

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**COMPLIANCE EXAMINATION**

For the Year Ended June 30, 2008

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPLIANCE EXAMINATION**  
For the Year Ended June 30, 2008

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The Department's financial statement report for the year ended June 30, 2008, which includes the report of the independent auditors, basic financial statements, supplementary information, and the independent auditor's report on internal control over financial reporting and on compliance and other matters based on an audit of basic financial statements performed in accordance with <i>Government Auditing Standards</i> has been issued in a separately bound document.	
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPLIANCE EXAMINATION**  
For the Year Ended June 30, 2008

**AGENCY OFFICIALS**

Secretary of Transportation (03/02/09 - current)	Mr. Gary Hannig
Secretary of Transportation (01/26/07 – 03/01/09)	Mr. Milton R. Sees
Assistant Secretary	Mr. David D. Phelps
Director of Finance & Administration	Ms. Ann L. Schneider
Legal Counsel	Ms. Ellen Schanzle - Haskins
Bureau Chief, Business Services	Mr. James McDaniel

Department offices are located at:  
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300 West Adams  
Chicago, Illinois 60605



# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

May 14, 2009

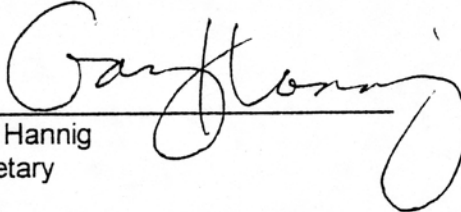
MEMORANDUM TO WILLIAM G. HOLLAND, AUDITOR GENERAL  
STATE OF ILLINOIS

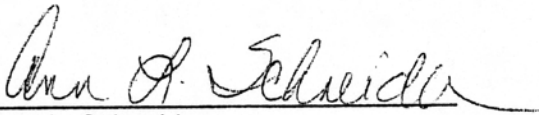
SUBJECT: Illinois Department of Transportation's  
Management Assertion Letter

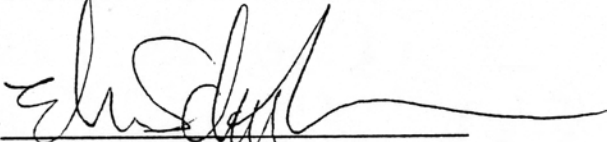
We are responsible for the identification of, and compliance with, all aspects of laws, regulations, contracts, or grant agreements that could have a material effect on the operations of the agency. We are responsible for and we have established and maintained an effective system of, internal controls over compliance requirements. We have performed an evaluation of the agency's compliance with the following assertions during the period ended June 30, 2008. Based on this evaluation, we assert that during the year ended June 30, 2008, the agency has materially complied with the assertions below:

- A. The agency has obligated, expended, received and used public funds of the state in accordance with the purpose for which such funds have been appropriated or otherwise authorized by law.
- B. The agency has obligated, expended, received and used public funds of the state in accordance with any limitations, restrictions, conditions or mandatory directions imposed by law upon such obligation, expenditure, receipt or use.
- C. The agency has complied, in all material respects, with applicable laws and regulations, including the state uniform accounting system, in its financial and fiscal operations.
- D. State revenues and receipts collected by the agency are in accordance with applicable laws and regulations and the accounting and recordkeeping of such revenues and receipts is fair, accurate and in accordance with law.

- E. Money or negotiable securities or similar assets handled by the agency on behalf of the state or held in trust by the agency have been properly and legally administered, and the accounting and recordkeeping relating thereto is proper, accurate and in accordance with law.

  
\_\_\_\_\_  
Gary Hannig  
Secretary

  
\_\_\_\_\_  
Ann L. Schneider  
Director of Finance & Administration

  
\_\_\_\_\_  
Ellen Schanzle-Haskins  
Chief Counsel

## **COMPLIANCE REPORT**

### **SUMMARY**

The compliance testing performed during this examination was conducted in accordance with *Government Auditing Standards* and in accordance with the Illinois State Auditing Act.

