

SAFETEA-LU

Illinois Highway Highlights

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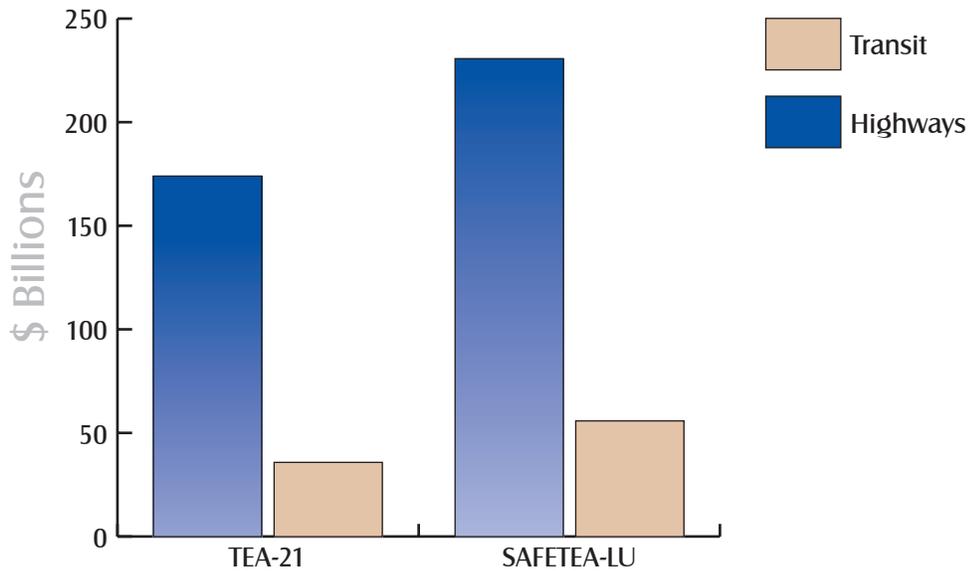
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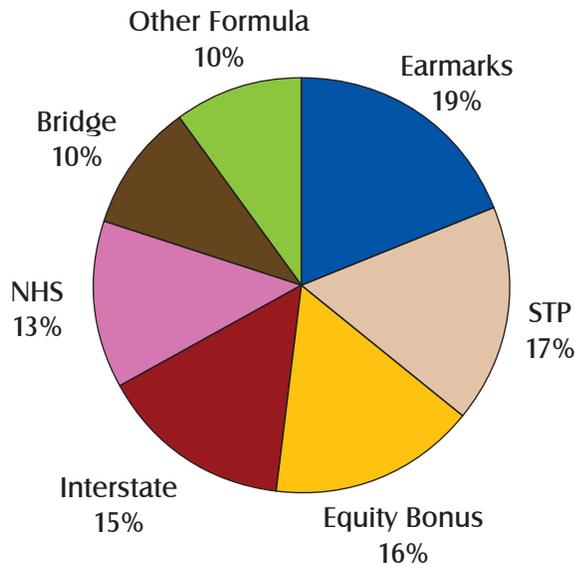
SUMMARY

This report is intended to provide our clients with the latest information on the new Federal highway act. As more information becomes available we will provide updates as necessary. Questions, comments or suggested revisions should be directed to Kirk Brown at 217-747-9245 or kbrown@hanson-inc.com.

Notes



FY2005-FY2009 Illinois Highway Funding - 6.9 Billion



Notes

ILLINOIS DID VERY WELL!

\$6.9 Billion Total Highway Funding

- **8th** in total apportioned and HPP funding - **\$6.2 billion**
- **5th** in annual apportioned and HPP increase - **\$309.2 million**
- **10th** in percent increase of apportionments and HPP - **33.34%**
- **8th** in share of apportionments and HPP - **3.4%**
- **2nd** in total earmarks - **\$1.3 billion**

SAFETEA-LU Major Highway Programs FY2005-2009 (\$'s Millions)

