent of the original appropriation). Projections of base expenses such as debt service, other departments, maintenance costs of mowing and snow plowing, and engineering are then deducted. Revenue remaining after prior programs' expenditures are covered is available to support spending from future programs. Annual program levels are set to maintain financial viability and meet certain programmatic goals such as avoiding widely fluctuating annual levels.

BALANCES IN ROAD AND CONSTRUCTION FUNDS

Although cash flow budgeting for the highway construction program reduces the required level of fund balance (compared to cash encumbrance budgeting), reasonable available-fund balances are still required. The targeted balance at the end of each budget year cannot be zero, or minimal, for several reasons. One reason is intra-year cash flow. The construction season

results in a severe imbalance between monthly revenues and expenditures. Without a large balance carried over from the previous fiscal year, IDOT cannot pay all of its bills on time during the summer and early fall when construction expenditures are their largest. What are often referred to as the "Road Funds" are actually two separate funds in the state treasury, the Road Fund and the Construction Fund. Each fund has its own unique cash flow patterns within the year and each needs sufficient available balance. The Road Fund may temporarily transfer up to \$35 million to the Construction Fund to help alleviate a cash shortage such transfers must be repaid in the same fiscal year. However, this amount has never been sufficient in the past when the Construction Fund had insufficient balances to pay all bills on time. There also is no provision for the Construction Fund to come to the aid of the Road Fund. Thus, sufficient available balances must be maintained in each fund.

Unspent obligations typically exceed \$1 billion at the end of each month. Legally, IDOT (as are all state agencies) is required to pay any invoice submitted against an obligation balance within a short period of time. If invoices are submitted faster than budgeted, the fund available balance has to be sufficient to cover the unexpected spending.

The highway construction program is planned over a six- to seven-year horizon. Even the annual element of the program has a nearly five-year horizon, considering the nearly one year of advanced planning and four years to expend. Obviously, actual revenues and spending can turn out to be different from the plan over such a long horizon. Available balances must be sufficient to cover the impact from unexpected differences.

CHANGES TO ROAD FUND DIVERSION STATUTE

As part of the 1979 transportation financing legislation, several items were specifically earmarked as ineligible for Road Fund support in an effort to limit demands on the Road Fund for non-highway purposes. These diversions were phased out beginning in FY 1980 and continuing into FY 1984. Examples specifically excluded were:

FY 1980 Department of Public Health.

IDOT grants for reimbursement of one-half transit fare for students and reduced transit fare for the elderly.
Department of Central Management Services except for group insurance payments.
Judicial systems and agencies.

FY 1981 Illinois State Police, except for expenditures for the Division of State Troopers. IDOT grants for Intercity Rail Subsidies and Rail Freight Services.

FY 1982 Department of Central Management Services, except for awards made under the Workers Compensation Act.

FY 1984 Illinois State Police other than 40 percent of the funds appropriated for the Division of State Troopers. That is, only 40 percent of State Troopers allowed from the Road Fund.

An integral part of the 1989 MFT increase legislation was a limit (or "cap") on the Road Fund appropriations for the Secretary of State and State Police. Budget growth above the cap was to be supported by the General Revenue Fund. These limits were phased in, with the first year for the State Police cap in FY 1991 and for the Secretary of State in FY 1992. However, the Senate attached an extra \$51 million to the FY 1991 Road Fund appropriation for State Police in order to save the GRF a like amount. The schedule was followed in subsequent years, and in FY 1998, \$36 million was repaid to the Road Fund for the FY 1991 extra amount.

As part of Illinois FIRST, statutory limits to Road Fund appropriations for the Secretary of State were reduced. The allowed amount was to be \$50 million lower in each of FYs 2000 through 2003, and \$100 million lower in FY 2004 and thereafter. This schedule was followed in FY 2000 through 2002, but because of GRF shortages beginning in FY 2003, the law has been changed annually to allow more Road Fund appropriations for both the Secretary of State and State Police. The department assumes that these appropriations will remain at current levels indefinitely.

In the mid-1990s, the Governor's Bureau of the Budget, as it was named at the time, budgeted a \$15 million grant in IDOT to pay over to State Police in direct violation of the Road Fund statute. This appropriation was contested in court by a legislator and was reversed.

Since 1979, Governors, General Assemblies and others outside of state government have been concerned with non-highway uses of the Road Fund. While there has been broad-based support for dedicating user fees for highway improvements, this group of revenue sources under the Road Fund has come under increasing pressure in recent years.

Training and Staff Development at IDOT

The Training and Educational Development

Section provides quality leadership, managerial, technical and human resource training to the employees of IDOT. These services encourage all levels of personnel to improve their interpersonal, leadership, managerial and technical proficiency.

The Program Development (PD) Technical

Training series expands technical skills needed by employees to perform Phase I and Phase II tasks related to project development, and preparation of plans, specifications and estimates (PS&E) for scheduled lettings. Courses cover a broad curriculum of specific technical topics as well as overviews of policies and procedures for developing projects and preparing plans.

Employee Safety Unit Occupational Safety Training Programs are for employees who may be exposed to hazards within their job assignments. IDOT employees are trained on various health and safety issues that could affect their lives. Several of the programs are mandated by the U.S. Department of Labor and follow OSHA standards. Land Surveyors, Structural Engineers and Civil Engineers can earn required Professional Development Hours (PDH) for identified seminars.

Behavioral Risk Unit provides courses designed to train senior management, managers, supervisors and employees to recognize danger signals in order to intervene or seek assistance before problems escalate.

All training courses fully comply with mandatory federal and state educational requirements and incorporate adult education principles and guidelines.