### **ACCOUNTANTS' REPORTS**

The Independent Accountants' Report on State Compliance, on Internal Control Over Compliance and on Supplementary Information for State Compliance Purposes does not contain scope limitations, disclaimers, or other significant non-standard language.

### **SUMMARY OF FINDINGS**

<u>Number of</u>	<u>Current</u>	<u>Prior</u>
<u>Findings</u>	<u>Report</u>	<u>Reports</u>
	30	26
Repeated findings	21	7
Prior recommendations implemented or not repeated	5	4

Details of findings are presented in the separately tabbed report section of this report.

### **SCHEDULE OF FINDINGS**

<u>Item No.</u>	<u>Page</u>	<u>Description</u>	<u>Finding Type</u>
<b>CURRENT FINDINGS (STATE COMPLIANCE)</b>			
08-1	12	Revenue Recognition/Deferred Revenue	Material Weakness and Noncompliance
08-2	14	Inaccurate Commodities Inventory Records	Material Weakness and Material Noncompliance
08-3	17	Restatement of Shared Revenues	Significant Deficiency
08-4	19	Insufficient documentation to substantiate the selection of Architect and Engineer consultants	Material Weakness and Material Noncompliance

08-5	23	Failure to maintain adequate documentation to substantiate the awarding of contracts for land acquisition services	Material Weakness and Material Noncompliance
08-6	25	Failure to timely perform bridge inspections	Material Weakness and Material Noncompliance
08-7	28	Lack of support for a relocation payment and evaluation of consultants	Material Weakness and Material Noncompliance
08-8	31	Inadequate controls over the administration of State vehicles	Material Weakness and Material Noncompliance
08-9	34	Lack of supporting documentation for payments from the Comprehensive Regional Planning Fund	Material Weakness and Material Noncompliance
08-10	36	Failure to properly monitor payments to land acquisition appraisers and Architect-Engineer consultants	Significant Deficiency and Noncompliance
08-11	38	Inadequate control over procurement activities and failure to receive required reports	Significant Deficiency and Noncompliance
08-12	42	Inadequate controls to prevent inappropriate payments to vendors	Significant Deficiency and Noncompliance
08-13	44	Inadequate controls over property	Significant Deficiency and Noncompliance
08-14	46	Inadequate control over the reporting of State property	Significant Deficiency and Noncompliance
08-15	48	Inadequate support and untimely deposit of receipts transactions	Significant Deficiency and Noncompliance
08-16	50	Inadequate controls over accounts receivable	Significant Deficiency and Noncompliance
08-17	53	Inadequate controls over voucher processing	Significant Deficiency and Noncompliance
08-18	55	Inadequate support for payments made for consolidated services	Significant Deficiency and Noncompliance
08-19	57	Inadequate documentation of fees reported on the Agency Fee Imposition Report	Significant Deficiency and Noncompliance



08-20	59	Inadequate monitoring of interagency agreements	Significant Deficiency and Noncompliance
08-21	62	Inadequate computer security controls	Significant Deficiency and Noncompliance
08-22	64	Lack of adequate disaster contingency planning or testing to ensure recovery of applications and data	Significant Deficiency and Noncompliance
08-23	67	Inadequate controls over employee attendance	Significant Deficiency and Noncompliance
08-24	69	Inadequate controls over employee overtime	Significant Deficiency and Noncompliance
08-25	71	Failure to properly complete employee performance evaluations	Significant Deficiency and Noncompliance
08-26	73	Grant monitoring reports not received timely	Significant Deficiency and Noncompliance
08-27	75	Failure to appoint an employee or determine the establishment of the Disadvantaged Business Enterprise Program Committee	Significant Deficiency and Noncompliance
08-28	77	Failure to establish an operable permanent noise monitoring system	Significant Deficiency and Noncompliance
08-29	79	Failure to obtain required reports from capital assistance grantees	Significant Deficiency and Noncompliance
08-30	81	Failure to have a member serve on the Mississippi River Coordinating Council	Significant Deficiency and Noncompliance