	US Total	IL Total
Interstate Maintenance – Formula	\$24,386.6	\$1,047.1
Interstate Maintenance – Discretionary	500.0	?
National Highway System – Formula	29,780.1	912.2
National Highway System – Earmarked	150.0	0.0
Surface Transportation Program – Formula	32,037.1	1,168.1
Bridge – Formula	20,837.3	683.0
Bridge – Earmarked	500.0	42.5
Congestion Mitigation and Air Quality – Formula	8,501.5	376.3
Appalachian Development Highways – Formula	2,350.0	0.0
Recreational Trails – Formula	365.8	9.6
Metropolitan Planning – Formula	1,481.4	71.6
Safety – Formula	4,183.9	146.4
Rail-Highway Crossings – Formula	880.0	38.8
Border Infrastructure Program – Formula	833.0	0.0
Safe Routes to School – Formula	597.0	23.7
High Priority Projects – Earmarked	14,832.0	595.6
Equity Bonus – Formula	40,887.4	1,109.2
National Corridor Infrastructure – Earmarked	1,948.0	214.5
National And Regional Significance – Earmarked	1,800.0	390.0
Transportation Improvements – Earmarked	2,555.2	50.0

New Federal Programs

5 Year National Totals

Notes

- Safety Improvement Program - \$5.1 billion (Formula)
- Safe Routes to School - \$612 million (Formula)
- Truck Parking Facilities - \$25 million (Discretionary)
- Real-Time System Management Information Program (Eligible for NHS, CMAQ and STP apportionments)
- Work Zone Safety Grants - \$20 million (Discretionary)
- Idling Reduction Facilities – Establishes eligibility, no additional funding
- Interstate Oasis Program - Establishes eligibility, no additional funding
- Coordinated Border Infrastructure Program - \$833 million (Formula)
- Freight Intermodal Distribution Pilot Program - \$30 million (Earmarked)
- National Corridor Infrastructure Program - \$1.9 billion (Earmarked)
- Projects of National and Regional Significance - \$1.8 billion (Earmarked)
- Transportation Improvements - \$2.6 billion (Earmarked)
- Highways For Life Pilot Program - \$75 million (Discretionary)
- Nonmotorized Transportation Pilot - \$100 million (Earmarked)
- Equity Bonus - \$40.9 billion (Formula)
- Interstate Construction Toll Pilot Program - Establishes eligibility, no additional funding
- Express Lanes Demonstration Program - 15 projects, establishes eligibility, no additional funding
- Denali Access System Program - \$60 million (Earmarked)

Notes

Safety Improvement Program

Illinois Average Apportionment: \$29.3 million annually

Eligibility:

- Intersection safety improvements
- Pavement and shoulder widening (including passing lanes)
- Rumble strips or other warning devices
- Skid resistant surface at an intersection or high accident location
- Improvements for pedestrian, bicyclist or disabled safety
- Rail grade separation or crossing protection
- Model traffic enforcement activity at rail grade crossing
- Traffic calming features
- Roadside obstacle elimination
- Improvement in signage and pavement markings
- Emergency vehicle priority systems
- Traffic control devices at locations with high accident potential
- Safety conscious planning
- Improvement in data collection and analysis
- Planning, integrated interoperable emergency communications equipment, operational activities, or traffic enforcement activities relating to work zone safety
- Guardrails, barriers and crash attenuators
- New or retrofitted structures to eliminate or reduce accidents involving wildlife
- Installation and maintenance of signs at pedestrian-bicycle crossings and in school zones
- Construction and operational improvements on “High Risk Rural Roads”
 - High Risk Rural Roads mean any roadway functionally classified as a rural major or minor collector or rural local road that:
 - Has an accident rate for fatalities and incapacitating injuries that exceed the statewide average; or
 - Will likely have increases in traffic volume that are likely to create an accident rate for fatalities and incapacitating injuries that exceed the statewide average

Federal Share: 90%

Safe Routes To School

Illinois Average Apportionment: \$4.7 million annually

Notes

Eligibility:

- Planning , design and construction of projects that will substantially improve the ability of students to walk and bicycle to school, including:
 - Sidewalk improvements
 - Traffic calming and speed reduction improvements
 - Pedestrian and bicycle crossing improvements
 - On-street bicycle facilities
 - Off-street bicycle and pedestrian improvements
 - Secure bike parking
 - Traffic diversion improvements in the vicinity of schools
- 10% to 30% of the funds must be used for noninfrastructure–related activities to encourage walking and bicycling to school including:
 - Public awareness campaigns
 - Outreach to press and community leaders
 - Traffic education and enforcement in the vicinity of schools
 - Student sessions on bicycle and pedestrian safety, health and environment
 - Funding for training, volunteers, and managers of safe routes to school programs
- Full-time State safe routes to school program coordinator position

