

Message by
U.S. Department of Transportation
Secretary Rodney E. Slater
Summary of
The Transportation Equity Act for the 21st Century

The Transportation Equity Act for the 21st Century reaffirms President Clinton's commitment to rebuilding America by providing a record, balanced investment in our highways, transit systems, and intermodal facilities. It does so in a fiscally responsible manner which protects last year's landmark balanced budget agreement and the President's other vital priorities, such as education, child care, and Social Security.

This historic legislation also reflects President Clinton's view that transportation is about more than concrete, asphalt, and steel: it is about people, and about providing them with the opportunity to lead safer, healthier, and more fulfilling lives.

The bill protects Americans' health and safety through programs to increase seat belt use, improve truck safety, reduce crashes at rail-highway crossings, and prevent pipeline explosions. It also fights drunk driving through incentives to encourage States to adopt tough 0.08 percent blood alcohol concentration standards.

This legislation strengthens proven strategies to safeguard public health and environment, such as the Congestion Mitigation and Air Quality Improvement Program to help communities clean their air, Transportation Enhancements to help them improve their quality of life, and new technologies, such as less polluting vehicles and intelligent transportation systems.

Finally, the bill expands opportunity for all Americans through a new Access to Jobs program to help those making the transition from welfare rolls to payrolls; a continued, effective Disadvantaged Business Enterprise program; and strong labor protections for workers on transportation projects.

The Transportation Equity Act for the 21st Century embodies President Clinton's vision of an integrated transportation system helping to ensure Americans' prosperity and quality of life into the new century. I look forward to working with Congress and our partners in State and local government and the private sector to make our joint vision a reality.

Rodney E. Slater

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A SUMMARY - An Overview

On June 9, 1998, the President signed into law PL 105-178, the Transportation Equity Act for the 21st Century (TEA-21) authorizing highway, highway safety, transit and other surface transportation programs for the next 6 years. Subsequent technical corrections in the TEA 21 Restoration Act have been incorporated; thus, the material presented here reflects the combined effects of both Acts and the two are jointly referred to as TEA-21.

TEA-21 builds on the initiatives established in the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), which was the last major authorizing legislation for surface transportation. This new Act combines the continuation and improvement of current programs with new initiatives to meet the challenges of improving safety as traffic continues to increase at record levels, protecting and enhancing communities and the natural environment as we provide transportation, and advancing America's economic growth and competitiveness domestically and internationally through efficient and flexible transportation. Significant features of TEA-21 include:

- ! Assurance of a guaranteed level of Federal funds for surface transportation through FY 2003. The annual floor for highway funding is keyed to receipts of the Highway Account of the Highway Trust Fund (HTF). Transit funding is guaranteed at a selected fixed amount. All highway user taxes are extended at the same rates when the legislation was enacted.
- ! Extension of the Disadvantaged Business Enterprises (DBE) program, providing a flexible national 10 percent goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities, in highway and transit contracting undertaken with Federal funding.
- ! Strengthening of safety programs across the Department of Transportation (DOT). New incentive programs, with great potential for savings to life and property, are aimed at increasing the use of safety belts and promoting the enactment and enforcement of 0.08 percent blood alcohol concentration standards for drunk driving. These new incentive funds also offer added flexibility to States since the grants can be used for any Title 23 U.S.C. activity.
- ! Continuation of the proven and effective program structure established for highways and transit under the landmark ISTEA legislation. Flexibility in the use of funds, emphasis on measures to improve the environment, focus on a strong planning process as the foundation of good transportation decisions—all ISTEA hallmarks—are continued and enhanced by TEA-21. New programs such as Border Infrastructure, Transportation Infrastructure Finance and Innovation, and Access to Jobs target special areas of national interest and concern.
- ! Investing in research and its application to maximize the performance of the transportation system. Special emphasis is placed on deployment of Intelligent Transportation Systems to help improve operations and management of transportation systems and vehicle safety.

Throughout this document, information pertaining specifically to Illinois is shown in red.

A SUMMARY - Investing in Our Future

Funding Level

Guaranteed spending levels. In a major change to Federal budget rules, highway (including most highway safety programs) and transit programs are now guaranteed a minimum level of spending under TEA-21. Prior to enactment of TEA-21, funding for surface transportation programs was one item among many on a list of priorities for Federal program spending in the budget. Under the new budget rules, highway guaranteed amounts are keyed to actual Highway Trust Fund (HTF) Highway Account receipts and can only be used to support projects eligible under Federal highway and highway safety programs. Transit funding is guaranteed at a selected fixed amount over the TEA-21 period and can be used only to support projects eligible under transit programs.

Authorizations and spending. The amount guaranteed for surface transportation, as explained above, is estimated to be \$198 billion. In essence, the guaranteed amount is a floor; it defines the least amount of the authorizations that may be spent. The full authorizations for the highway (including highway safety) and transit programs in TEA-21 total almost \$218 billion. In the remainder of the brochure, as well as in the authorization table on pages 44-49, the funding levels shown are the authorized amounts, not the guaranteed amounts. **Over the life of TEA-21, Illinois will receive approximately \$5.3 billion of Federal-aid funds. This represents roughly a 29 percent increase over ISTEA funding. Illinois is projected to receive an average of \$885 million/year of Federal funds through FY 2003. See Appendix A for a breakdown of FY 1998 funds.**

There are two ways that highway and highway safety spending levels can be increased. First, the guaranteed spending level is adjusted each year. To the extent that the HTF Highway Account receipts projected for the coming fiscal year exceed the estimate for that year stated in TEA-21, the obligation limitation (described on page 4) and the authorizations will automatically increase. The difference between the authorization level and the obligation limitation would remain constant. A downward adjustment of the obligation limitation and authorizations could also occur, but this is improbable given the conservative receipt estimates used to set the guaranteed spending levels in TEA-21. Second, the Congress, through the annual budget process, could choose to raise spending by dedicating a part of the general budget allocation for other Federal programs to highways and highway safety. This action would decrease the difference between authorized amounts and the obligation limitation.

For transit, the spending floor will be based on the guaranteed amount specified in TEA-21. The guaranteed funding level assumes that 80 percent of transit spending will derive from the Transit Account of the HTF and the remaining 20 percent will derive from the General Fund. Congress, through the annual budget process, could choose to raise the floor by dedicating a part of the general budget allocation for other Federal programs to transit.

Highway obligation limitations. In addition to defining the floor for highway spending (described above), TEA-21 specifies how the highway obligation limitation will operate. The obligation limitation is the mechanism for limiting highway spending each year. Under TEA-21, the highway obligation limitation applies to all programs within the overall Federal-aid highway program except (1) Emergency Relief, (2) a part of the new Minimum Guarantee program, and (3) remaining balances from the repealed Minimum Allocation program and demonstration projects authorized in previous legislation. A portion of each year's limitation is reserved, or set

aside, for administrative expenses and certain allocated programs, with the balance of the limitation being distributed to the States.

A new feature in this Act is that the limitation set aside each year for certain programs—High Priority (demonstration) projects authorized in TEA-21, the Appalachian Development Highway System, the Woodrow Wilson Memorial Bridge, and an additional portion of the Minimum Guarantee program—does not expire if not used by the end of the fiscal year, but instead is carried over into future years. In addition, limitation set aside for research and technology programs may also be carried over, but only for 3 years.

Highway Funding Equity - Minimum Guarantee

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. After those computations are made, additional funds are distributed to ensure that each State receives an amount based on equity considerations. This provision is called the Minimum Guarantee and ensures that each State will have a guaranteed return on its contributions to the Highway Account of the Highway Trust Fund. An open-ended authorization is provided, ensuring that there will be sufficient funds to meet the objectives of the Guarantee.

Specific share. For each State, the Act specifies a certain share of the aggregate funding for the following programs: Interstate Maintenance (IM), National Highway System (NHS), Bridge, Congestion Mitigation and Air Quality (CMAQ) Improvement, Surface Transportation Program (STP), Metropolitan Planning, High Priority Projects, Appalachian Development Highway System, Recreational Trails, and the Minimum Guarantee funding itself. The shares specified were pegged to meet the objective of a 90.5 return (described below) based on the data available at the time of enactment.

Adjustments to the share to guarantee a 90.5 return. The shares described above will be adjusted each year to ensure that each State's share of apportionments for the specified programs is at least 90.5 percent of its percentage share of contributions to the Highway Account based on the latest data available at the time of the apportionment. The shares of States falling below that minimum return will be increased and the shares of the remaining States will be decreased. Each State must receive at least \$1 million per year under the Minimum Guarantee program.

Administration of funds. Of the Minimum Guarantee Funds made available, \$2.8 billion is administered as though it were STP funding except that the STP provisions requiring set-aside of funds for safety and transportation enhancements and sub-State allocation of funds do not apply. Within each State, the remainder of the funds (the amount above \$2.8 billion) is divided among certain programs—IM, NHS, Bridge, CMAQ, and STP—based on the share the State received for each program under the program formula.

Highway Trust Fund

Operation of the Highway Trust Fund. The Highway Trust Fund is the source of funding for most of the programs in the Act. The HTF is composed of the Highway Account, which funds highway and intermodal programs, and the Mass Transit Account. Federal motor fuel taxes are the major source of income into the HTF. As part of the changing budgetary treatment of the

surface transportation programs, the HTF will no longer earn interest after September 30, 1998. At that time, any excess (amounts more than \$8 billion) cash balance in the Highway Account will be transferred to the General Fund. The Transit Account balance will not be adjusted.

Federal law regulates not only the imposition of the taxes, but also their deposit into and expenditure from the HTF.

TEA-21 extends the highway-user taxes, at the rates that were in place when the legislation was enacted, through September 30, 2005. The truck taxes and all but the permanent 4.3 cents per gallon of the motor fuel tax were scheduled to expire on October 1, 1999. Provisions for full or partial exemption from highway-user taxes were also extended. The partial exemption from the fuel tax for alcohol fuels is extended through September 30, 2007 and the related income tax credit is extended through December 31, 2007. Both the exemption and the credit are phased down slightly beginning in 2001.