**PRIOR FINDINGS NOT REPEATED**

- A. 82 Accounts Payable Cut-Off
- B. 82 Improper procurement procedures
- C. 82 Inadequate controls over grant agreements
- D. 82 Inadequate controls over travel expenditures
- E. 83 Inadequate controls over contractual agreement documentation

## **EXIT CONFERENCE**

The findings and recommendations appearing in this report were discussed with Department personnel at an exit conference on April 13, 2009. Attending were:

### **Illinois Department of Transportation**

Mr. Gary Hannig, Secretary

Mr. Bill Grunloh, Chief of Operations

Ms. Ann L. Schneider, Director of Finance & Administration

Mr. Ron McKechan, Manager of Audit Section

Ms. Christine M. Reed, Director of Division of Highways

### **Office of the Auditor General**

Mr. Sam Stiles, Audit Manager

Ms. Gayla Rudd, Audit Manager

Mr. Mike Paoni, Audit Supervisor

Ms. Peggy Hartson, Audit Supervisor

Ms. Adanna Nwodu, Staff Auditor

Responses to the recommendations were provided by Ron McKechan in an email dated April 21, 2009.

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OFFICE OF THE AUDITOR GENERAL  
WILLIAM G. HOLLAND

INDEPENDENT ACCOUNTANTS' REPORT ON STATE COMPLIANCE,  
ON INTERNAL CONTROL OVER COMPLIANCE, AND ON  
SUPPLEMENTARY INFORMATION FOR STATE COMPLIANCE PURPOSES

Honorable William G. Holland  
Auditor General  
State of Illinois

**Compliance**

We have examined the State of Illinois, Department of Transportation's compliance with the requirements listed below, as more fully described in the Audit Guide for Financial Audits and Compliance Attestation Engagements of Illinois State Agencies (Audit Guide) as adopted by the Auditor General, during the year ended June 30, 2008. The management of the State of Illinois, Department of Transportation is responsible for compliance with these requirements. Our responsibility is to express an opinion on the State of Illinois, Department of Transportation's compliance based on our examination.

- A. The State of Illinois, Department of Transportation has obligated, expended, received, and used public funds of the State in accordance with the purpose for which such funds have been appropriated or otherwise authorized by law.
- B. The State of Illinois, Department of Transportation has obligated, expended, received, and used public funds of the State in accordance with any limitations, restrictions, conditions or mandatory directions imposed by law upon such obligation, expenditure, receipt or use.
- C. The State of Illinois, Department of Transportation has complied, in all material respects, with applicable laws and regulations, including the State uniform accounting system, in its financial and fiscal operations.
- D. State revenues and receipts collected by the State of Illinois, Department of Transportation are in accordance with applicable laws and regulations and the accounting and recordkeeping of such revenues and receipts is fair, accurate and in accordance with law.
- E. Money or negotiable securities or similar assets handled by the State of Illinois, Department of Transportation on behalf of the State or held in trust by the State of Illinois, Department of Transportation have been properly and legally administered and the accounting and recordkeeping relating thereto is proper, accurate, and in accordance with law.

We conducted our examination in accordance with attestation standards established by the American Institute of Certified Public Accountants; the standards applicable to attestation engagements contained in *Government Auditing Standards* issued by the Comptroller General of the United States; the Illinois State Auditing Act (Act); and the Audit Guide as adopted by the Auditor General pursuant to the Act; and, accordingly, included examining, on a test basis, evidence about the State of Illinois, Department of Transportation's compliance with those requirements listed in the first paragraph of this report and performing such other procedures as we considered necessary in the circumstances. We believe that our examination provides a reasonable basis for our opinion. Our examination does not provide a legal determination on the State of Illinois, Department of Transportation's compliance with specified requirements.