Federal Share: 100%

Truck Parking Facilities

Discretionary: \$6.25 million annually nationwide

Funding Priority:

- Shortage of commercial vehicle parking in corridor
- Consultation with state and local governments, community groups, providers of commercial vehicle parking, and motorist and trucking organizations
- Positive impact on highway safety, congestion or air quality

Eligibility:

- Rest areas that include commercial vehicle parking
- Commercial vehicle parking facilities adjacent to commercial truck stops or travel plazas
- Opening existing facilities to commercial vehicles
- Promoting availability of public or private commercial vehicle parking on the NHS using ITS systems and other means
- Capital improvements to public commercial vehicle parking facilities to allow year round use
- Improve the geometric design of interchanges to improve access to parking facilities

Federal Share: 80%

Notes

Real-Time System Management Information Program

Funding: No separate funds. Eligible for NHS, CMAQ and STP Apportionments

Program Purpose: To provide the capability to monitor, in real-time, the traffic and travel conditions of the major highways of the United States and to share that information to improve surface transportation system security, address congestion, improve response to weather events and surface transportation incidents, and to facilitate national and regional highway traveler information.

Work Zone Safety

Discretionary: \$5 million annually nationwide

Eligibility:

- Construction worker training to prevent injuries and fatalities
- Development of guidelines to prevent work zone injuries and fatalities
- Training for State and local governments, transportation agencies, and other groups implementing work zone safety programs

Federal Share: 80%

Idling Reduction Facilities

- Permits States to allow idling reduction facilities for commercial vehicles to be placed in rest areas or recreation areas, and in safety rest areas constructed or located on rights-of-way of the Interstate system. No funding is provided.

Interstate Oasis Program

- The Secretary shall establish standards and logo for designating a facility as an Interstate Oasis. No funding is provided. In order to be eligible the facility at a minimum must:
 - Offer products and services to the public
 - Provide 24-hour access to restrooms
 - Have parking for heavy trucks and automobiles

Coordinated Border Infrastructure Program

Illinois Average Apportionment: None

Eligibility:

- Projects which expedite safe and efficient vehicle and cargo movement across the Canadian and Mexican borders
- Formula apportionments to Alaska, Arizona, California, Idaho, Maine, Michigan, Minnesota, Montana, New Hampshire, New Mexico, New York, North Dakota, Texas, Vermont and Washington

Freight Intermodal Distribution Pilot Program

Earmarked: \$5 million annually nationwide

Funding Priority:

- Facilitate intermodal freight transportation initiatives at the State and local level to relieve congestion and improve safety
- Address infrastructure and freight distribution needs at inland ports and intermodal freight facilities
- Six projects earmarked for Oregon, California, Georgia, North Carolina and Alaska

National Corridor Infrastructure Program

Earmarked: \$222 million for Illinois through FY2009

Funding for Prairie Parkway (\$207 million) and the I-74 Mississippi River Bridge (\$15 million)

Projects Of National And Regional Significance

Earmarked: \$390 million for Illinois through FY2009

Funding for O'Hare Western Access (\$140 million), CREATE (\$100 million) and New St. Louis Mississippi River Bridge (\$150 million)

Notes

Transportation Improvements

Earmarked: \$50 million for Illinois through FY2009

Funding for U.S. 51 (\$7.5 million), Wacker Drive (\$15 million), New St. Louis Mississippi Bridge (\$14 million), I-74 Mississippi River Bridge (\$3.5 million), U.S. 67 Beardstown Bridge (\$2 million), IL13/37 in Marion (\$1 million), Interstate access in Mt. Vernon (\$2 million), Arsenal Road (\$1 million), IL 336 (\$2 million) and IL 13 in Harrisburg (\$2 million)

Highways For Life Pilot Program

Discretionary: \$75 million nationwide through FY2009

Eligibility:

- Constructs, reconstructs or rehabilitates a route or a connection on a federal aid highway
- Uses innovative technologies, manufacturing processes, financing or contracting methods that improve safety, reduce congestion due to construction, and improve quality
- Builds longer lasting highways
- Maximum of 15 projects in a year
- At least one project in each state by FY2009
- Funds up to 20% but not more than \$5 million of the total project cost
- States may also use up to 10% of IM, NHS, STP and CMAQ apportionments for these projects with 100% federal share allowable.