Provision for deposit of almost all of the highway-user taxes into the Highway Trust Fund is extended through September 30, 2005. The Transit Account share of the fuel taxes is changed to 2.86 cents (from 2.85 cents) per gallon retroactively to October 1, 1997 to correct an error in previous legislation.

Authority to expend from the Highway Trust Fund for programs under the Act and previous authorization acts is provided through September 30, 2003. After that date, expenditures may be made only to liquidate obligations made before that date.

Highway tax compliance. The highway programs of the Federal government and most States depend on highway-user tax receipts as the principal source of funding. The Act continues the Highway Use Tax Evasion program to halt motor fuel tax evasion. Because of the high rate of return on investment for compliance efforts, TEA-21 provides both a separate authorization for these initiatives and allows States to use up to one-fourth of 1 percent of their STP funds for this purpose. Funds authorized for this program will be used by the Internal Revenue Service to develop, operate, and maintain an excise fuel reporting system and may also be used by State and Federal tax agencies to augment fuel tax enforcement.

Other Revenue Provisions

The transfer of receipts from boat gasoline and small engine fuel taxes to the Aquatic Resources Trust Fund is extended, as is the authority to expend the funds for boat safety programs. The portion of the boat gasoline tax that is dedicated to the Aquatic Fund is increased to 13 cents per gallon (from 11.5 cents) on October 1, 2001, and to 13.5 cents on October 1, 2003.

The deficit reduction tax on rail diesel is reduced from 5.55 cents per gallon to 4.3 cents, effective October 1, 1998.

A SUMMARY - Improving Safety

Driver and Vehicle Safety Programs

A total of \$2.7 billion is authorized for non-construction highway safety programs excluding motor carrier safety. The major programs are discussed below. A full listing of authorized programs can be found in the authorization table on pages 44-49.

Alcohol Programs

Incentives to prevent operation of motor vehicles by intoxicated persons. The Act provides \$500 million for incentive grants for FYs 1998-2003 to States that have enacted and are enforcing a law providing that any person with a blood alcohol concentration of 0.08 percent or greater while operating a motor vehicle in the State shall be deemed to have committed a *per se* offense of driving while intoxicated. Grants are based on the amount a State receives under the Section 402 Highway Safety program and may be used for any project eligible for assistance under Title 23 U.S.C. **Illinois has a 0.08 percent blood alcohol concentration law which went into effect on July 3, 1997.**

Alcohol-impaired driving countermeasures. The Act revises the existing Section 410 alcohol-impaired driving countermeasures incentive grant program to deter drunk driving. Under this \$219.5 million, 6-year program, the Secretary of Transportation will make basic grants to States that adopt and demonstrate specific programs, such as prompt suspension of the driver's license of an alcohol-impaired driver or graduated licensing systems for new drivers (Basic Grant A); or meet performance criteria showing reductions in fatalities involving impaired drivers (Basic Grant B). States receiving basic grants may be considered for up to six types of supplemental grants. States are eligible to receive grants for each of 6 fiscal years.

Open containers and repeat offenders. The Act provides penalties for States that fail to enact laws prohibiting open alcoholic beverage containers in the passenger area of a motor vehicle and establishing minimum penalties for repeat drunk-driving offenders. Failure to enact each of the required laws will result in the transfer of a portion of the State's Federal highway construction funds (National Highway System, STP, and Interstate Maintenance) to its highway safety program. The penalty is the transfer of 1.5 percent of the States's funding for those programs for FYs 2001 and 2002, and 3 percent for each year thereafter. The funds transferred to the safety program may be used for alcohol-impaired driving countermeasures, or may be directed to State and local agencies for enforcement of related laws. The funds can also be used for the Hazard Elimination program. Projects funded with the transferred funds do not require State matching funds.

Seat Belt and Occupant Protection Programs

Seat belt incentive grants. The Act authorizes \$500 million over FYs 1999-2003 for a new program of incentive grants to encourage States to increase seat belt use rates. The amount of funds States receive will be based on calculations by the Secretary of the annual savings to the Federal Government in medical costs, which result from the State's improvement of its seat belt use rate. A State may use these awards for any project eligible for assistance under Title 23 U.S.C.

Occupant protection incentive grants. The Act authorizes \$83 million over FYs 1999-2003 for a new, two-part Section 405 occupant protection incentive grant program to target specific laws and programs that will help States increase seat belt and child safety seat use. Under part one of this program, the Secretary will make grants to States that adopt or demonstrate specific programs, such as primary safety belt use laws and special traffic enforcement programs. States are eligible for each of 5 fiscal years under part one. Under part two of the program, the Secretary may make grants to States that carry out specific child passenger protection and education activities. States are eligible for each of 2 fiscal years under part two.

State and Community Grants

The Act authorizes a consolidated behavioral and roadway State and community highway safety formula grant program under Title 23 U.S.C. Section 402, increasing the apportionment to Indians from 1/2 of 1 percent to 3/4 of 1 percent of the total Section 402 apportionment. Funding of \$932.5 million is provided over 6 years. At least 40 percent of these funds are to be used by States and communities to address local traffic safety problems. The Act also revises the periodic Section 402 rulemaking process, from one requiring States to direct resources to fixed areas identified by the rulemaking, to one directing that the States consider such highly effective programs when developing their State highway safety program plans. **Illinois is projected to receive approximately \$6 million/year of Federal funds through FY 2003.**

State Highway Safety Data Improvement Incentive Grants

The Act provides \$32 million for the period FYs 1999-2002 for a new State highway safety data improvement incentive grant program to encourage States to take effective actions to improve the timeliness, accuracy, completeness, uniformity, and accessibility of their highway safety data. States are eligible for grants each fiscal year. Under this program the Secretary will make three types of grants: (1) First-year grants for States that either (a) have initiated specific programs such as a data coordinating committee and development of a multi-year data plan, or, (b) have provided certification that they have already established specific programs such as a data coordinating committee and developed a multi-year plan. (2) Succeeding-year grants for States that, among other requirements, submit or update a multi-year data plan that meets the requirements for a first-year grant. (3) \$25,000 grants for 1 year to States that do not meet the criteria for first-year grants.

Highway Safety Research and Development

The Act continues the Section 403 Highway Safety Research and Development Program and specifies several new categories of research under Section 403, including training in work zone safety management; measures that may deter drugged driving; and programs to train law enforcement officers on motor vehicle pursuits.

Out of the funds provided for Section 403, the Act specifies allocations for the following: (1) Measures to deter drugged driving. (2) Vehicle pursuit training for police. (3) Public education on sharing the road safely with commercial motor vehicles. (4) Safety studies on blowout resistant tires and school bus occupant safety.

National Driver Register

The National Driver Register (NDR) is reauthorized with several changes to its provisions. The Act eliminates a deficiency in the NDR statute by extending participation to Federal departments

or agencies, like the State Department, that both issue motor vehicle operator's licenses and transmit reports on individuals to the NDR. The Act also reduces a burden on the States and strengthens the NDR's efficiency by allowing Federal agencies authorized to receive NDR information to make their requests to and receive information directly from the NDR, instead of through a State. The Secretary is authorized to enter into an agreement with an organization that represents the interests of the States to manage the NDR's computer timeshare and user assistance functions. The Act directs the Secretary to:

(1) Evaluate the implementation of the NDR and the commercial driver's license information system to identify ways to improve the exchange of information about unsafe drivers and drivers with multiple licenses. (2) Assess electronic technologies that may improve the exchange of driving records.

Automobile Safety and Information

The Act reauthorizes the motor vehicle safety provisions of Chapter 301 of Title 49 U.S.C., and the information, standards, and requirements provisions of Chapters 32 (General), 323 (Consumer Information), 325 (Bumper Standards), 327 (Odometers), 329 (Automobile Fuel Economy), and 331 (Theft Prevention) of Title 49 U.S.C.

The Act adopts a number of motor vehicle safety and information provisions, including:

- ! Rulemaking directions for improving air bag crash protection systems.
- ! A restriction on the use of funds appropriated to the Secretary for the National Highway Traffic Safety Administration for any activity specifically designed to urge a State or local legislator to favor or oppose the adoption of a specific legislative proposal pending before any State or local legislative body.
- ! Exemptions from the odometer requirements for classes or categories of vehicles the Secretary deems appropriate.
- ! Adjustments to the automobile domestic content labeling requirements.

Railway-Highway Crossings- Behavioral

The annual funding for Operation Lifesaver—a program that works to eliminate railway-highway crossing and railroad trespasser accidents, fatalities, and injuries—is increased from \$300,000 to \$500,000 per year.

Infrastructure Safety

Reflecting the importance of safety throughout all surface transportation programs, TEA-21 designates “the safety and security of the transportation system for motorized and non-motorized users” as one of the seven newly established areas to be considered in the overall planning process, both at the metropolitan and statewide level.

TEA-21 continues the requirement that 10 percent of each State's STP apportionment be set aside for safety construction activities. This will total approximately \$3 billion over 6 years. Project eligibility is broadened to include off-roadway and bicycle safety improvements. The Railway-Highway Crossing program remains essentially unchanged from ISTEA except language

is added that a State must consider bicycle safety in carrying out projects. In contrast, the Hazard Elimination program is opened to Interstates (previously excluded), any public transportation facility, and any public bicycle or pedestrian pathway or trail. Traffic calming projects are specifically mentioned. States must now include danger to bicyclists in surveys of hazardous locations.

The Act continues a program initiated in ISTEA for eliminating hazards of railway-highway crossings in certain designated high speed rail corridors. The program is funded by a setaside from STP funds of \$5.25 million per year in contract authority from the HTF and an additional \$15 million per year authorized to be appropriated from the General Fund beginning in FY 1999. The funds will be expended on improvements in five existing corridors and six new corridors (three specified in the Act and three to be selected by the Secretary in accordance with specific criteria). A portion of the funds will also be set aside for improvements in an extension of the Chicago-Milwaukee corridor to Minneapolis-St. Paul.