As described in findings 08-2 and 08-4 through 08-9 in the accompanying schedule of findings, the State of Illinois, Department of Transportation did not comply with applicable laws and regulations, including the State uniform accounting system, in its financial and fiscal operations. Compliance with such requirements is necessary, in our opinion, for the State of Illinois, Department of Transportation to comply with the requirements listed in the first paragraph of this report.

In our opinion, except for the noncompliance described in the preceding paragraph, the State of Illinois, Department of Transportation complied, in all material respects, with the requirements listed in the first paragraph of this report during the year ended June 30, 2008. However, the results of our procedures disclosed other instances of noncompliance, which are required to be reported in accordance with criteria established by the Audit Guide, issued by the Illinois Office of the Auditor General and which are described in the accompanying schedule of findings as findings 08-1 and 08-10 through 08-30.

### **Internal Control**

The management of the State of Illinois, Department of Transportation is responsible for establishing and maintaining effective internal control over compliance with the requirements listed in the first paragraph of this report. In planning and performing our examination, we considered the State of Illinois, Department of Transportation's internal control over compliance with the requirements listed in the first paragraph of this report in order to determine our examination procedures for the purpose of expressing our opinion on compliance and to test and report on internal control over compliance in accordance with the Audit Guide issued by the Illinois Office of the Auditor General, but not for the purpose of expressing an opinion on the effectiveness of the State of Illinois, Department of Transportation's internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the State of Illinois, Department of Transportation's internal control over compliance.

Our consideration of internal control over compliance was for the limited purpose described in the preceding paragraph and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses as defined below. However, as discussed below, we identified certain deficiencies in internal control over compliance that we consider to be significant deficiencies and other deficiencies that we consider to be material weaknesses.

A *control deficiency* in an entity's internal control over compliance exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect noncompliance with the requirements listed in the first paragraph of this report on a timely basis. A *significant deficiency* is a control deficiency, or combination of control deficiencies, that adversely affects the entity's ability to comply with the requirements listed in the first paragraph of this report such that there is more than a remote likelihood that noncompliance with a requirement that is more than inconsequential will not be prevented or detected by the entity's internal control. We consider the deficiencies in internal control over compliance as described in the accompanying schedule of findings as findings 08-1 through 08-30 to be significant deficiencies.

A material weakness is a significant deficiency, or combination of significant deficiencies, that results in more than a remote likelihood that material noncompliance with a requirement listed in the first paragraph of this report will not be prevented or detected by the entity's internal control. Of the significant deficiencies in internal control over compliance described in the accompanying schedule of findings, we consider items 08-1, 08-2, and 08-4 through 08-9 to be material weaknesses.

As required by the Audit Guide, immaterial findings relating to internal control deficiencies excluded from this report have been reported in a separate letter.

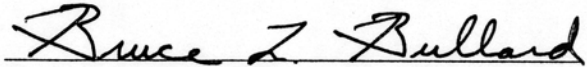
The State of Illinois, Department of Transportation's responses to the findings identified in our examination are described in the accompanying schedule of findings. We did not examine the State of Illinois, Department of Transportation's response and, accordingly, we express no opinion on it.

### **Supplementary Information for State Compliance Purposes**

Our examination was conducted for the purpose of forming an opinion on compliance with the requirements listed in the first paragraph of this report. The accompanying supplementary information as listed in the table of contents as Supplementary Information for State Compliance Purposes is presented for purposes of additional analysis. We have applied certain limited procedures as prescribed by the Audit Guide as adopted by the Auditor General to the 2008 Supplementary Information for State Compliance Purposes, except for the Service Efforts and Accomplishments and Schedule of Illinois First Projects on which we did not perform any procedures. However, we do not express an opinion on the supplementary information.

We have not applied procedures to the 2007 Supplementary Information for State Compliance Purposes, and accordingly, we do not express an opinion thereon.

This report is intended solely for the information and use of the Auditor General, the General Assembly, the Legislative Audit Commission, the Governor, and agency management and is not intended to be and should not be used by anyone other than these specified parties.