Nonmotorized Transportation Pilot Program

Earmarked: \$100 million nationwide through FY2009

Eligibility:

- Construct a network of nonmotorized transportation infrastructure facilities including sidewalks, bicycle lanes, and pedestrian and bicycle trails, that connect directly with transit stations, schools, residences, businesses, recreation areas and other community activity centers
- \$6.25 million each per year earmarked for Columbia, Missouri; Marin County, California; Minneapolis-St. Paul, Minnesota; and Sheboygan County, Wisconsin

Equity Bonus Program

Illinois Average Apportionment: \$221.8 million annually

- Added to ensure each State's return on its share of contributions to the Highway Trust Fund is at least 90.5% in FY2005 building toward a minimum of 92% by FY2008
- Provide every state with a guaranteed rate of growth over its annual average TEA-21 funding level
- Selected states are guaranteed a share of apportionments and High Priority Projects not less than the State's average annual share under TEA-21
- All but \$2.6 billion annually of Equity Bonus Funds are distributed programmatically among IM, NHS, STP, Bridge, CMAQ and Safety Programs and take on the eligibility of those programs. The \$2.6 billion takes on the eligibility of STP funds but is not subject to set asides or sub allocations
- FY2009 Illinois Equity Bonus apportionments are 140% greater than FY2005 indicating large out year increases in state and local formula funded programs

Notes

Interstate Construction Toll Pilot Program

- The Secretary may permit 3 states or compact of states to collect tolls on an Interstate highway, bridge, or tunnel for the purpose of constructing Interstate highways
- Participating states are prohibited from entering into an agreement with a private party which would prevent the State from improving adjacent public roads to accommodate diverted traffic
- No funding is provided

Express Lanes Demonstration Program

Eligibility:

- Fifteen projects through FY2009 to permit tolling
- States public authorities or public or private entities designated by a state may apply
- For the purpose of reducing congestion on existing toll facilities, existing HOV lanes and newly created toll lanes
- HOV tolls must use pricing that varies by time of day or level of traffic
- Variable pricing for non-HOV projects is optional
- Automatic toll collection is required
- No funding is provided

Notes

Denali Access System Program

Eligibility:

- Planning, design, engineering and construction for highways and other surface transportation infrastructure priorities for the region as determined by an advisory committee to be established by the Denali Commission. (\$60 million through FY2009)

New Studies

Notes

- Future of Surface Transportation System Study - A study of current condition and future needs of the surface transportation system and development of a conceptual plan with alternatives to ensure the surface transportation system will continue to meet the Nations needs.
- Road User Fees Study - \$12.5 million is authorized to fund a long-term field test of an approach to assessing highway use fees on actual mileage driven by a specific vehicle on specific highway types by use of an onboard computer.
- National Surface Transportation Infrastructure Financing Commission – The Commission is to complete a study on Highway Trust Fund revenues and the impacts of those revenues for future highway and transit needs. Among the considerations will be alternative approaches to generating revenues for the Highway Trust Fund.

Notes

Existing Program Changes

Notes

National Highway System (NHS):

IL Annual Average \$182.4 million

- Expands eligibility to include environmental restoration and pollution abatement, control of noxious weeds and aquatic noxious weeds, and establishment of native species.
- \$150 million earmarked from discretionary takedown for the Alaska Highway and the Haines Cutoff Highway
- \$280 million earmarked from discretionary takedown for Guam, American Samoa, Virgin Islands and North Mariana Islands

Interstate Maintenance:

IL Annual Average \$209.4 million

\$500 million for discretionary allocation by the Secretary for high-cost, ready-to-go projects.

Surface Transportation Program (STP):

IL annual Average \$233.6 million

- Expands eligibility to include:
 - Environmental restoration and pollution abatement, control of noxious weeds and aquatic noxious weeds, and establishment of native species.
 - Advanced truck stop electrification systems.
 - High accident/high congestion intersections.
- Continues Transportation Enhancement set-aside at 10 percent or the amount set-aside in FY2005, whichever is greater.