TRAINING ACCOMPLISHMENTS FOR 2007-08

Reinstitution of Operations Training

Operations training of the IDOT Operations Workforce was temporarily suspended from 2003 to 2006 for budgetary reasons. It is back in place to help:

- Improve operational efficiency and corresponding productivity,
- Provide better communications between employees to help ensure a safer work environment, improve employee morale, and ensure compliance with existing policy guidelines.
- Reinforce positive public perception of the capability and efficiency of the IDOT Operations Workforce.

Additional Training Program for New Supervisors

This new initiative provided six one-day training sessions for approximately 100 new supervisors to learn core skills necessary to be successful in their roles.

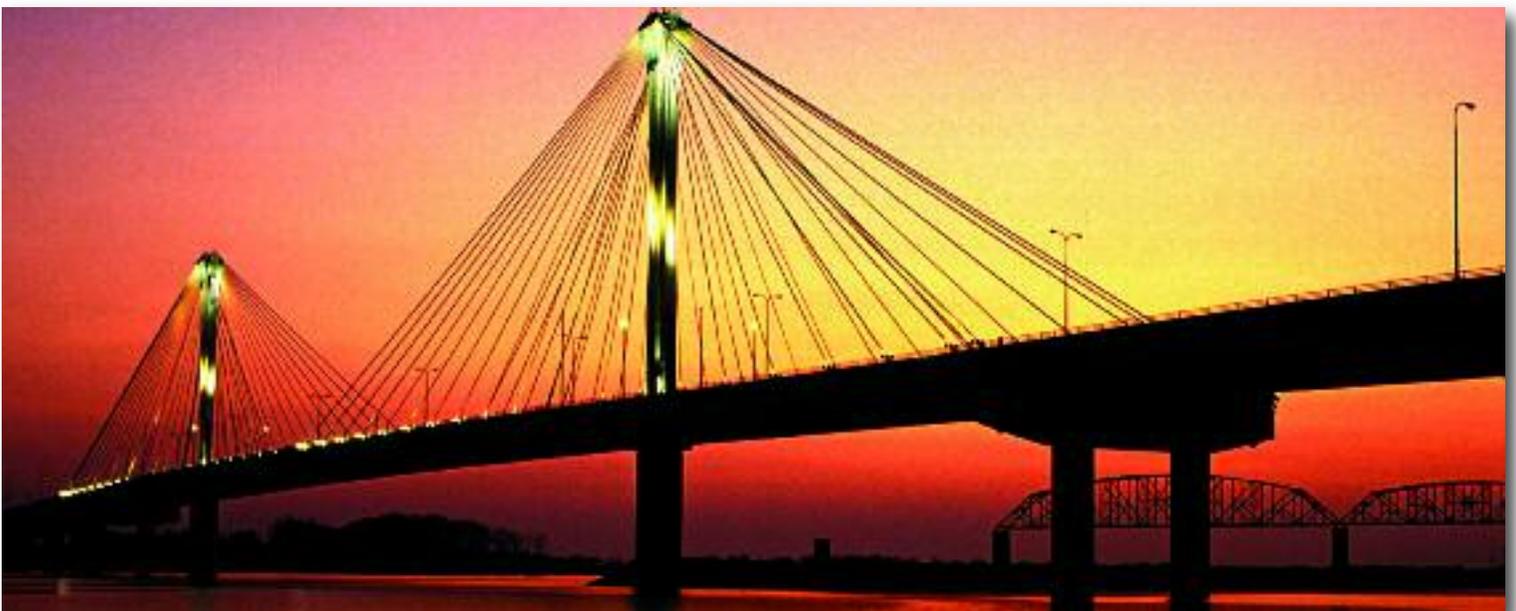
Expanded Context Sensitive Solutions (CSS) Training

The IDOT Context Sensitive Solutions (CSS) training program is to:

- Develop awareness of the nature of CSS and its benefits to IDOT, FHWA and the communities served;
- Build partnerships and consensus with stakeholders through a constructive, collaborative decision-making process;
- Integrate the CSS process through all phases of a transportation project.

OSHA 30-Hour Training

This course targets employees who have a supervisory role, or oversee field operations or construction projects, and incorporates an understanding of multiple work-safety topics. Topics covered in this course are specific to job responsibilities of the trainee.



Illinois Motorist Opinion Survey Results – Summary for 2008

The Illinois Department of Transportation focuses long-term strategic objectives on customer needs and expectations. In addition to project-specific stakeholder meetings, hearings and discussions, IDOT since 2000 has employed several comprehensive customer survey tools designed to measure user satisfaction levels with various transportation services.

One of the most revealing and helpful tools in shaping long-range objectives is the annual Illinois Motorist Opinion Survey, a written questionnaire randomly distributed each year by mail to a random sample of Illinois licensed drivers. The survey is conducted and administered each year on behalf of IDOT by the University of Illinois-Springfield Survey Research Office. The survey is stratified among the nine IDOT regional districts to provide an accurate balance in responses and opinions from motorists throughout the state. The typical response rate for these surveys is from 35 to 40 percent, providing a sample of from 1,200 to 1,500 usable responses each year. The 2008 survey produced a sample of 1,310 responses, resulting in a sampling error of plus or minus 2.7 percent with a 95-percent confidence level. This means that results of this survey sample will be within 2.7 points of actual population characteristics 95 percent of the time.