  
Bruce L. Bullard, CPA  
Director of Financial and Compliance Audits

May 14, 2009

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

CURRENT FINDINGS (STATE COMPLIANCE)

08-1. **FINDING** (Revenue Recognition/Deferred Revenue)

The Department failed to pro-rate certain Federal receipts between FY2008 and FY2009 for projects that had cost incurred during both fiscal periods. Also, a material amount of revenue, which was earned prior to year end but received after the Department's cut-off date of its review of lapse period receipts, was not recorded until the following year.

Revenue Recognition

Our review of accounts receivable and receipts during the lapse period disclosed thirty instances of improper recognition of revenue and sixteen instances of the improper exclusion of revenue. In the first thirty instances, the Department recognized federal reimbursement as revenue despite the contract service dates having activity spanning both Fiscal Year 2008 and Fiscal Year 2009 for which a pro-rate portion should have been applied. These instances resulted in the Department overstating revenue by \$1,855,138.

In the 16 other instances noted, the Department excluded the recognition of revenue from federal receipts, received during lapse period, for contracts which possessed service dates in Fiscal Year 2008. These instances resulted in the Department understating revenue and overstating deferred revenue by \$5,260,157.

The above discrepancies resulted in the Department inaccurately excluding \$3,405,019 of revenue which when extrapolated over the entire population of reimbursements caused liabilities to be overstated by \$8,887,086 (Road Fund). An adjusting journal entry was recorded to correct these differences along with the related receivable and deferred revenue amounts.

Deferred Revenue

Our review of accounts receivable and receipts during the lapse period disclosed five instances of improper recognition of deferred revenue. In four of the instances, the Department recognized reimbursement of receipts as deferred revenue despite contract service dates having activity spanning both Fiscal Year 2008 and Fiscal Year 2009 or service dates only pertaining to Fiscal Year 2009 for which a pro-rated portion should have been applied. These instances resulted in the Department overstating deferred revenue by \$716,634. The final instance noted pertained to a project recognized as deferred revenue even though reimbursement occurred during the lapse period (or cash received by the end of the lapse period). This instance resulted in the Department overstating deferred revenue by \$145,424. The discrepancies resulted in the Department inaccurately recognizing \$862,058 of deferred revenue which caused liabilities to be

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

overstated by \$862,058 (Federal Local Airport Fund). An adjusting journal entry was recorded to correct these differences.

Under the Statewide Accounting Management System 03.20.20 (page 1 of 1), the State considers all revenues reported in the governmental funds to be available if collected within the lapse period. Application of the “measurable and available” criteria requires judgment, consideration of the materiality of the item in question, and due regard for the practicality of measurement, as well as consistency in application.

Department personnel stated the reports for year end were created to look at individual payments to determine proper classification of revenue or deferred revenue based on when the federal reimbursement occurred. Due to the nature of these funds it was thought such that the Federal turn around of reimbursement would be quick enough that the Department set a July 15 cut-off for recognition of current revenue in 2008 and deferred the remainder to 2009.

Without formal policies in place for monitoring revenue accounts on a monthly basis, Department records are inconsistent and incomplete and could result in lost or misappropriated items and inaccurate financial statements. (Finding Code No. 08-01, 07-02)

**RECOMMENDATION**

We recommend review of the accounts receivable be performed monthly to ensure that reimbursement projects are billed on a current basis and that receipts, where applicable, prorated between periods for accurate recognition in the appropriate accounting period.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The Project Control Section in the Bureau of Budget and Fiscal Management is working to be able to capture data on federal revenues collected through July and August and the expenditure data, including the service dates, which generated the revenue and then be able to prorate the data into the correct fiscal year in which it was earned.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

08-2. **FINDING** (Inaccurate Commodities Inventory Records)

The Department did not follow their formal commodities inventory policies or procedures in conducting the June 30, 2008 physical inventory. In addition the Department does not maintain a perpetual inventory system.

The Department performed year-end commodities inventory counts at each location to determine the value of commodities inventory to be reported in the financial statements. These counts were performed around June 30, 2008.