Bridge Program:*IL Annual Average \$136.6 million*

- The 35% cap for off system bridges is removed.
- Beginning in FY2006, \$100 million is set aside annually to fund the following earmarked projects:
 - Golden Gate Bridge (\$12.5 million)
 - Ketchikan to Gravina Bridge in Alaska (\$18.75 million)
 - Hoover Dam Bridge (\$12.5 million)
 - New St. Louis Mississippi River Bridge (\$12.5 million)
 - State bridges in Oklahoma (\$12.5 million)
 - Missisquoi Bay Bridge in Vermont (\$4.5 million)
 - State bridges in Vermont (\$8 million)
 - I-74 Mississippi River Bridge planning, design and ROW (\$8.75 million)
 - State bridges in Oregon (\$10 million)

Congestion Mitigation and Air Quality (CMAQ):*IL Annual Average \$75.3 million*

The Secretary is to evaluate and assess the effectiveness of a representative sample of CMAQ projects and develop a database.

Revenue Aligned Budget Authority (RABA):

- Beginning in FY2007 highway authorizations will be adjusted whenever the highway firewall amount is adjusted to reflect changed estimates of receipts into the Highway Account.
- If the adjustment is an increase, it will be prorated among highway and safety programs allocated by the Secretary, Motor Carrier Safety and formula programs flowing to the States. Each State's share will be divided proportionately among IM, NHS, STP, Safety, and CMAQ.
- If the adjustment is negative, it is applied proportionately to all Highway Account authorizations and Motor Carrier Safety. However no reduction will be made in a fiscal year if the balance in the Highway Account is above \$6 billion.
- If RABA is positive in FY2007, the first call on the additional funds will be to increase State's return to 92%. If the amount of RABA is not sufficient to bring States up to 92%, all states with a return of less than 92% are to receive a proportional share of RABA.

Recreational Trails:

IL Annual Average \$1.9 million

New eligibilities include:

- Construction and maintenance equipment.
- Real estate costs.
- Educational program costs.
- State administration costs.
- Assessment of trail conditions.

Scenic Byways:

\$175 million nationally through FY2009

National Historic Covered Bridge Preservation:

\$40 million nationally through FY2009

Transportation Planning:

IL Annual Average \$31.6 million

- Safety and security are identified as separate items to be considered in both metropolitan and statewide planning processes.
- Consultation requirements for States and Metropolitan Planning Organizations (MPO) are significantly expanded.
- Requirements were added for plans to address:
 - Environmental mitigation
 - Improved performance
 - Multimodal capacity
 - Enhancement activities
 - Representation of tribal, bicycle pedestrian and disabled interests.
- MPO Transportation Improvement Programs (TIP) to be updated at least every 4 years.
- A 30 day time limit for states to reimburse MPO's is imposed.
- The State Transportation Improvement Program (STIP) is to be updated at least every 4 years.

Notes

Environmental Streamlining:

- DOT will define purpose and need and establish a plan for public and interagency involvement.
- A new category of “participating agencies” is added to allow more state and local agencies a formal role and rights in the environmental process.
- As early as practicable DOT is to provide an opportunity for a range of alternatives to be considered for a project.
- If an issue that could delay the process cannot be resolved within 30 days, DOT must notify Congress.
- A 180 day statute of limitations for lawsuits challenging Federal agency approvals is provided.
- States may assume responsibility for categorical exclusions through a memorandum of agreement with the Secretary.
- The Secretary may establish a categorical exclusion for intelligent transportation infrastructure projects.
- A pilot project delivery program is established for Alaska, Ohio, Oklahoma, Texas and California.
- During the first 3 years after enactment the Secretary may allow 5 states to assume environmental responsibilities (including NEPA and 4(f)) for Recreational Trails and Enhancement projects.
- The Secretary has flexibility to allow exemptions from 4(f) requirements if the project has a “de minimis” impact.
- The Interstate system is exempted from being treated as an historic resource.
- The Secretary is to conduct a rulemaking to clarify the 4(f) standard of “prudent and feasible”.

Design-Build:

- The \$50 million minimum contract size is eliminated.
- The Secretary is to issue revised regulations allowing transportation agencies to proceed with certain actions prior to final NEPA approval.

Transportation, Community, and System Preservation:

\$270 million nationally through FY2009

New Community Enhancement Study is funded at \$2 million which will examine the impact of well-designed transportation projects on communities.