Motor Carrier Safety

Under the provisions of TEA-21, the National Motor Carrier Safety Program (NMCSAP) is restructured to promote performance-based activities, provide flexibility for State grantees by allowing them to invest in areas providing the greatest potential for crash reduction based on their own circumstances, strengthen Federal and State enforcement tools, and provide innovative approaches to improving motor carrier compliance. The Act also enhances the information systems that support all national motor carrier safety activities and provide the analytical foundation for future safety improvements.

Motor Carrier Safety Assistance Program (MCSAP)

MCSAP provides funds for State enforcement of commercial motor vehicle safety and hazardous materials regulations. Uniform roadside driver and vehicle safety inspections, traffic enforcement, compliance reviews, and other complementary activities are eligible. Under the Act, States must adopt and implement a performance-based program by the year 2000. Setasides of up to 5 percent for national safety priorities and up to 5 percent for border safety enforcement are established. The Act authorizes a total of \$579 million over the 6 years. **Illinois received \$3.3 million in Federal MCSAP funds in FY 1998. Illinois is projected to receive approximately \$3.5 million of Federal MCSAP funds in FY 1999.**

Information Systems

The Act includes a total of \$65 million for motor carrier information systems and analysis. Funds may be used for improvements to information systems containing carrier, vehicle, and driver safety records and development of new data bases; analysis of motor carrier information and program effectiveness; implementation of Performance and Registration Information System Management (PRISM); and improvements to commercial driver programs. Funds can be used for grants, cooperative agreements, or contracts.

Strengthening Safety Enforcement and New Approaches to Compliance

The Act augments the basic motor carrier grant program by expanding the toolbox of enforcement techniques, closing loopholes that permit unsafe practices, and allowing development of innovative approaches to regulations. Specifically, the Act: (1) Imposes mandatory shutdown on all unfit carriers, strengthening the authority of the Secretary to order unsafe motor carriers

to cease operations. (2) Requires the Secretary to develop an implementation plan to identify the procedures that would be followed (if Congress subsequently provided authority) to enforce safety regulations when violated by shippers and others. (3) Removes barriers to effective application of penalties and establishes a \$10,000 maximum penalty for all non-recordkeeping violations of the safety regulations. (4) Amends the definition of commercial motor vehicle to reflect the actual gross vehicle weight rather than just the gross vehicle weight rating. (5) Revises the authority of the Secretary to issue waivers and exemptions from safety regulations and Commercial Drivers' License requirements and establishes procedures for exemption pilot programs. Safety prerequisites for exemptions and pilot programs are established.

Recreational Boating Safety

The Recreational Boating Safety Program is funded from recreational boat gasoline and special fuel taxes deposited in the Boat Safety Account of the Aquatic Resources Trust Fund. TEA-21 establishes new elements in the program for the improvement of boating infrastructure for transient nontrailerable recreational vessels and for outreach and communication. It also directs a portion of the Coast Guard's administrative funds to allow more vigorous enforcement of existing provisions designed to prevent boating defects.

One-call Notification

This new program seeks to reduce unintentional damage to underground facilities, along with the attendant risks to the public and the environment, during excavation. It encourages States to establish or improve existing one-call notification systems. Such systems receive notification from excavators of their intent to excavate in a certain area and notify underground facility operators so that they may mark their lines to prevent damage. The Act establishes a 2-year program under which States may apply for grants upon a showing that the State's one-call notification system meets minimum standards. The grants are for the enhancement of the one-call system; and authorizations are provided, subject to appropriation, for grants in FYs 2000 and 2001.

A SUMMARY - Rebuilding America's Infrastructure

Disadvantaged Business Enterprises

TEA-21 maintains the Disadvantaged Business Enterprises program, which is designed to ensure equal opportunity in transportation contracting markets and to address the effects of discrimination in transportation contracting. The program establishes a flexible 10 percent national goal for the participation of disadvantaged business enterprises, including small firms owned and controlled by women and minorities. As in the past, recipients will be responsible for setting their own goals based on local market conditions and the availability of qualified disadvantaged business enterprises. The use of quotas will not be permitted.

A new provision has been added to the DBE program, which seeks to reassure recipients that, in the event a final order of a Federal court finds the DBE program unconstitutional, their continuing eligibility for funding will not be affected. **Illinois has had a 10 percent goal since the inception of this program and has always exceeded that goal. The approved State DBE goal for FY 1998 is also 10 percent.**

Highway Construction Programs National Highway System (NHS)

The National Highway System is composed of 163,000 miles of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations, and includes connections to terminals designated by this Act. It includes the Interstate System, other urban and rural principal arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, the defense strategic highway network, and strategic highway network connectors.

The NHS funding level is \$28.6 billion for the 6 years of the Act. These funds will be distributed based on a formula which has been revised to include each State's lane-miles of principal arterials (excluding Interstate), vehicle-miles traveled on those arterials, diesel fuel used on the State's highways, and per capita principal arterial lane-miles. The Act expands and clarifies eligibility of NHS funding for certain types of improvements, such as publicly owned bus terminals, infrastructure-based intelligent transportation system capital improvements, and natural habitat mitigation. **Illinois currently has 9,123 km (5,669 miles) of highway designated as NHS. Of this total, 5,422 km (3,369 miles) are rural and 3,701 km (2,300 miles) are urban. Illinois is projected to receive an average of \$157 million/year of Federal NHS funds through FY 2003.**

Interstate System/Interstate Maintenance (IM)

The 46,000 mile Dwight D. Eisenhower National System of Interstate and Defense Highways retains a separate identity within the NHS. To ensure the continued maintenance and improvement of this system, the IM program established under ISTEA is retained, and authorizations totaling \$23.8 billion are provided for FYs 1998-2003. These funds are to be distributed based on each State's lane-miles of Interstate routes open to traffic, vehicle-miles traveled on those Interstate routes, and contributions to the Highway Account of the Highway Trust Fund attributable to commercial vehicles. Under this Act, reconstruction is now an eligible activity for IM funds. Eligibility is also expanded for certain additions to the Interstate system. A total of \$550 million of authorized funds is available at the discretion of the Secretary for high-cost, ready-to-go IM projects.

All remaining work to complete the Interstate System has been fully funded through previous highway legislation. TEA-21 provides flexibility to the States to fully utilize remaining unobligated balances of these prior Interstate Construction authorizations. States with no remaining work to complete the Interstate System may transfer surplus Interstate Construction funds to their IM fund account. States with remaining completion work on Interstate gaps or open-to-traffic segments may relinquish Interstate Construction fund eligibility for the work and transfer the Federal share of the cost to their IM program. **Illinois currently has 3,481 km (2,163 miles) of highway designated as Interstate. Of this total, 2,448 km (1,521 miles) are rural and 1,033 km (642 miles) are urban. Illinois is projected to receive an average of \$184 million/year of Federal IM funds through FY 2003.**

Surface Transportation Program (STP)

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and public bus terminals and facilities. A new provision permits a portion of funds reserved for rural areas to be spent on rural minor collectors. The Act expands and clarifies STP eligibilities, such as environmental provisions (natural habitat mitigation, stormwater retrofit, and anti-icing and de-icing), programs to reduce extreme cold starts, modification of sidewalks to meet Americans with Disabilities Act (ADA) requirements, infrastructure-based intelligent transportation systems capital improvements, and privately owned intercity bus terminals and facilities. Funding flexibility features established by ISTEA are retained.

Total funding provided for the STP over the 6 years is \$33.3 billion. These funds are to be distributed among the States based on each State's lane-miles of Federal-aid highways, total vehicle-miles traveled on those Federal-aid highways, and estimated contributions to the Highway Account of the HTF. A State may augment its STP funds by transferring funds from other programs. In addition, a portion of the Minimum Guarantee funds are administered as if they were STP funds.

Once the funds are distributed to the States, 10 percent is set aside for safety construction activities (i.e., hazard elimination and railway-highway crossing improvements), and 10 percent is set aside for transportation enhancements, which encompass a broad range of environmentally related activities. State suballocations, including a special rule for areas with less than 5,000 population are continued. The provision requiring States to make available obligation authority to urbanized areas of more than 200,000 population is extended, but in two 3-year increments rather than one 6-year period as in ISTEA. Of amounts reserved for rural areas, up to 15 percent may be spent on rural minor collectors. **There are five metropolitan areas in Illinois with a population of 200,000 or more. These areas are Chicago, Peoria, Rockford, Quad Cities (Rock Island-Moline-Bettendorf-Davenport), and East St. Louis/St. Louis. Illinois is projected to receive an average of \$216 million/year of Federal STP funds through FY 2003.**

Bridge Replacement and Rehabilitation

Continuing as a separate program with its own funding is the Bridge Replacement and Rehabilitation program. A total of \$20.4 billion is authorized for this program for FYs 1998-2003 to provide assistance for eligible bridges located on any public road. The distribution formula and program requirements remain basically unchanged from previous years, except for an expansion of eligibility to cover the application of anti-icing and de-icing compositions and the installation of scour countermeasures. The program retains the setaside for off-system bridges, but

eliminates the setaside for timber bridges. A total of \$525 million is set aside for high-cost bridge projects with special provision to use a portion of these funds for the seismic retrofit of bridges. While a State may continue to transfer up to 50 percent of its bridge funds to NHS or STP apportionments, the amount transferred is deducted from national bridge needs for calculating apportionments in the following fiscal year. Illinois has 25,272 bridges located on public roads. Of these, 3,373 bridges or 13 percent are classified as structurally deficient and 2,066 or 8 percent are classified as functionally obsolete. These deficient bridges substantially determine Illinois' share of Highway Bridge Replacement and Rehabilitation Program (HBRRP) funds. Approximately 4,716 bridges (19 percent) are currently eligible for HBRRP funds.

Illinois' FY 1998 allocation of HBRRP funds is approximately \$110 million. This is a 21 percent increase in program funds over FY 1997.

Illinois must spend between 15 percent and 35 percent of its HBRRP funds on bridge projects located on public roads classified as local or rural minor collectors. These funds are made available throughout Illinois using a fair and equitable prioritization method developed by IDOT, in consultation with cities and counties.

Illinois is projected to receive an average of \$128 million/year of Federal HBRRP funds through FY 2003.