Inventory Counts

During our physical inventory counts, we noted discrepancies between audit test counts and Department inventory counts resulting in an overstatement of the year end inventory balance of \$25,401, which, when extrapolated over the entire inventory population, resulted in an estimated overstatement of \$600,360. The Department did not post a journal entry for the overstatement of \$600,360 due to materiality as this item was considered immaterial by the Department. The Department was not able to reconcile between audit test counts and Department physical inventory counts for these differences. It was noted through inquiry, the Department did not count any commodities items with an estimated extended cost below \$500. The Department viewed these items as immaterial. In addition, the Department did not record counts correctly for the FY 2008 inventory process. We noted seven instances where the Department inaccurately recorded an inventory count which caused their inventory valuation to be overstated by \$3,492,828. The Department corrected the inaccuracies prior to recording the final inventory amount in the financial statements.

Inventory Pricing

During our price testing, we noted numerous items in the inventory listing contained pricing errors. It was determined that certain commodities were given equal pricing across the state although actual commodity costs varied by location. In some instances it was also noted that inventoried commodities costs did not agree to the actual invoice at the time the commodities were purchased. We noted discrepancies between final inventory prices and invoice prices resulting in an overstatement of the year end inventory amount of \$191,335. When extrapolated over the entire inventory population, this discrepancy resulted in an estimated overstatement of \$935,870. The Department did not post a journal entry for the overstatement of \$935,870 due to materiality as this item was considered immaterial.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

The Illinois Procurement Code (30 ILCS 500/50-55) requires that State agencies inventory or stock no more than a twelve month supply of equipment, supplies, commodities, articles and other items except as otherwise authorized by State agency regulations. Every State agency is to periodically review its inventory to ensure compliance with this Section.

Additionally, good internal control requires formal written policies so that inventory can be monitored and accounted for consistently throughout the Department.

The Statewide Accounting Management System Section 02.50.20 (page 6 of 12) requires detailed subsidiary records be maintained for inventories and periodically reconciled to control accounts; in addition, it requires issues, transfers, retirements and losses be reported and accounted for timely. Good business practices require that internal controls be in place and operating to maintain effective accounting control over assets and to ensure they are properly reported. Timely recording of commodity transactions is essential to maintaining an accurate perpetual inventory record and to ensure accurate financial reporting.

Department personnel acknowledged that discrepancies were noted between the audit test counts and Department physical inventory counts. The Department did view items at an estimated composite cost of less than \$500 as immaterial, and did make the conscious decision not to count those commodities. Due to the high volume of purchases for various commodity items, an extensive overhaul would be required in order to provide multiple unit price information for common items. Therefore, certain commodities were given equal pricing.

Without consistent application of inventory policies and without reconciling inventory on hand, inventory records are inconsistent and incomplete and could result in lost or misappropriated items and inaccurate financial statements. Furthermore, without monitoring to determine that formal inventory policies and procedure are followed, the Department cannot determine if it is in compliance with the Illinois Procurement Code requirements. (Finding Code No. 08-02, 07-03, 06-04, 05-12, 04-04, 03-05, 02-09, 00-04, 99-05, 98-04, 96-07, 94-06)

**RECOMMENDATION**

We recommend the Department continue training for formal inventory policies and procedures for all Districts/Sites and maintain commodities quantity and costing records throughout the year. The Department should furthermore perform periodic physical inventory counts of commodities inventory and reconcile those counts to its commodities records, e.g. Materials Management Information. Also, we strongly recommend that

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

Management implement a review at year-end to compare costs assigned per inventory listings to the most recent invoice amounts to ensure accuracy of the unit costs. This practice should help to ensure that inventories are accurately valued for financial statement purposes.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

Inventory Counts

The Division of Highways staff is preparing a spreadsheet which goes out to all districts on which they will record the inventory counts. We are going to expand the spreadsheet to include last year's counts. We will have the spreadsheet perform a calculation for variances and ask the districts to investigate items with significant variances and provide reasons as to why there is a variance.