Each year, the bulk of the survey is focused on static questions within four basic areas of IDOT transportation service – Roadway Maintenance and Traffic Flow; Road Repair and Construction; Traveler Services; and Employee Conduct. Motorists are asked a series of questions for each service area calling for their ratings of IDOT services on a five-point scale: Excellent, Good, Fair, Poor and Very Poor. Responses are then combined and calculated to provide an overall index of satisfaction for analysis, ranging from 1.0 to 5.0. The method also allows responses to be analyzed based on percentages of specific responses received – for instance, the percent of motorists rating a particular service “good” or “excellent.” These responses to repeating questions provide a benchmark from year to year by which to measure changes in overall motorist attitudes.

Each annual survey also includes a short series of questions that change from year to year to provide IDOT information on topical subjects of the moment, such as traffic safety, motorist communications, work-zone issues, user fees, or specific program or project results.

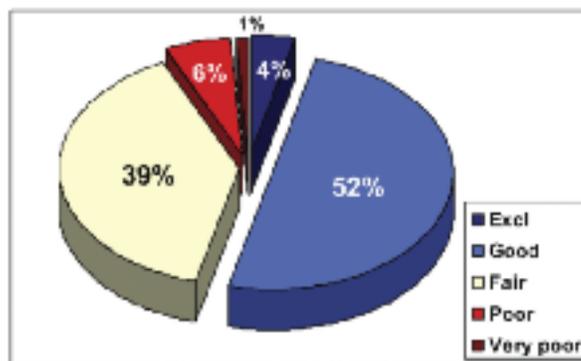
The following is a general summary of results in the four service areas. Readers should keep in mind that, while the survey attempts to describe the differences between state-maintained roads and locally maintained roads, and seeks information and satisfaction levels on

the state-maintained roadway system itself, the results should generally be considered as indicative of satisfaction levels with all roads in Illinois.

Motorist survey results since 2003 show that attitudes and satisfaction levels have remained consistent with few significant statistical fluctuations from year to year.

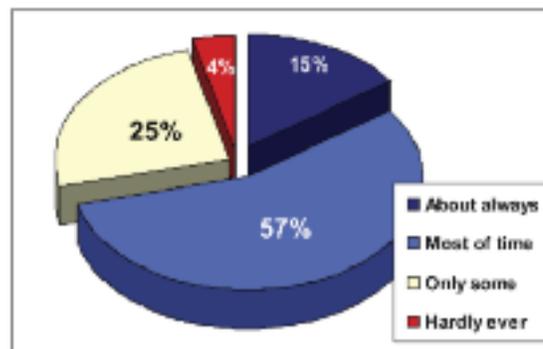
Overall Evaluations: Spring 2008

Rate overall job IDOT is doing

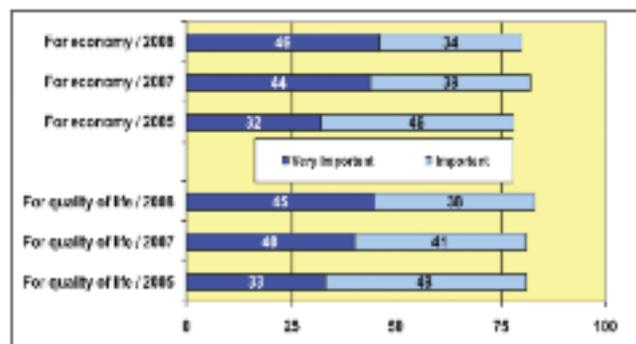


Overall Evaluations: Spring 2008

General Trust: How much of the time you trust IDOT to do what is right regarding transportation issues?



Assessed Importance of IDOT for Area's Economy and Area's Overall Quality of Life – 2005, 2007 and 2008

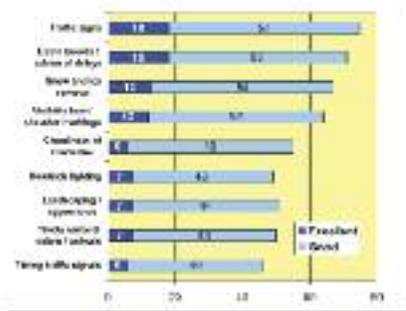


IDOT OUTSIDE

2008 Illinois Motorist Opinion Survey – Summary of Results

- Overall Job IDOT is Doing: 3.50 out of 5.0, and 54 percent rated “good” or “excellent.”
- How Often You Trust IDOT to Do the Right Thing: 3.83 out of 5.0, and 71 percent rated “just about always” or “most of the time.”

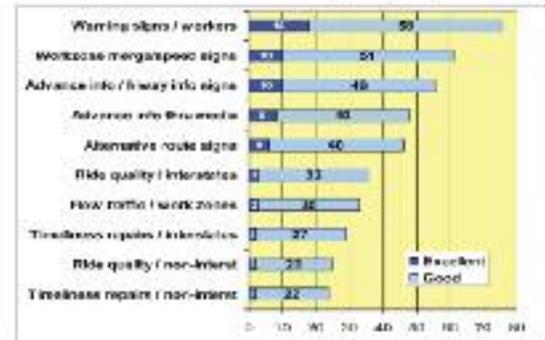
Maintaining Highways and Traffic Flow: Excellent and Good Ratings, Spring 2008



Roadway Maintenance and Traffic Flow (9 aspects surveyed):

- Overall Satisfaction Range: 3.35 to 3.88 out of 5.0.
- Overall Satisfaction Mean for the 9 aspects: 3.56 out of 5.0.
- Highest Rated Services: Traffic signs; Electronic message boards to advise of delays or traffic conditions; Snow and ice control and removal; Visibility of lane and shoulder markings.
- Lowest Rated Services: Roadside lighting and reflectors; Timing of traffic signals; Landscaping and overall appearance, Timely removal of debris from roadways.