Federal Lands Highways

The Federal Lands Highways (FLH) program authorizations total \$4.1 billion for FYs 1998-2003. Funding is provided for the three existing categories of Federal Lands highways—Indian Reservation Roads (IRR), Park Roads and Parkways, and Public Lands Highways (discretionary and Forest Highways)—and for a new category called Refuge Roads, which are federally owned public roads providing access to or within the National Wildlife Refuge System.

FLH funds can be used for transit facilities within public lands, national parks, and Indian reservations and can also be used as the State/local match for most types of Federal-aid highway funded projects. Procedures and a fund allocation formula for the IRR program shall be developed through negotiated rulemaking with Indian tribal governments.

A nationwide priority program for improving deficient bridges on Indian Reservation Roads is established; a minimum of \$13 million per year of IRR funds is reserved for this purpose. The FLH program for Illinois includes only Public Lands highways located in the Shawnee National Forest in southern Illinois. Illinois' program is made up of allocated FLH funds and sometimes discretionary funds. The discretionary portion is decided by the Federal Highway Administrator as a result of applications received from the states. The last discretionary FLH project in Illinois was funded in FY 1995.

Illinois received \$219,250 in allocated FLH funds in FY 1998. Illinois is projected to receive an average of \$274,000/year of allocated FLH funds through FY 2003.

Emergency Relief

The Emergency Relief (ER) program assists State and local governments with the expense of repairing serious damage to Federal-aid and Federal Lands highways resulting from natural disasters or catastrophic failures. TEA-21 restates the program eligibility, specifying that ER

funds can be used only for emergency repairs to restore essential highway traffic, to minimize damage resulting from a natural disaster or catastrophic failure, or to protect the remaining facility and make permanent repairs. If ER funds are exhausted, the Secretary may borrow funds from other highway programs. Unlike other highway programs, the ER program has a permanent authorization of \$100 million annually.

Transit Programs

The basic structure of the Federal transit programs remains essentially the same, but several new programs and activities have been added and new features have been incorporated. The funding flexibility features first incorporated in the ISTEA and similar matching ratios to the highway programs have been retained. The definition of a capital project has been revised to include preventive maintenance, the provision of nonfixed route paratransit service, the leasing of equipment or facilities, safety equipment and facilities, facilities that incorporate community services such as daycare and health care, and transit enhancements.

TEA-21 provides \$41 billion over the 6 years for transit programs, with \$36 billion of this amount guaranteed. Of the total \$41 billion, \$29.34 billion is to come from the Mass Transit Account of the Highway Trust Fund while \$11.65 billion is authorized from the General Fund. Of the amount from the General Fund, \$5 billion is not included in the guaranteed funding level. **In FY 1998, Illinois received approximately \$2.7 million of Federal Transit Administration (FTA) planning and research funds, \$2.3 million under Section 5303 (formerly Section 8) Metropolitan Planning and \$0.4 million under Section 5313(b) (formerly Section 8) State Planning and Research.**

Formula Grants

The various Formula Grants programs are authorized at \$19.97 billion for FYs 1998-2003. After set-asides for the Rural Transportation Accessibility Incentive Program, the Clean Fuels program, and the Alaska Railroad (see "Rail" programs), the remaining funding is apportioned using three statutory formulas for urbanized areas, nonurbanized areas, and special needs of the elderly and persons with disabilities.

Rural transportation accessibility incentive program. This program provides \$24.3 million for the 5-year period of FYs 1999-2003 for over-the-road bus service. The purpose of the funding is to help public and private operators finance the incremental capital and training costs of complying with the DOT's final rule on accessibility of over-the-road buses. Funding may be used for intercity fixed-route over-the-road bus service and other over-the-road service such as local fixed route, commuter, charter, and tour service. The Secretary will allocate available funding through a competitive grant selection process. **In FY 1998, Illinois received approximately \$4.3 million of FTA Section 5311 (formerly Section 8) funds for the Rural Transportation Accessibility Incentive program and approximately \$0.1 million for the Rural Transportation Assistance Program.**

Clean fuels formula grant program. This new program supports the global warming initiative by providing an opportunity to accelerate the introduction of advanced bus propulsion technologies into the mainstream of the Nation's transit fleets. When the authorization in this formula grants account is combined with the authorization in the Capital Investment Grants account, a total of \$1 billion is authorized for the Clean Fuels Formula Grant Program. Eligible projects include the purchasing or leasing of clean fuel buses and facilities, and the improvement of existing facilities to accommodate clean fuel buses. Clean fuel buses include those powered

by compressed natural gas, liquefied natural gas, biodiesel fuels, batteries, alcohol-based fuels, hybrid electric, fuel cell, certain clean diesel, and other low or zero emissions technology. Available funds will be allocated among the eligible grant applications using a formula based on an area's nonattainment rating, number of buses, and bus passenger-miles.

Urbanized area formula grant program. Authorizations totaling \$18.03 billion for the 6-year period are provided for the Urbanized Area Formula Grant Program (Title 49 U.S.C. Section 5307). Under this program, 91.23 percent of the funding is made available to all urbanized areas with a population of 50,000 or more. For urbanized areas with populations less than 200,000, funding may be used for either capital or operating costs at local option and without limitation. For urbanized areas with populations of 200,000 or more, the definition of "capital" has been revised to include preventive maintenance. Operating assistance for these larger areas is no longer an eligible expense. Also, for these larger areas, at least 1 percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities. **In FY 1998, Illinois received a total of approximately \$13.9 million of FTA Section 5307 (formerly Section 9) funds for the urbanized area formula grant program, \$10.8 million for areas between 50,000 to 200,000 in population and \$1.5 million for Rockford and \$1.6 million for Peoria which represent the urbanized areas with 200,000 to 1,000,000 million in population.**

Formula grant program for other than urbanized areas. This program receives 6.37 percent (\$1.18 billion over 6 years) of the funding available for apportionment in proportion to each State's nonurbanized population. Funding may continue to be used for capital, operating, State administration, and project administration expenses.

Formula grant program and loans for special needs of elderly individuals and individuals with disabilities. This program receives 2.4 percent (\$456 million over 6 years) of formula funding available and is apportioned based on each State's share of population for these groups of people. **In FY 1998, Illinois received a total of approximately \$2.5 million of FTA Section 5310 (formerly Section 16) funds for the formula grant program and loans for special needs of elderly individuals and individuals with disabilities.**

Capital Investment Grants

TEA-21 continues the current program structure of three major programs:

New starts. Total funding of \$8.18 billion is authorized for FYs 1998-2003. Not less than 92 percent is to be applied to projects for final design and construction. The Secretary is to evaluate and rate New Starts projects as "highly recommended," "recommended," and "not recommended." In addition to the current report each February by the Secretary on funding recommendations, a supplemental report is now required to be submitted to Congress each August. This report is to describe the Secretary's evaluation and rating of each project that has completed alternatives analyses or preliminary engineering since the last report. In evaluating projects, the Secretary is to consider the following new factors: population density and current transit ridership in the corridor; the technical capability of the grant recipient to construct the project; and factors that reflect differences in local land, construction, and operating costs. A number of projects are identified for funding during the reauthorization period. **In FY 1998, Illinois received \$315 million of FTA Section 5309 (formerly Section 3) new start funds.**

Fixed guideway modernization. Authorizations total \$6.59 billion for this program over the 6-year period. The allocation of funding under the first four tiers has been modified slightly, but will continue to be apportioned using system-wide mileage based on data used to apportion the funding in FY 1997. Also, the number of tiers has been increased from four to seven. The funding in these three additional tiers will be apportioned based on actual route-miles and revenue vehicle-miles on segments at least 7 years old. **In FY 1998, Illinois received approximately \$107 million of FTA Section 5309 (formerly Section 3) fixed guideway modernization funds.**

Bus. A total of \$3.55 billion is authorized for bus and bus-related facilities over the 6-year period. A takedown of \$3 million per year is authorized for the Federal Transit Administration's Bus Testing Facility in Pennsylvania for each of the 6 years of the reauthorization period. A number of bus projects are identified for funding in FYs 1999 and 2000. **In FY 1998, Illinois received approximately \$4.4 million of FTA Section 5309 (formerly Section 3) bus funds.**

Transit Benefits

The Act changes the Internal Revenue Code to help level the playing field between parking benefits and transit/vanpool benefits. The limit on nontaxable transit and vanpool benefits is increased from \$65 to \$100 per month for taxable years beginning after December 31, 2001. In addition, the bill allows transit and vanpool benefits to be offered in lieu of compensation payable to an employee for taxable years beginning after December 31, 1997, giving transit and vanpool benefits the same tax treatment given to parking benefits under the Taxpayer Relief Act of 1997.

Rail Programs

Magnetic Levitation Transportation Technology Deployment Program (MAGLEV)

Contract authority totaling \$60 million is authorized for FYs 1999-2001 to fund nationally significant projects that will demonstrate the feasibility and safety of transportation systems employing magnetic levitation. Of this amount, \$15 million will be set aside for discretionary grants for the research and development of low-speed superconductivity MAGLEV technology for public transportation in urban areas. An additional \$950 million in budget authority is authorized, but must first be appropriated by Congress. STP and Congestion Mitigation and Air Quality funding may also be used. After soliciting applications for eligible projects from the States, the Secretary will select one or more projects to receive assistance for preconstruction planning activities. Upon completion of preconstruction planning activities for all selected projects, the Secretary will select one project to receive financial assistance for final design, engineering, and construction activities.

High Speed Rail Development

The existing high speed rail development program authorized by the Swift Rail Development Act is reauthorized for FYs 1998-2001 at a total of \$40 million for corridor planning and \$100 million for technology improvements. These authorizations are out of the General Fund and appropriations will be necessary to fund the program. This program has supported the incremental development of high speed rail in corridors around the country. **Illinois has identified one high speed rail corridor. This is the Chicago to St. Louis corridor which covers a distance of 451 km (280 miles).**

Light Density Rail Line Pilot

A new program is created to fund light density rail line pilot projects. It provides funding for capital improvements and rehabilitation of publicly and privately owned rail line structures. The program is authorized at \$105 million in total for FYs 1998-2003 and these funds must be appropriated out of the General Fund. The Secretary is required to submit a report by March 31, 2003 on the importance of light density railroad networks in the States and their contribution to a multi-modal transportation system.