Value Pricing Pilot Program:

\$59 million nationally through FY2009

A new set-aside totaling \$12 million through FY2009 must be used for projects not involving highway tolls

Private Activity Bonds:

Expands bonding authority for private activity bonds by adding highway facilities and surface freight transfer facilities to the list of activities eligible for exempt facility bonds

TIFIA:

\$610 million nationally through FY2009

- Project threshold lowered to \$50 million (\$15 million for ITS)
- Eligibility is expanded to include:
 - Public freight railroad facilities or private facilities providing public benefit for highway users
 - Intermodal freight transfer facilities
 - Access to intermodal freight transfer facilities and service improvements to such facilities including capital investment for intelligent transportation systems

State Infrastructure Banks:

Expanded to allow all states, Puerto Rico, District of Columbia, American Samoa, Guam, Virgin Islands, and the North Mariana Islands to establish infrastructure revolving funds

Notes

High Occupancy Vehicle Lanes:

- States are required to establish occupancy requirements with mandatory exemptions for motorcycles and bicycles unless it creates a safety hazard, and optional exemptions for:
 - Public transportation vehicles
 - Low emission and energy efficient vehicles
 - High Occupancy Toll (HOT) vehicles
- States are required to monitor and assess HOV facilities to ensure they do not become severely degraded
- No additional funding is provided

Federal Lands Highway Program:

\$4.5 billion nationally through FY2009

New eligible uses include:

- Up to \$20 million per year for Forest Highway maintenance
- \$1 million per year for signage identifying public hunting and fishing access
- \$10 million for the Secretary of Agriculture to facilitate the passage of aquatic species beneath roads in the National Forest System

Delta Region Transportation Development Program:

\$40 million nationally through FY2009

\$1 million for a special study of transportation assets and needs for all modes of transportation in the region

Air Quality Conformity:

- Establishes four year cycle for conformity determinations unless the MPO revises the TIP more frequently
- Allows conformity findings to be based on a 10-year horizon under certain circumstances

Wildlife Vehicle Collision Study:

The Secretary is to conduct a study of methods to reduce collisions between vehicles and wildlife including a manual of best practices.

Research and Studies:

\$2.3 billion nationally through FY2009

- In contrast to TEA-21's programmatic flexibility for research, SAFETEA-LU directs all research funds to designated projects and initiatives
- The Turner-Fairbank Highway Research center is authorized with a set-aside of \$12.5 million per year to fund biobased research of national importance
- New set-aside for high performance concrete bridge technology R&D
- New initiatives to address bridge life and performance include:
 - Long-term Bridge Performance
 - High Performing Steel Bridge Research and Technology Transfer
 - Steel Bridge Testing
- Establishes two New Technology Development Programs
 - Innovative Pavement Research and Deployment Program
 - Safety Innovation Deployment Program
- Establishes Surface Transportation-Environmental Cooperative Research Program (STEP) and Sets aside \$16.9 million per year to fund it.
- The Secretary is directed to develop a five year strategic plan for Transportation Research
- An advisory committee is to be selected to develop a national research agenda for the National Cooperative Freight Transportation Research Program
- New training and education initiatives include:
 - Garrett A. Morgan Technology and Transportation Education Program (\$1.25 million)
 - Transportation Education Development Pilot Program (\$7.5 million)
 - Transportation Scholarship Opportunities Program
- States will be allowed to obligate IM, NHS, STP, CMAQ and Bridge funds for training and other educational activities at 100% Federal share
- A new Freight Planning Capacity Building program for research, training and education to support enhancements in freight transportation planning is included. (\$3.5 million)

Notes

Definitions And Abbreviations

CMAQ – Congestion Mitigation and Air Quality

CREATE – Chicago Region Environmental And Transportation Efficiency Program

Discretionary Funds – Funds allocated at the discretion of the Secretary

DOT – United States Department of Transportation

Earmarked Funds – Funds earmarked by members of Congress for specific projects. *See HPP*

Formula Funds – Funds allocated to the states by a mathematical formula set in law

HOV – High Occupancy Vehicle

HPP – High Priority Project. A type of earmarked fund.

IM – Interstate Maintenance

ITS – Intelligent Transportation Systems

MPO – Metropolitan Planning Organization

NHS – National Highway System

R&D – Research and Development

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

Secretary – USDOT Secretary of Transportation

STIP – Statewide Transportation Improvement Program

STP – Service Transportation Program

TEA-21 – Transportation Equity Act for the 21st Century

TIP – Transportation Improvement Program