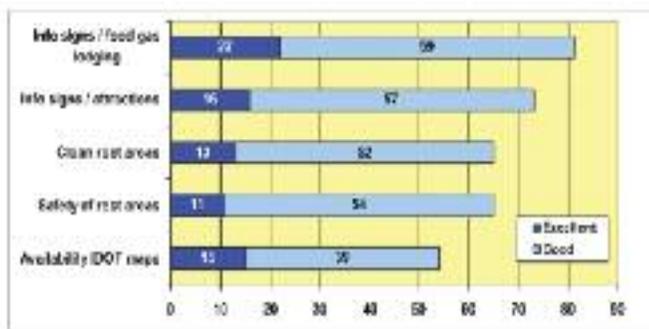
Road Repair and Construction: Excellent and Good Ratings, Spring 2008



Road Repair and Construction (10 aspects surveyed):

- Overall Satisfaction Range: 2.84 to 3.88 out of 5.0.
- Overall Satisfaction Mean for the 10 aspects: 3.26 out of 5.0.
- Highest Rated Services: Warning signs when workers are present; Work zone signs to direct merging traffic and alert motorists to reduce speed; and Advance information about projects.
- Lowest Rated Services: Timeliness of repairs on non-interstates; Ride quality and smoothness on non-interstates; Timeliness of repairs on interstates; and Flow of traffic through work zones.

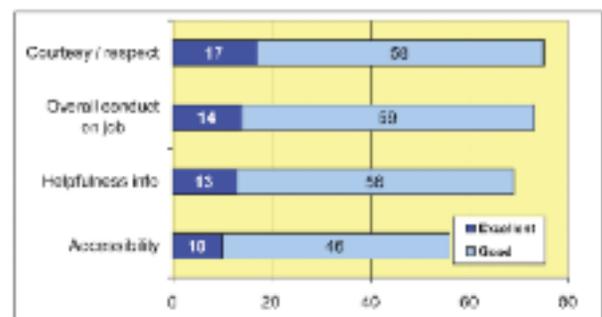
Traveler Services: Excellent and Good Ratings, Spring 2008



Traveler Services (5 aspects surveyed):

- Overall Satisfaction Range: 3.40 to 3.99 out of 5.0.
- Overall Satisfaction Mean for the 5 aspects: 3.72 out of 5.0.
- Highest Rated Services: Informational signs (blue service logo signs) at highway exits for food, gas and lodging; Informational signs (brown informational signs) about area tourist attractions and state parks; Cleanliness and safety of rest areas.
- Lowest Rated Service: Availability of free IDOT road maps.

Ratings of IDOT Employees: Excellent and Good Ratings, Spring 2008



Employee Conduct on the Job (4 aspects surveyed):

- Overall Satisfaction Range: 3.52 to 3.87 out of 5.0.
- Overall Satisfaction Mean for the 4 aspects: 3.74 out of 5.0
- Highest Rated Aspects: Courtesy and respect shown to motorists; Overall conduct of employees on the job; Helpfulness of information provided by employees.
- Lowest Rated Aspect: Accessibility of employees when you need them.

Major Highway Projects

The Department has continued moving forward with the implementation of CSS during 2007. The year began with national recognition by way of a presentation at the annual meeting of the Transportation Research Board for the Department's CSS implementation. Work continued in the area of policy development, training, communication, and program implementation as outlined on the Department's CSS Balanced Scorecard.

Western Access

The region in the vicinity of O'Hare International Airport is experiencing increasing levels of congestion and delays as a result of regional and local travel demand in a job-rich area. The department seeks to improve access and mobility in the study area. The areas in the vicinity of the Elgin-O'Hare Expressway are industrial in nature but also contain commercial development and redevelopment opportunities. Residential properties also exist, which will require extensive community outreach. As part of the department's planning process, a significant public involvement program will be implemented in accordance with the department's Context Sensitive Solutions policy. Several alternatives are being studied, one alternative would be to extend the Elgin-O'Hare Expressway within the Thorndale Avenue corridor. Transit, bicycle and pedestrian improvements will also be part of the overall solution.

IDOT is the lead agency for engineering on this project of national and regional significance. SAFETEA-LU provided a combined total of \$140 million for the project. The FY 2009-2014 Proposed Highway Improvement Program included a total of \$164.3 million for these two projects. The adjusted FY 2009 program includes a combined total of \$15.1 million for protective land acquisition, preliminary engineering project managers, Phase I engineering for design, location and environmental studies and Phase II engineering for contract plans.

Phase I engineering is currently under way. It is anticipated that Tier I will be complete by 12/31/10 (preferred multi-modal transportation system concept for study area). Tier II is expected to be complete by 12/31/13 (detailed Phase I planning for priority sections of Tier I recommendation). The department will also be looking at the possibility of utilizing some of the SAFETEA-LU funds on interim projects which will provide short term congestion relief.

Prairie Parkway - Interstate 80 in Grundy County to Interstate 88 in Kane County

The Phase I engineering for the project is nearing completion with the Record of Decision (ROD) received September 19, 2008. The final design report is anticipated to be approved in spring 2009. Engineering, land acquisition and subsurface utility engineering are under

way. Two consultants have been selected to do Phase II engineering for contract plans from south of Illinois 71 to north of US 30.