Alaska Railroad

TEA-21 authorizes a total of \$31.5 million for FYs 1998-2003 for grants for capital rehabilitation and improvements to passenger services of the Alaska Railroad. Congress must first appropriate these funds from the General Fund. In addition, transit formula grant funding totaling \$29.1 million for FYs 1998-2003 is available for capital improvements to the Alaska Railroad's passenger operations. Of this funding, 80 percent is to be derived from the Mass Transit Account and 20 percent from the General Fund.

Railroad Rehabilitation and Improvement Financing

The Act also authorizes a new Railroad Rehabilitation and Improvement Financing program to provide credit assistance, in the form of direct loans and loan guarantees, to public or private sponsors of intermodal and rail projects. The Act does not provide budget authority, but authorizes future appropriations and contributions from potential borrowers and other non-Federal sources to fund the credit assistance. The aggregate amount of outstanding loans and guarantees made under this program is limited to \$3.5 billion, with \$1 billion reserved for projects primarily benefiting freight railroads other than Class I carriers. Eligible projects include the acquisition, development, improvement, or rehabilitation of intermodal or rail equipment or facilities, including track, bridges, yards, buildings, and shops.

Special Programs

Welfare to Work

Access to jobs. The Act creates a new program for Job Access and Reverse Commute Grants. The program is funded for FYs 1999-2003 with \$400 million from the Mass Transit Account. An additional \$350 million from the General Fund must be appropriated before it becomes available. The twofold purpose of the program is (1) to develop transportation services designed to transport welfare recipients and low-income individuals to and from jobs, and (2) to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services.

Training. To provide job opportunities through training, a new provision in TEA-21 allows States the opportunity to reserve slots for welfare recipients in On-the-Job Training programs which lead to full journey level in skilled highway construction trades. As trainees, the welfare recipients also have access to supportive services programs that provide pre-employment counseling, orientation to the requirements of the highway construction industry, basic skills improvement, assistance with transportation, child care or other special needs, jobsite mentoring, and post-graduation follow-up.

On-the-Job Training/Supportive Services (OJT/SS)

TEA-21 significantly broadens the approved scope of OJT/SS assistance and training programs. Training which leads to transportation technology careers may now be funded under OJT/SS to

prepare for rapidly expanding transportation employment opportunities in the 21st century. In addition, the Act authorizes the use of OJT/SS funds for Summer Transportation Institutes, including the American Association of State Highway and Transportation Officials (AASHTO) Transportation and Civil Engineering (TRAC) program, to encourage high school students to consider careers in a variety of transportation disciplines.

Innovative Finance

TEA-21 builds on the innovative financing initiatives begun under ISTEA to leverage Federal resources by encouraging private participation in the delivery of surface transportation infrastructure. These initiatives are intended to supplement the traditional Federal-aid grant assistance by increasing funding flexibility and program effectiveness. They establish pilot programs to test new finance mechanisms, and they extend or make permanent some of the tools already tested.

Direct Federal credit. The Act establishes a new program, under the Transportation Infrastructure Finance and Innovation Act (TIFIA), through which DOT can provide credit assistance on flexible terms directly to public-private sponsors of major surface transportation projects to assist them in gaining access to the capital markets. TIFIA provides a total of \$530 million of contract authority over FYs 1999-2003, and authorizes the Secretary to collect fees from borrowers, to fund up to \$10.6 billion of direct loans, loan guarantees, and lines of credit to support up to 33 percent of project costs. Eligible projects include highway and capital transit projects under Titles 23 and 49, international bridges and tunnels, intercity passenger bus and rail projects (including Amtrak and MAGLEV systems), and publicly owned intermodal freight transfer facilities on or adjacent to the NHS. Projects must cost at least \$100 million or 50 percent of a State's annual apportionments (except \$30 million for ITS projects) and be supported by user charges or other dedicated revenue streams. The Secretary will evaluate and select eligible projects based on a variety of factors, including national significance, credit-worthiness, and private participation.

State infrastructure banks. The Act establishes a new pilot program for State infrastructure banks (SIBs) in which four States—California, Florida, Missouri, and Rhode Island—may participate. In a manner similar to the original pilot program established under the NHS Designation Act, the Secretary may enter cooperative agreements with these States allowing them to capitalize their banks with Federal-aid funds authorized and apportioned in FYs 1998-2003. Unlike the initial pilot; however, the new program: (1) Removes the 10 percent limit on capitalization with eligible program categories. (2) Does not require separate Highway and Transit accounts, but does require separate accounting for Interstate and Rail projects. (3) Applies Title 23 Federal requirements to all SIB assistance, including those repayments financed from non-Federal sources. (4) Institutes a 5-year disbursement constraint for capitalization grants. The 35 other States approved for participation in the original NHS Act pilot may continue in that program under current guidelines. **Illinois received an extension until December 31, 1998 to have a project authorized with SIB funding.**

Federal matching flexibility. Several provisions are included in the Act that provide greater flexibility to States, MPOs, and local governments in satisfying the non-Federal matching requirements of a project. The Act removes a former requirement that Federal match be applied to each progress payment to the State, thereby providing the Secretary with discretion in developing policies to allow the Federal match to be adjusted during the life of the project. The

Act establishes an annual program-wide approval process for STP projects—in place of the quarterly project-by-project approval process—which provides the Secretary with discretion to apply the match requirement to the annual program as opposed to individual projects. The Act also provides more flexibility to States and local governments in meeting the non-Federal matching requirement by: (1) Allowing the fair market value of land lawfully obtained by the State or local government to be applied to the non-Federal share of project costs. (2) Allowing funds from other Federal agencies to be applied to the non-Federal share of recreational trails or transportation enhancement projects. (3) Allowing funds appropriated to Federal land management agencies or to the Federal lands highway program to be applied to the non-Federal share of certain projects.

Tolls. For the first time, reconstruction or rehabilitation of a free Interstate highway segment and its conversion to a toll highway is allowed for three pilot projects. The purpose is to provide for the reconstruction or rehabilitation of Interstate highway corridors where improvement costs exceed available funding sources, and work cannot be advanced without the collection of tolls.

National Corridor Planning and Border Infrastructure Programs

The new National Corridor Planning and Development program will provide funds for the coordinated planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Allocations may be made to corridors identified in Section 1105(c) of ISTEA and to other corridors using specified considerations.

The Coordinated Border Infrastructure program is established to improve the safe and efficient movement of people and goods at or across the U.S./Canadian and U.S./Mexican borders.

A total of \$700 million is provided for these efforts for FYs 1999-2003, of which up to \$10 million may be made available for the construction of transportation infrastructure necessary for law enforcement in border States.

Appalachian Development Highway System

This program provides funding for the construction of the highways and access roads that make up the Appalachian Development Highway System to promote economic development and establish a State-Federal framework to meet the needs of the 13-State region. A total of \$2.25 billion is authorized for FYs 1999-2003, to be distributed based on the latest available cost-to-complete estimate.

Value Pricing

To promote economic efficiency in the use of highways and support congestion reduction, air quality, energy conservation, and transit productivity goals, the Act provides authorizations totaling \$51 million for FYs 1999-2003 for the Value Pricing Pilot program. This program replaces the Congestion Pricing Pilot program authorized by ISTEA, and provides funding to support the costs of implementing value pricing projects included in up to 15 new State and local value pricing programs. Funding to support implementation projects can be provided for no longer than 3 years from the time a project is implemented. Funds are also provided to support pre-implementation costs, including public participation costs, pre-project planning, and others for a maximum of 3 years.

Any value pricing project under this program may involve the use of tolls on the Interstate System. The Act provides that a State may permit vehicles with fewer than two occupants to operate in high occupancy vehicle lanes if such vehicles are operating as part of a value pricing program. Potential financial effects on low-income drivers shall be considered as part of any value pricing program, and mitigation measures to correct potential adverse financial effects on low-income drivers may be included as part of the value pricing program.

Ferry Boats

A total of \$220 million is authorized over the 6-year period of the Act for construction of ferry boats and ferry terminal facilities. Of this amount, for each year from FYs 1999-2003, \$10 million shall be made available to Alaska, \$5 million to New Jersey, and \$5 million to Washington. The Secretary is required to conduct a study of ferry transportation in the United States and its possessions; no time period is specified. In addition, \$70 million of transit funds authorized for FYs 1999-2003 shall be available to Alaska and Hawaii for ferry boats and facilities. **The allocation of Ferry boat funds to states is at the discretion of the FHWA Administrator based on the relative merits of applications received from states. Illinois received \$600,000 of Federal Ferry Boat funds for FY 1997, the last year in which an allocation was made.**

National Historic Covered Bridge Preservation

TEA-21 authorizes a total of \$50 million from the General Fund (requires appropriation) for FYs 1999-2003 for the preservation and rehabilitation of historic covered bridges. The Secretary is required to develop educational and research programs on covered bridge history and conduct research on techniques to protect historic covered bridges. **Illinois has a total of five historic covered bridges.**

High Priority Projects

The Act includes 1,850 high priority projects specified by the Congress. Funding for these projects totals \$9.4 billion over the 6 years of the Act with a specified percentage of the project funds made available each year. Unlike high priority projects in the past, the funds for TEA-21 projects are subject to the obligation limitation, but the obligation limitation associated with the projects does not expire. **Illinois has 102 high priority projects spread throughout the State totaling approximately \$371 million in Federal funds for the duration of the Act. See Appendix B for a listing of the projects.**

Woodrow Wilson Memorial Bridge

For the Woodrow Wilson Memorial Bridge, the only federally owned bridge on the Interstate System, the Act authorizes \$900 million for the reconstruction of the facility. The Federal share of the bridge component of the project will be 100 percent. An agreement regarding ownership of the new bridge, by a regional Authority, Maryland, Virginia, or the District of Columbia, is required before the funds are available for construction.

Program Administration

TEA-21 streamlines many aspects of the administration of the Federal highway programs and turns additional authority over to the State transportation agencies. A State may assume the Secretary of Transportation's responsibilities for approval of plans, specifications, and estimates (PS&E), contract awards, and construction inspections under an agreement between the Secretary and the State. Previously two separate actions—the PS&E approval and the execution of the project agreement to commit Federal funds to a project—are now combined. Large projects

receive special treatment. An annual financial plan is required for any project with an estimated total cost of \$1 billion or more. After regulations are developed, States may employ the design-build contracting technique for projects costing \$50 million or more (\$5 million for an ITS project).

Conversion to metric

Conversion to metric on Federal-aid highway projects eligible for assistance under Title 23 becomes optional under TEA-21 through the indefinite extension of the grace period allowed by the NHS Designation Act.

Labor standards. TEA-21 continues vital labor protections for transportation workers, such as the Davis-Bacon prevailing wage guarantee. Contractors on Federal and federally funded construction projects are required to pay their workers no less than the wage rates that prevail in the local area on the same type of construction. The purpose of this requirement is to ensure that the Federal Government does not have the unintended and unwanted consequence of depressing workers' wages.

Congressional Reports

TEA-21 requires approximately 75 reports and studies covering a wide variety of transportation-related issues. These reports include the impact of the DBE program, Interstate needs, an assessment of the CMAQ program, design-build contracting procedures, blowout resistant tires, new fixed guideway systems allocations, qualifications of foreign motor carriers, international trade traffic, and critical ITS standards. The majority of the reports are required to be prepared by the DOT, some in conjunction with other Federal agencies or affected parties. Some reports are the responsibility of other Federal organizations, such as the General Accounting Office or the National Academy of Sciences.

A SUMMARY - Protecting Our Environment

Congestion Mitigation and Air Quality Improvement

The Congestion Mitigation and Air Quality Improvement program, continued in TEA-21 at a total authorized funding level of \$8.1 billion for the 6 years of the Act, provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Eligible activities include transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels, among others. Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). Under ISTEA, only nonattainment areas were included in the funding formula. Funds are distributed to States based on a formula that considers an area's population by county and the severity of its air quality problems within the nonattainment or maintenance area. Further, greater weight is given to carbon monoxide nonattainment and maintenance areas.

A State may transfer up to 50 percent of its increase in CMAQ funds compared to what it would have received if the CMAQ program were funded at \$1.35 billion per year nationwide. The funds may be transferred to other Federal-aid programs, but can be used only for projects located in nonattainment and maintenance areas. **Illinois has two nonattainment areas and one maintenance area eligible for funding under this program. They are the Chicago severe ozone nonattainment area and the East St. Louis/St. Louis moderate ozone nonattainment area. The one maintenance area for ozone is Jersey County. Illinois is projected to receive an average of \$71 million/year of Federal CMAQ funds through FY 2003.**

Transportation Enhancements (TE)

Transportation enhancement activities continue to be funded through a 10 percent setaside from STP funds. In order to maximize the use of available TE funding, TEA-21 provides innovative financing alternatives for meeting matching requirements. The list of activities eligible for transportation enhancement funds is expanded, but all projects must relate to surface transportation. Newly eligible are safety education activities for pedestrians and bicyclists, establishment of transportation museums, and projects to reduce vehicle-caused wildlife mortality. Provision of tourist and welcome center facilities is specifically included under the already eligible activity "scenic or historic highway programs." In addition, 1 percent of the transit urbanized area formula funds distributed to areas with populations greater than 200,000 must be used for transit enhancement projects specified in the Act.

TEA-21 allows a State to transfer some of its TE funds to other programs. The maximum amount that may be transferred is up to 25 percent of the difference between the State's current year TE setaside and the State's FY 1997 TE setaside.

Bicycle Transportation and Pedestrian Walkways

TEA-21 continues and expands provisions to improve facilities and safety for bicycles and pedestrians. The eligibility of NHS funds is broadened to include pedestrian walkways, and safety and educational activities are now eligible for TE funds. Other changes ensure the consideration of bicyclists and pedestrians in the planning process and facility design.

Recreational Trails Program

A total of \$270 million in contract authority is authorized for FYs 1998-2003 to provide and maintain recreational trails. States must establish a State recreational trails advisory committee that represents both motorized and nonmotorized recreational trail users. Of funds distributed to a State, 30 percent must be used for motorized use, 30 percent must be used for nonmotorized use, and 40 percent must be used for diverse trail uses (any combination—the diverse category may overlap with the others). The Federal share is raised to 80 percent (from 50 percent), and Federal agency project sponsors or other Federal programs may provide additional Federal share up to 95 percent. Soft match provisions are allowed, including soft matches from public agencies. The National Recreational Trails Advisory Committee is reactivated until the end of FY 2000. **In Illinois, the Recreational Trails Program is administered by the Illinois Department of Transportation. Projects are submitted by the Illinois Department of Natural Resources and the Illinois Greenways and Trails Council (the Recreational Trails Advisory Committee). Illinois is projected to receive an average of \$1 million/year of Federal Recreational Trails funds through FY 2003.**

National Scenic Byways Program

TEA-21 authorizes a total of \$148 million for technical assistance and grants to States for the purposes of developing scenic byway programs and undertaking related projects along roads designated as National Scenic Byways, All-American Roads, or as State Scenic Byways. **Illinois has two National Scenic Byways designated. One is the *Meeting of the Great Rivers Scenic Byway* which is 80 km (50 miles) located in Southwestern Illinois near Alton. The other is *The Ohio River Scenic Route* which is 303 km (188 miles) located in Southern Illinois, near Golconda, Metropolis and Cairo.**

Transportation and Community and System Preservation Pilot

The Transportation and Community and System Preservation Pilot program is a comprehensive initiative of research and grants to investigate the relationships between transportation and community and system preservation and private sector-based initiatives. States, local governments, and metropolitan planning organizations are eligible for discretionary grants to plan and implement strategies that improve the efficiency of the transportation system; reduce environmental impacts of transportation; reduce the need for costly future public infrastructure investments; ensure efficient access to jobs, services, and centers of trade; and examine private sector development patterns and investments that support these goals. A total of \$120 million is authorized for this program for FYs 1999-2003.

Planning

The core metropolitan and statewide transportation planning requirements remain intact under TEA-21, emphasizing the role of State and local officials, in cooperation with transit operators, in tailoring the planning process to meet metropolitan and State transportation needs.

Continuing at both the metropolitan and statewide level are provisions concerning fiscal constraint, planning horizon, and public involvement, with modification to the list of named stakeholder groups to add freight shippers and public transit users. Current MPOs remain in effect unless redesignated, and retain responsibility for adopting the metropolitan transportation plan. **See Appendix D for a listing of MPOs in Illinois.**

Metropolitan transportation planning funding remains a 1 percent takedown from certain authorized programs in Title 23 and in Title 49 has changed to specific funding levels. Funding for State Planning and Research supported activities remains a 2 percent setaside of certain apportionments in Title 23 and in Title 49 has changed to specific funding levels.

The key change in the new legislation is the consolidation of 16 metropolitan and 23 statewide planning “factors” into seven broad “areas” to be considered in the planning process, both at the metropolitan and statewide level. A new section exempts plans, transportation improvement plans, project or strategy, and certification actions from legal review for failure to consider any one of the “areas.” The growing importance of operating and managing the transportation system is recognized as a focal point for transportation planning. **Illinois is projected to receive an average of \$9.6 million/year of Federal PL funds and \$10.6 million/year Federal SPR funds for planning activities through FY 2003.**

Metropolitan planning area boundaries may be maintained as they currently reflect nonattainment areas, at the existing limits on the date of enactment, or they may be extended to reflect increases in nonattainment area boundaries at the discretion of the Governor and the MPO. For new MPOs, the boundaries will reflect the nonattainment area boundaries based on agreements between the Governor and local officials.

Other changes are included to further ensure the involvement of local officials, especially local officials in nonmetropolitan areas; strengthen the financial aspects of the planning process; and improve coordination, cooperation, and public involvement. MPOs and States will be encouraged to coordinate the design and delivery of federally funded non-emergency transportation services. The requirement for a stand-alone major investment study is replaced with a directive that such analyses under the planning provisions of TEA-21 and the National Environmental Policy Act are to be integrated.

Streamlining

The Secretary will establish a coordinated environmental review process for the DOT to work with other Federal agencies in ensuring that major highway and transit projects are advanced according to cooperatively determined time frames. The coordinated process will use concurrent, rather than sequential, reviews. It will allow States to include their environmental reviews in the coordinated environmental review process. The Act also authorizes the Secretary to approve State requests to provide funding to affected Federal agencies in order to meet established time limits. If the Secretary finds that a project-related environmental issue has not been resolved with another Federal agency, the heads of the two agencies will meet within 30 days (of the Secretary’s finding) in order to resolve the issue. **In Illinois the NEPA/404 merger process has been in effect for three years. The merger process involves the U.S. Corps of Engineers, U.S. Fish and Wildlife Service and U.S. Environmental Protection Agency and provides a strategic concurrent review process for any project requiring a individual 404 permit. This process includes time limits and a conflict resolution procedure. This process can be easily expanded to include other Federal agencies.**

Ozone and Particulate Matter Standards

New and revised National Ambient Air Quality Standards (NAAQS) for ozone and particulate matter (PM) were promulgated in July 1997. Included in the PM NAAQS were new standards for PM_{2.5}—fine particles less than 2.5 microns. TEA-21 ensures the establishment of the new

monitoring network for PM2.5 and, within appropriated totals under the Clean Air Act, requires the Administrator of the Environmental Protection Agency (EPA) to provide financial support to the States for 100 percent of the cost of establishing and operating the network.