- The feasibility study, corridor protection, Phase I engineering, subsurface utility engineering, land survey, Phase II engineering start-up and land acquisition have obligated \$41.4 million to date.
- Engineering for preliminary structure plans, geotechnical reports, subsurface utilities, and contract plans, land acquisition, and construction engineering are programmed in FY 2009 at a cost of \$42.6 million. Of this total, \$11.7 million for land acquisition and \$6.7 million for Phase I engineering has been obligated.
- Construction, utility adjustment and construction engineering of 5 miles of 4-lane freeway and bridges, interchanges at Illinois 71 and US 34 in Kendall County, reconstruction and widening of 3 miles of US 34 and Illinois 71 and land acquisition from I-80 to I-88 are programmed during FY 2010 2014 at a cost of \$193.1 million.

Peoria Eastern Bypass – Illinois 6 to Interstate 74

Phase I engineering using Context Sensitive Solutions policies, for the preparation of a corridor study/re-evaluation report, was started in March 2008 and is anticipated to take 2 years to complete at a cost of \$3 million. This study will review previously identified corridors along with other potential corridors to select a preferred corridor and alignment within the selected corridor. A public kick-off meeting was held on July 29, 2008 and another Community Advisor Group meeting will be held on February 19, 2009. This project is anticipated to be completed in two parts. All work necessary for the Corridor Study was negotiated as Part 1 of the Prime Agreement. It is expected that near the completion of the Corridor Study, Part 2 of the project, which includes all work required to complete the design report, environmental impact statement, and corridor protection map, will be negotiated as a planned supplement, which is not currently funded.

New Mississippi River Bridge at St. Louis

On Feb. 28, 2008, Illinois and Missouri reached agreement on the construction of a new I 70 Mississippi River Bridge at St. Louis. The new bridge will be located one mile north of the Martin Luther King Bridge in north St. Louis, the location originally approved by the Federal Highway Administration in 2001. It will carry I-70 traffic from Illinois to Missouri connecting I 70 at the I-55/I-64 interchange on the Illinois side of the river to I-70 near Cass Avenue on the Missouri side.

With Missouri as the lead state for environmental re-evaluation, design, construction and maintenance, the total project cost is estimated at \$640 million. Of the \$640 million cost, the total cost to construct the bridge is estimated at \$306 million with Illinois contributing \$213 million and Missouri contributing \$93 million (in

both monetary and in-kind contributions). Missouri's roadway connections to the bridge are estimated at \$70 million, and Illinois' roadway connections are estimated at \$264 million.

Though the original plan called for building two bridges to carry four lanes in each direction, the two states agreed to build one of the bridges at this time with design accommodations for a companion bridge to be built in the future. The new bridge will have two lanes in each direction with room to expand to three lanes. With this design, the new bridge is expected to handle traffic beyond 2030 based on traffic modeling.

Current status: Land acquisition and Phase II engineering for contract plans are under way. Design work for the bridge's main span and approaches has begun. Continuation of this work, as well as other pre-construction work, utilities, land acquisition and construction are included in the FY 2009-2014 Proposed Highway Improvement Program at a total estimated cost for the Illinois share of \$477 million, which includes \$1.1 million of TEA-21 High Priority Project funds. Construction could begin as early as 2010 and require four to six years to complete.

On Jan. 15, 2009, IDOT and MoDOT met with all railroads affected by the project. Consulting firms for Illinois and Missouri submitted formal design plans for railroad approval. IDOT met with appraisers that specialize in railroad work to begin the valuation process. Both IDOT and MoDOT continue to meet with contractors for the Alternate Technical Concept process. Six contractors have been prequalified for the Illinois Approach contract.

Project Details Update:

- 1) Property acquisition has begun in both Illinois and Missouri
- 2) Overall signing and ITS plans are being developed
- 3) The Memorandum of Agreement for archaeological testing has been executed by all parties. Phase III archaeological investigations (recovery) may begin.
- 4) The ICON and CIG meetings were conducted in late January.
- 5) D8 met with the newly assigned ICC representative in late January.
- 6) The January Project Newsletter is being prepared.

Updates on previous investments and design work:

Phase I engineering began in 1992 for location design and environmental studies for the new bridge and were completed at a cost of \$7.6 million. The Record of Decision was received in June 2001. On Nov. 5, 2008, IDOT received FHWA's concurrence that the 2001 Record of Decision is still applicable and that a supplemental Environmental Impact Statement is not

required. FHWA further stated that this project is in compliance with the National Environmental Policy Act (NEPA). The project received approval of the Final Access Justification Report (AJR) by FHWA in 2003. Approval of the revised AJR is anticipated within the next few months.

Current Funding Status: Funding totaling \$164 million is available for the project from the current federal transportation authorization, SAFETEA-LU. A total of \$313 million in state funds is outlined in the published 2009-14 Multi-Year Program for the Illinois share of the project, of which \$41 million is designated as the state match for SAFETEA-LU funding. Missouri currently has secured \$75 million in federal funds from SAFETEA-LU, and has earmarked \$88 million in state funding. The total estimated cost for the project is \$640 million. More information is available on the project website -- www.newriverbridge.org.

US 67 Corridor and Alton Bypass (Illinois 255)

The existing US 67 corridor extends nearly 220 miles from Interstate 280 at Rock Island to Interstate 270 south of Alton. This includes Illinois 255, known as the Alton Bypass. Currently, \$737 million in work has been completed or is in progress for the 2-lane and 4 lane corridor improvements, \$27.0 million is programmed in FY 2009 and \$102.2 million is programmed during FY 2010-2014. The estimated unfunded cost to complete the remaining 4-lane sections from Macomb southward to the Alton Bypass is from \$1.7 billion to \$1.9 billion. US 67 from Rock Island to Monmouth will remain 2 lanes as it closely parallels Interstate 74, which is approximately 15 miles to the east.

The \$737 million of work completed or in progress includes:

- \$14.3 million for the US 67 relocation from Godfrey to Alton; \$120 million for the Clark Bridge; \$21 million for the Illinois 143 relocation in Alton.
- \$24.8 million for additional lanes in Macomb.
- \$36.8 million worth of 2 lane improvements from Rock Island to Monmouth.
- \$10.4 million for completion of Phase I engineering for the proposed 4-lanes from Macomb to Interstate 270 south of Alton.
- \$441.8 million for the completion of 4-lanes for 31 miles from Monmouth to Macomb, 21.4 miles from east of the Concord/Arenzville Road to south of the Scott/Greene county line, 13.9 miles from Fosterburg Road to Interstate 270.
- \$13.1 million for the on-going construction of 2.6 miles from Seminary Road to Fosterburg Road.
- \$54.8 million for Phase II engineering, land acquisition and utility adjustments for sections not yet constructed or under construction from Macomb to Seminary Road.



US 51 – Decatur to Centralia

Currently, \$77.3 million of work has been completed to upgrade US 51 to four lanes from south of Decatur, just north of Elwin, to Centralia. This work includes the completion of Phase I engineering for location, environmental and design studies from Decatur to south of Pana and construction of 18.2 miles of 4-lane from north of Elwin to 1.5 mile north of Assumption.

Phase II engineering for contract plans and some land acquisition for the section 1.5 miles north of Assumption to 0.4 mile south of the Christian/Shelby County line south of Pana are under way at a cost of \$4.1 million. Continuation of the Phase II engineering and land acquisition is programmed in FY 2009 at a cost of \$1.1 million and an estimated \$133 to \$146 million to complete the four-lanes to south of Pana is not currently funded for this section.

Phase I engineering for location, environmental and design studies utilizing Context Sensitive Solutions (CSS) from south of Pana to Centralia is under way at a cost of \$3.5 million. Continuation of this Phase I engineering is programmed in FY 2009 at a cost of \$2.5 million and in FY 2010-2014 at a cost of \$3 million.

Construction of 4 lanes for 57 miles and pre-construction work from the Shelby County line south of Pana to Centralia are not currently funded at an estimated cost ranging from \$477 million to \$525 million.

US 50

Interstate 64 at Illinois 158 in O'Fallon to Interstate 57 West of Salem

- US 50 is a two-lane highway (60.2 miles) from Interstate 64 at Illinois 158 in O'Fallon to Interstate 57 west of Salem except at interchanges with Illinois 160 north of Trenton, with County Highway 11 (Jamestown Road) north of Breese, and with Interstate 57 west of Salem, where US 50 is a four-lane divided highway through these areas.
- Phase I engineering for location studies and preparation of an Environmental Impact Statement (EIS) for proposed FAP 409 Supplemental Freeway (US 50) from Illinois 158/Interstate 64 to Illinois 127 north of Carlyle was approved in 1978. The design report and EIS are no longer valid and would require re-evaluation to select an approved alignment. The proposed section from Illinois 158 at Interstate 64 east of O'Fallon to Illinois 4 in Lebanon in St. Clair County, in particular with its major environmental impacts in the Silver Creek wetlands area, may not be approved in the EIS re-evaluation. A west end termini at Illinois 4 in Lebanon would eliminate these environmental impacts.
- All structures for an access-controlled four-lane divided highway from Summerfield Road east of Lebanon to Illinois 127 north of Carlyle have been built on the new alignment.
- Approximately 95 percent of the right-of-way parcels have been acquired for a four-lane divided highway from Interstate 64 to Illinois 127 north of Carlyle.

- The estimated cost to complete all engineering, land acquisition, utility adjustments and construction for a four-lane divided highway ranges from \$856 to \$947 million.

Interstate 57 West of Salem to the Indiana state line at Vincennes

- US 50 is a two-lane highway (68.6 miles) from Interstate 57 west of Salem to east of Lawrenceville except at interchanges with Interstate 57 west of Salem and east of Flora at the US 45 intersection where it is a four-lane divided highway. US 50 is a four-lane freeway (7.4 miles) from east of Lawrenceville to the Indiana state line at Vincennes, Indiana.
- Phase I engineering studies were completed for FAP 409 Supplemental Freeway (US 50) from Salem to the Indiana state line between 1969 and 1973. These studies are no longer valid and new studies would be required.
- Right-of-way was acquired between Xenia and the Indiana state line for the expansion of US 50 to a four-lane divided highway.
- A feasibility study for upgrading US 50 to four lanes from Interstate 57 west of Salem to east of Illinois 1, approximately 74 miles, was completed in 2008 at a cost of \$1.7 million.
- The estimated cost to complete all engineering, land acquisition, utility adjustments and construction for a four-lane divided highway ranges from \$728 to \$800 million. The cost range was developed from cost estimates in the feasibility study, which used 25% contingency and a base year of 2007. Depending on the year of construction and inflation these costs are only a rough estimate.

US 34

US 34 from east of Carman Road to US 67 in Monmouth.

The estimated cost to complete four lanes from Carman Road to US 67 in Monmouth ranges from \$324 million to \$355 million.

- Phase I engineering is complete.
- The start of archaeological surveys and land acquisition are under way.
- Utility adjustments and miscellaneous pre-construction work are funded during FY 2010-2014 at a cost of \$1 million.
- The pre construction and construction costs that are not funded are estimated to range from \$311 million to \$343 million.

US 20 - GALENA TO FREEPORT

US 20 from Illinois 84 northwest of Galena to Bolton Road west of Freeport.