The Act also codifies the timetables for designating areas regarding whether they are attaining the new PM2.5 NAAQS and the revised ozone NAAQS. The EPA is to issue final designations for ozone areas in July 2000, and for PM2.5 areas the earlier of 4 years after the State receives PM2.5 monitoring data or December 31, 2005. The EPA Administrator is also required to submit to Congress a field study of the PM2.5 Federal Reference Method within 2 years. TEA-21 requires EPA to harmonize the schedules for State submissions of regional haze and PM2.5 air quality plans. **Based on preliminary data from Illinois EPA, Chicago, East St. Louis/St. Louis, and Jersey County will be classified as nonattainment for ozone under the new 8-hour standard.**

A SUMMARY - Advancing Research and Technology

TEA-21 establishes a strategic planning process to determine national research and technology (R&T) development priorities related to surface transportation, coordinate national R&T development activities, measure results and impacts, and coordinate reporting. In addition to a 5-year strategic plan, this program will produce reports on competitive merit review procedures for R&T, performance measurement procedures, and model procurement procedures.

Research and Technology Highways

Surface transportation research. Contract authority totaling \$592 million is provided for FYs 1998-2003 to fund research, development, and technology transfer activities with respect to all phases of transportation planning and development and motor carrier transportation, in addition to testing and development activities. **Illinois is projected to receive an average of \$3.5 million/year for the research portion of Federal SPR funds through FY 2003.**

New efforts include an Advanced Research program to address longer-term, higher-risk research that shows potential for substantial national benefits and a new Surface Transportation-Environment Cooperative Research program which will address a variety of transportation-related environmental issues. Also authorized is the Advanced Vehicle Technologies program, to be jointly administered by DOT and the Department of Energy, whose goal is to develop advanced vehicles, components, and infrastructure, and bring them to the commercial market.

Remaining programs are continued, including the Long-Term Pavement Performance program and the International Highway Transportation Outreach program.

Technology deployment. Contract authority totaling \$250 million is provided over the 6 years of the Act for the Technology Deployment Initiatives and Partnerships (TDIP) program. TDIP is designed to significantly accelerate adoption of innovative technologies. The program will focus on not more than five deployment goals that will produce tangible benefits. Strategies will be established in cooperation with public, private, and academic partners; and leveraging of Federal funds with other resources is encouraged. The program will utilize domestic and international technologies and will include technical assistance, information sharing mechanisms, and integration with dissemination of DOT research. Within the TDIP program, a total of \$108 million is targeted to the Innovative Bridge Research and Construction program to demonstrate the application of innovative materials technology in the construction of bridges and other structures.

Training and education. The National Highway Institute (NHI) is authorized to provide its services to a broader group of transportation professionals. States are authorized to use a setaside of their apportionments to cover some expenses of their employees' training. A total of \$39 million is provided for NHI over the 6 years. The Local Technical Assistance Program (LTAP) is continued at a total of \$51 million over 6 years. The Dwight D. Eisenhower Transportation Fellowships are continued at \$2 million per year. **The LTAP center for Illinois is housed within the Illinois DOT. Illinois is projected to receive \$100,000/year of Federal funds for LTAP activities through FY 2003.**

Transit

Joint Partnership program. A new program is established to assist in the deployment of transit innovation. This program will allow the Secretary to enter into agreements with public or private research organizations, transit providers, and businesses to promote the early deployment of innovation in mass transportation services, management, operational practices, or technology that has broad applicability. Consortiums entering into partnerships with DOT will provide at least 50 percent of project costs.

International Mass Transportation program. This new program is established to support such activities as advocacy of American transit products and services overseas and cooperation with foreign public sector entities on research.

Advanced technologies. New programs are established for study, design, and demonstration of fixed guideway technology, bus technology, fuel cell-powered transit buses, advanced propulsion control for rail transit, and low-speed magnetic levitation technology for urban public transportation.

National Transit Institute (NTI). The NTI is authorized at \$23 million over the 6 years to develop and offer training courses to improve transit planning and operations.

Rural Transit Assistance Program. This program is authorized at \$30.75 million over the 6 years to promote delivery of safe and effective transit service in rural areas.

Bureau of Transportation Statistics (BTS)

The role of the BTS is expanded to include review of the sources and reliability of data used by the Department in complying with the Government Performance and Results Act. BTS will establish and maintain a Transportation Data Base, a National Transportation Library, and a National Transportation Atlas Data Base, and will ensure the information it collects, analyzes, and disseminates is relevant beyond the Federal Government. Added to the topics BTS will cover is the domestic impact of increasing global trade. A total of \$186 million in funding is provided over the 6 years of the Act.

University Transportation Centers

The Act authorizes \$158.8 million in transportation research funds, plus an additional \$36 million in transit funds, for FYs 1998-2003 for grants to establish and operate 10 regional University Transportation Centers and up to 23 other centers. After a limited competition in FY 2001, the program will comprise 26 centers. TEA-21 establishes education as one of the primary objectives of a transportation research center, institutionalizes the use of strategic planning in university grant management, and reinforces the program's focus on multi-modal transportation. The Act creates four classes of grants with different funding levels, competitive status, and life spans.

Northwestern University is projected to receive a total of \$12 million of Federal funds through FY 2003.

Intelligent Transportation Systems

A total of \$1.282 billion in contract authority is provided for FYs 1998-2003 to fund the Intelligent Transportation Systems (ITS) program. Of this total, \$603 million is targeted to research, training, and standards development. Programs to accelerate integration and interoperability in the metropolitan and rural areas and to deploy commercial vehicle ITS infrastructure are established

and funded at \$482 million and \$184 million respectively. Funding for metropolitan areas is limited primarily to integration of infrastructure.

In addition to the funds authorized specifically for ITS, ITS activities are eligible under other programs. Both NHS and STP funds may be used for infrastructure-based ITS capital improvements and CMAQ funding may be used for the implementation of ITS strategies to improve traffic flow that contribute to air quality improvement. Transit-related ITS projects are defined to be capital projects and are therefore eligible for related funding.

The legislated purposes of the program are, among others, to expedite integration and deployment, improve regional cooperation and operations planning, develop a capable ITS workforce, and promote innovative use of private resources. In carrying out these purposes, the Secretary is required to update the program plan with the inclusion of clearly stated actions and milestones leading to the program goals.

The Act requires the development of guidelines on procurement and independent evaluation, and specifically calls for the use of the Software Capability Maturity Model, or something similar, in software acquisition. It also requires life-cycle cost analysis for projects funded from this program.

All ITS projects funded from the Highway Trust Fund must be consistent with the national architecture and available standards. With emphasis on the timely development of those standards, the Secretary is required to list critical ITS standards by June 1, 1999. For those standards not completed by January 1, 2001, the Secretary is directed to establish provisional standards. The Federal Communications Commission is directed to complete a rulemaking considering allocation of spectrum for ITS by January 1, 2000. **The Gary-Chicago-Milwaukee Corridor program is projected to receive a total of \$12 million of Federal funds through FY 2003.**

**ILLINOIS FY 1998 APPORTIONMENTS AND
ALLOCATIONS**

ILLINOIS PROGRAM

| | |
|---|---------------|
| Interstate Maintenance | \$135,597,841 |
| National Highway | \$132,332,981 |
| Congestion Mitigation Air Quality Bridge Program | \$61,550,419 |
| Surface Transportation Program | \$110,495,965 |
| National Recreational Trails | \$190,910,926 |
| Highway Planning and Research | \$759,419 |
| Metropolitan Planning | \$14,208,768 |
| | \$8,305,171 |
| Minimum Guarantee - Limitation | \$3,046,303 |
| Minimum Guarantee - Special | \$37,842,271 |
| High Priority Projects | \$40,731,505 |
| Fund Restoration - STEA | \$1,495,327 |
| Fund Restoration - Urban - STEA | \$155,459 |
| Demo - STEA | \$12,565,656 |
| Timber Bridge Discretionary | \$498,400 |
| High Speed Rail | \$300,000 |
| Transportation Assistance Program | \$50,000 |
| Minimum Guarantee - Exempt | \$12,090,606 |
| Emergency Relief | \$591,000 |
| Total Federal-Aid Funds | \$763,528,017 |

**TEA-21 HIGH PRIORITY PROJECTS -
ILLINOIS**

| PROJECT DESCRIPTION | LOCATION | TEA-21 TOTAL \$Million |
|--|-------------|---------------------------|
| DISTRICT 1 | | |
| Campus Transportation System | Chicago | 1.500 |
| Campus Transportation System | Chicago | 0.750 |
| Campus Transportation System | Chicago | 2.000 |
| Traffic enhancement 57th and Lake Shore Dr. | Chicago | 2.000 |
| Resurface S. Chicago Ave. 71st to 95th St. | Chicago | 0.795 |
| Improve access to 93rd Street Station | Chicago | 2.250 |
| Rehabilitate WPA Streets | Chicago | 4.700 |
| Rehabilitate 95th between 54th Place and 50th Ave. | Oak Lawn | 0.600 |
| Reconstruct Dixie Highway | Harvey | 0.3705 |
| Resurface 95th between Western and Stony Island | Chicago | 2.340 |
| Construct Richton Road | Crete | 1.500 |
| Upgrade Wood St. between Calumet River & 171st St. | Harvey | 0.7425 |
| Congestion Mitigation IL 31 and 62 intersection | Algonquin | 9.000 |
| Intersection Improvements 79th and Stony Island | Chicago | 1.305 |
| Gateway Intermodal Terminal Access | Harvey | 1.125 |
| Resurface Cicero Ave. between 127th and 143rd | Alsip | 0.4575 |
| Reconstruct US 30 Will County | Joliet | 6.750 |
| Construct Marion St. multi-modal project | Oak Park | 1.500 |
| Improve Sugar Grove US 30 | Aurora | 1.875 |
| Construct Sullivan Rd. Bridge over Fox River | Kane Co. | 7.500 |
| Construct Crossings over Fox River | Kane Co. | 9.375 |
| Upgrade Western Ave. | Park Forest | 0.0945 |
| Access Improvements to US 41 | Chicago | 2.8125 |
| Widen 143rd St. | Orland Park | 4.000 |
| Reconstruct interchange at I-294, 127th St. and Cicero | Alsip | 23.495 |
| Upgrade Bishop Ford Exp. 142nd St. interchange | Chicago | 1.125 |
| Reconstruct Midlothian Turnpike | Robbins | 0.216 |
| Reconstruct US 6 | Harvey | 1.245 |
| Industrial Transportation Improvement program | Chicago | 3.2625 |