- 46 miles of four lane freeway.
- Phase I engineering and an Environmental Impact Statement (EIS) are complete.
- US 20 from Illinois 84 northwest of galena to Mount Hope Road / Horseshoe Mound Interchange south-east of Galena (Galena Bypass).
 - 6.4 mile section.
 - Phase II engineering and land acquisition are under way.
 - Construction and the remaining pre-construction activities are estimated to cost \$246 to \$271 million and are not funded.
- US 20 from southeast of Galena to Bolton Road west of Freeport.
 - 43.3 mile section.
 - The cost to construct is estimated at \$899 to \$989 million and is not funded.

US 20 from Bolton Road west of Freeport to west of Springfield Road east of Freeport (Freeport Bypass). More than 10 miles to north of Freeport of four-lane freeway.

- 4-mile section from Bolton Road to west of Illinois 26
 - Phase II engineering and land acquisition under way.
 - The completion of Phase II engineering, land acquisition, utility adjustments and four-lane construction are estimated to cost \$38.2 million and are not funded.
- Two 3-mile sections east of Illinois 26
 - Construction completed. Construction included interchange reconstruction at Illinois 75 and additional lanes for 6.1 miles from east of Illinois 26 to west of Springfield Road.



IDOT Mentor-Protégé Program Aims to Build Capacity of Small and Minority Contractors

Effort teams experienced contractors with small firms; Goal is to increase percentage of contracts that go to DBEs

IDOT in 2008 continued building its groundbreaking Mentor-Protégé Program, a public-private partnership designed to help build the capacity of small, minority-owned companies to succeed in business and to successfully compete for larger road construction projects.

The federally approved pilot program compensates mentor companies for administrative expenses associated with the effort and teams larger, experienced firms with contractors that are certified as a Disadvantaged Business Enterprise (DBE) in Illinois.

The Blagojevich administration and IDOT, through its Office of Business and Workforce Diversity have moved aggressively to break down barriers that typically prevent or hinder small and minority contractors from succeeding in the road construction field. IDOT raised the bar on its target for inclusion, increasing its statewide goal for the percentage of contracts going to DBEs from 12 percent in 2003 to the current goal of 22.7 percent.

In addition, IDOT has upgraded and expanded the supportive services it offers to DBEs to enable them to compete for contracts. Under this administration, IDOT opened walk-in DBE Resource Centers connected with major transportation projects in Chicago and East St. Louis. Previously, contractors seeking assistance had to travel to Springfield.

Under the new program, once a mentor firm and protégé are teamed up, they will jointly establish a development plan that outlines their goals and expectations, sets benchmarks and creates a monitoring and reporting mechanism that will be used to judge the effectiveness of the effort.

The plan may include training in the following areas: business planning, recordkeeping, technical assistance and use of equipment, capital formation, loan packaging, financial counseling and bonding.

The mentor and protégé will work together toward a goal of winning contracts for the protégé, and the two contractors will have the option of forming joint ventures to bid on projects.



To qualify for the program, the mentor firm must have at least five years' experience as an IDOT contractor and the protégé firm must have at least three years highway construction experience and must also be certified as a DBE through the Illinois Unified Certification Program.

Progress in the program will be overseen by IDOT's Mentor-Protégé Oversight Committee.

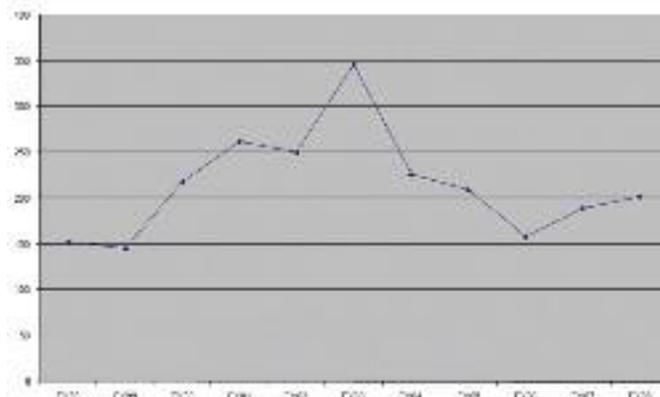
The new program has been approved by the U.S. Department of Transportation's Federal Highway Administration as a pilot project through 2010. It is offered in four IDOT Districts around the state, including D-1 in the Chicago area, D-4 based in Peoria, D-6 based in Springfield, and D-8 based in Collinsville.

IDOT AT A GLANCE

How to Learn More About Mentor-Protégé Program

For more information, interested parties should go to the IDOT Web site at: www.dot.state.il.us/obwd/mentor.html

Number of Safety Improvements Accomplished by Year



IDOT AT A GLANCE

Additional Traffic Safety Measures for Teen Drivers Designed to Save Lives

Additional traffic safety measures targeting teen drivers do the following:

- Double the amount of time a teen must have behind the wheel before receiving their license;
- Ban teen drivers from carrying more than one passenger for the first six months after receiving his or her license;
- Ban cell phone use while driving by those under 18;
- Require drivers under 18 to make sure that their teen passengers are buckled properly in the front and back seats;
- Raise the age that children must be in booster seats from 4 to 8.
- Increase penalties for drivers over age 21 who transport a child under age 16, while impaired;
- Require chemical testing for those arrested for hit-and-run;
- Enable harsher sentencing for causing a death while driving impaired;
- Enact tougher penalties for driving on a DUI-revoked license; and
- Allow for expanded use of DUI funds by local agencies.

IDOT AT A GLANCE

Additional Measures to Deter Impaired Driving

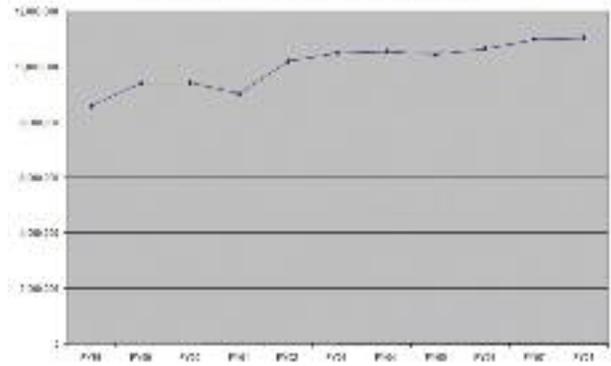
Additional anti-impaired-driving measures include:

- Harsher penalties for repeat DUI offenders, includes making it a felony offense if convicted of DUI three or more times, with no probation for a fourth or fifth conviction;
- Chemical testing required for those arrested for hit-and-run;
- Harsher sentencing for causing a death while driving impaired;
- Tougher penalties for driving on a DUI-revoked license.
- Creation of the Illinois Alcohol Abuse Task Force, to present recommendations on improved coordination of the alcohol abuse, prevention and enforcement efforts by state agencies and organization, improved information sharing, and improved use of state resources.

IDOT Overhauls Communications and Education to Reduce Traffic Congestion

Chicago holds the dubious title of being the second most congested city in the nation. U.S. Department of Transportation studies show that commuters nationwide spend more than 100 hours per year traveling to work... more than the average two weeks of vacation time. Equally important, nearly 43 percent of our nation's energy resources go into transportation – adding to our dependence on foreign oil.

Number of Vehicles Registered in Illinois by Fiscal Year



In light of this, IDOT is working hard to identify practical and economical solutions to this problem. One such solution is a combined effort led by IDOT, working with transportation service boards and the Illinois Tollway Authority, to promote the use of public transportation through a creative marketing campaign theme: Drive Less. Live More.

This campaign urges drivers to try public transportation and encourages the benefits – such as being able to read the morning newspaper on the train, or making it home in time for dinner because the commuter is not stuck in traffic. Features of this campaign include a website with a gas calculator, along with radio advertising and informational brochures.

IDOT also has launched what is dubbed the “arterial DMS project”. By placing dynamic message system (DMS) signs approximately one mile ahead of typically congested highway entrances, commuters are able to choose their commuting routes based on posted, up-to-the-minute travel times along with suggested alternate routes.

IDOT also operates www.GettingAroundIllinois.com and www.ILTrafficAlert.com. Both of these services are free to users and enable viewers to obtain up-to-the-minute information on traffic conditions, roadway and weather conditions and many other travel aids. GettingAroundIllinois features a customized travel program. Users can simply type in starting and ending points for their planned travel route, as well as destinations one would like to see along the way (such as restaurants, museums or other businesses) and a customized itinerary is presented. This helpful site also contains real time information about road conditions, road construction and where to find E-85 stations.

IDOT's new www.ILTrafficAlerts.com site allows Chicago area travelers to receive customized e-mail alerts based on the routes and time of day the commuter selects in registering for the service. Working in conjunction with the Illinois Tollway Authority, this program covers more than 70 Chicago-area highways.

CONCLUSION



Looking Toward 2009 and Beyond...

The summary of activities and accomplishments for IDOT in 2008 demonstrates a longstanding dedication to steadfast stewardship of assets and resources, continued excellence in transportation program delivery, and greater efficiency in internal process management. Advances in staff development, process improvements, productivity and technology within IDOT have led directly to advances in traffic safety, project delivery, communications, congestion relief and transportation development improving the economy and quality of life for travelers and workers throughout Illinois.

As IDOT looks to 2009 and beyond, long-range strategies center on further improvements in service efficiencies inside and outside IDOT, along with improved program effectiveness, staff productivity, communications and safety on behalf of all Illinois travelers and all stakeholders in the future of transportation development in Illinois.

The IDOT guiding principles promise that the Department will remain committed to continuing safety, integrity, responsiveness, quality and innovation as the IDOT way of doing business throughout Illinois. In these ways, every day, IDOT lives its pledge of professionalism and dedication to meeting the needs of Illinois travelers, and renews that pledge as a matter of course. Illinois can count on it.

IDOT FAST FACTS



Population	12.9 Million
Licensed Drivers	8.19 Million
Vehicles Registered	8.9 Million
Passenger Cars Registered	7.98 Million
Annual Vehicle Miles of Travel.....	105,636 Million
Annual Gallons of Fuel Consumed	6.329 Million
Miles of Highways and Streets	140,759
<i>Highway Structures</i>	
Greater than 20 feet	26,254
Public Railroad Grade Crossings.....	7,843
Private Railroad Grade Crossings.....	4,648

ACKNOWLEDGEMENTS

The Honorable Pat Quinn, Governor
Gary Hannig, Secretary
Bill Grunloh, Chief Operations Officer
David Phelps, Deputy Secretary
Christine Reed, Director, Division of Highways
John Webber, Assistant to the Secretary
Ellen Schanzle-Haskins, Chief Counsel
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Larry Parrish, Interim Director, Office of Business & Workforce Diversity
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Kyle Anderson, Director, Office of Operations & Communications
Nick Williams, Director, Office of Governmental Affairs
Joe Clary, Director, Division of Public and Intermodal Transportation
Jason A. Gould, Graphic Design, IOCI Design & Publications