| PROJECT DESCRIPTION | LOCATION | TEA-21 TOTAL \$Million |
|---|----------------|---------------------------|
| Resurface 63rd St. Western Ave. to Wallace | Chicago | 0.5625 |
| Improvements to 127th St. Cicero Ave. and IL 83 | Crestwood | 2.000 |
| Rehabilitate Western Springs Arterial Roadway | Cook Co. | 0.825 |
| Reconstruct Cossitt Ave. | LaGrange | 1.485 |
| Upgrade S. Lake Shore between 47th and Hayes | Chicago | 5.850 |
| Improve US 34 Interchange | Aurora | 6.000 |
| Upgrade 87th St. Station | Chicago | 1.7715 |
| Construct new entrance to Midway Airport terminal | Chicago | 6.500 |
| Construct Western Springs Pedestrian and Tunnel | Cook Co. | 0.094 |
| Construct Central Ave. Naragansett Connector | Bedford Park | 3.700 |
| Reconstruct Claire Blvd. | Robbins | 2.625 |
| Streetscaping between Damen and Halsted | Chicago | 0.8625 |
| Improvements to Industrial Viaduct | Chicago | 1.125 |
| Reconstruct Wacker Drive | Chicago | 25.000 |
| Reconstruct Stevenson Expressway | Chicago | 25.000 |
| DISTRICT 2 | | |
| Elevated Walkway between Centre and Arena | Moline | 0.900 |
| Construct interchange at I-90 and IL-173 | Rockford | 5.625 |
| Midwest Regional intermodal feasibility study | Rochelle | 0.300 |
| Widen US 20 | Freeport | 3.825 |
| Construct I-88 interchange at Peace Road | DeKalb | 1.500 |
| DISTRICT 3 | | |
| Construct Veterans Pkwy. | Bloomington | 7.880 |
| Construct Orchard Road Bridge over Fox River | Kendall Co. | 5.250 |
| Improve IL-113 | Kankakee | 5.550 |
| Construct Towanda/Barnes Rd. | McLean Co. | 5.820 |
| Replace IL 47 Bridge | Morris | 14.250 |
| DISTRICT 4 | | |
| Engineering for Peoria to Chicago Expressway | Peoria/Chicago | 5.000 |
| Improve roads in Peoria Park District | Peoria | 0.810 |
| Construct US 67 bypass | Roseville | 8.775 |
| Improve Constitution Ave. | Peoria | 2.6625 |
| Construct VFW Road/ Veterans Dr. | Pekin | 3.69675 |

| PROJECT DESCRIPTION | LOCATION | TEA-21 TOTAL \$Million |
|---|----------------------------|---------------------------|
| Construct River Center parking facility | Peoria | 3.000 |
| Reconstruct I-74 through Peoria | Peoria | 2.000 |
| Construct US 34 Burlington, IA/ Monmouth | Monmouth | 5.000 |
| DISTRICT 5 | | |
| Planning/Engineering/ Construction of Beltway | Decatur | 2.000 |
| Improve access to Rantoul Aviation Center | Rantoul | 1.600 |
| Construct I-57 interchange | Coles Co. | 8.150 |
| Replace Gaumer Bridge | Alvin | 0.900 |
| Upgrade US 40 | Martinsville | 0.094 |
| DISTRICT 6 | | |
| Upgrade IL 336 between IL 61 to South of Loraine | Adams Co. | 3.825 |
| US-67 Jacksonville to Beardstown | Morgan Co./ Cass Co. | 10.000 |
| I-72/MacArthur Blvd. interchange | Springfield | 4.12525 |
| Construct Grade Separation Cockrell Lane | Springfield | 1.800 |
| Improve IL 29 Sangamon and Christian Counties | Sangamon Co./Christian Co. | 1.725 |
| DISTRICT 7 | | |
| Upgrade St. Marie Township Road | Jasper Co. | 0.036 |
| Reconstruct Mt. Erie Blacktop | Mt. Erie | 3.385 |
| Construct Technology Ave. US 45 to Willenborg St. | Effingham | 2.735 |
| Construct Raney Street Overpass | Effingham | 4.400 |
| Extend Veteran's Memorial Dr. over I-57 | Mt. Vernon | 3.000 |
| DISTRICT 8 | | |
| I-64/N. Greenmount Rd. Interchange | St. Clair Co. | 3.600 |
| Right of Way for Alton Bypass IL 143 to IL-140 | Alton | 3.000 |
| Construct Alton Bypass IL-40 to Fosterburg Rd. | Madison Co. | 1.875 |
| Study for new bridge over Mississippi River | St. Clair Co. | 1.150 |
| Reconstruct roadways thru industrial corridor | Alton | 4.2675 |
| Extend South 74th St. | Belleville | 0.375 |
| Extend Rogers St. to mitigate congestion | Waterloo | 1.425 |
| Construct road to Melvin Price Visitors Center | Madison Co. | 1.125 |
| Replace Lebanon Ave. Bridge | Belleville | 0.750 |
| Reconstruct Broad St. between Maple and Sixth | Evansville | 0.2625 |
| Improve IL-159 | Edwardsville | 3.20625 |

| PROJECT DESCRIPTION | LOCATION | TEA-21 TOTAL \$Million |
|--|-------------------------|---------------------------|
| Construct bike/pedestrian trail to Metro Link | St Clair Co. | 5.500 |
| Construct US-67 | Madison Co./ Jersey Co. | 5.100 |
| Construct US-67 | Madison Co./ Jersey Co. | 6.798 |
| Construct bypass of historic stone bridge | Maeystown | 0.615 |
| Upgrade industrial park road | Sauget | 3.375 |
| Construct improvements to McKinley Bridge | Venice | 3.900 |
| Construct confluence bikeway | Madison Co. | 1.000 |
| DISTRICT 9 | | |
| Construct improvements to Town Creek Road | Jackson Co. | 0.975 |
| Rehabilitate Timber Bridge over Muddy River | Perry Co. | 0.105 |
| Construct improvements to Pleasant Hill Road | Carbondale | 1.425 |
| Upgrade US-45 between Eldorado and Harrisburg | Saline Co. | 10.200 |
| Study upgrading IL-13/127 between Murphysboro and Pickneyville | Jackson Co./ Perry Co. | 1.575 |
| Reconstruct Greenbriar Rd | Carterville | 1.050 |
| Construct improvements to New Era Road | Carbondale | 2.625 |
| TOTAL PROJECTS: 102 | | 371.3528 |

SOURCES OF INFORMATION

Contacts for further information:

Federal Highway Administration

Illinois Division Office
3250 Executive Park Drive
Springfield, Illinois 62703
(217)492-4640
Fax (217)492-4621
HDAIL@fhwa.dot.gov

FTA/FHWA Chicago Metropolitan Office

200 West Adams, Suite 2410
Chicago, Illinois 60606
(312)886-1616
Fax (312)886-0351

Federal Transit Administration

200 West Adams, Suite 2410
Chicago, Illinois 60606
(312)886-2789
Fax (312)886-0351

Federal Railroad Administration

111 North Canal Street
Suite 655
Chicago, Illinois 60606
(312)353-6203
Fax (312)886-9634

Illinois Department of Transportation

2300 S. Dirksen Parkway
Springfield, Illinois 62764
(217)782-7820
<http://www.dot.state.il.us>

Internet Homepages - Sources of information relevant to TEA-21

US Department of Transportation

<http://www.dot.gov/>

FHWA - Federal Highway Administration

<http://www.fhwa.dot.gov/>

FRA - Federal Railroad Administration

<http://www.fra.dot.gov>

FTA - Federal Transit Administration

<http://www.fta.dot.gov/>

NHTSA - National Highway Traffic Safety Administration

<http://www.nhtsa.dot.gov/>

METROPOLITAN PLANNING
ORGANIZATIONS

Beloit, WI-IL

State Line Area Transportation Study
City Hall, Engineering Division
100 State Street
Beloit, WI 53511
(608) 364-6600

Bloomington-Normal

McLean County Regional Planning Commission
211 West Jefferson
Bloomington, IL 61701
(309) 828-4331

Chicago, IL-Northwestern, IN (IL portion)

Aurora/Elgin/Joliet/Round Lake Beach-McHenry, IL-WI/Crystal Lake
Chicago Area Transportation Study (CATS)
300 West Adams
Chicago, IL 60606
(312) 793-3456

Champaign-Urbana

Champaign County Regional Planning Commission
1776 East Washington Street
P.O. Box 339
Urbana, IL 61803
(217) 328-3313

Davenport-Rock Island-Moline, IA-IL

Bi-State Regional Commission
1504 Third Avenue
P.O. Box 3368
Rock Island, IL 61204
(309) 793-6300

Decatur

Macon County Regional Planning Commission
c/o Macon County Department of Planning & Zoning
503 Macon County Building
253 East Wood Street
Decatur, IL 62523
(217) 424-1466

Dubuque, IA-IL

East Central Intergovernmental Association
Nesler Centre, Suite 330
799 Main Street
P.O. Box 1140
Dubuque, IA 52004-1140
(319) 556-4166

Kankakee

Kankakee County Regional Planning Commission
189 East Court Street
Kankakee, IL 60901
(815) 937-2940

Peoria

Tri-County Regional Planning Commission
100 N. Main Street, Suite 301
East Peoria, IL 61611-2533
(309) 694-9330

Rockford

Rockford Area Transportation Study
c/o City of Rockford Community Development Department
425 East State Street
Rockford, IL 61104
(815) 987-5600

Springfield

Springfield-Sangamon County Regional Planning Commission
200 South 9th Street, Room 212
Sangamon County Complex
Springfield, IL 62701
(217) 535-3110

St. Louis, MO-IL/Alton

East-West Gateway Coordinating Council
10 Stadium Plaza
St. Louis, MO 63102-1714
(314) 421-4220 (MO);
(618) 274-2750 (IL)