Inventory Pricing

When the district is pricing out some of the commodity items they will average the cost among their yards to get an average district price. Also general pricing errors occurred. We will have a conference call with all the districts approximately a month before the inventory is taken. In this call we will emphasize the importance of correct pricing and attention to detail. This call will be followed up with a detailed memo reiterating the main points made in the call.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

08-3. **FINDING** (Restatement of Shared Revenues)

The Department restated the beginning fund balance for fuel tax revenues which were not properly accrued as revenues for fiscal year 2007.

The Department's review of the Motor Fuel Tax Revenue Fund indicated a restatement of the fund balance of the Road Funds, Grade Crossing Fund, and State Construction Fund. Motor fuel tax revenues are revenues which should have been accrued in the individual funds mentioned above for fiscal year 2007. These fuel tax revenues are shared revenue transactions deposited into the above Funds by the Department of Revenue. The discrepancy resulted in the Department inaccurately excluding \$59,234,000 of fuel tax revenues that should have been recognized during fiscal year 2007. A prior period adjustment was recorded to correct this difference within the Road Fund, Grade Crossing Fund, and State Construction Fund.

GASB Statement No. 33, *Accounting and Financial Reporting for Nonexchange Transactions*, describes the sharing of revenue from one level of government to a government of another level as a government-mandated nonexchange transaction. Accordingly, the State should recognize liabilities and expenditures or expenses, as appropriate, when all eligibility requirements, including time requirements, are met.

Management did not properly match their recognition of expense within shared revenue funds with the recognition of revenue to properly comply with the matching principle established under GAAP in the period of accounting.

Without formal policies in place for monitoring revenue accounts on a monthly basis, Department records are inconsistent and incomplete and could result in lost or misappropriated items and inaccurate financial statements. (Finding Code No. 08-03)

**RECOMMENDATION**

We recommend reviews of all government-mandated nonexchange transactions be performed monthly to ensure disbursements of shared revenues are accrued to the extent the revenues are earned.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

IDOT's accountants will meet with the Department of Revenue's accountants to get the revenues worked out. This meeting will establish when Motor Fuel Tax revenues are collected and due, liability month and collection month. Both agencies need to be in agreement on these points.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

- 08-4. **FINDING** (Insufficient documentation to substantiate the selection of Architect and Engineer consultants)

The Illinois Department of Transportation (Department) failed to maintain sufficient documentation to substantiate its selection of contracted Architect and Engineer consultants.

Departmental Order 06-2, effective August 1, 2002, establishes the procedures and actions required for the Department to implement its selection of architect and engineer consulting services in accordance with the Illinois Administrative Code (Code), Selection of Architect-Engineer (A-E) consultant firms (44 Ill. Adm. Code 625). The Department publishes its need for A-E consultants in the Professional Transportation Bulletin (Bulletin) and requires interested firms who are prequalified to send a letter of interest.

According to data from the Office of the State Comptroller, the Department expended \$168,534,261 for A-E fees during FY08. We tested 10 Department procurements during FY08 including 2 procurements for A-E consulting services and noted the following:

- There was no documentation in 1 of 2 (50%) procurements tested that the division requiring the A-E services submitted detailed information concerning the need and scope of the work to its Director before the Department's need for A-E services was published in the Bulletin. Departmental Order 06-2 requires the District or Bureau requiring A-E services to submit detailed information concerning the need and scope of work required to its Director.
- The Department only maintained the winning vendors' statements of interests for the 2 procurements tested. The Department reported receipt of 12 and 4 statements of interest for the tested contracts. In addition, the only documentation maintained for the selection process was a selection committee agenda and a final committee report that showed the ranking of vendors and the rating information. There was no indication of who prepared the form and no approval signatures. Departmental Order 06-2 and the Code require the Consultant Unit to review the letters of interest and prepare a preliminary ranking of qualified firms for the information of the Selection Committee. The Selection Committee is then required to meet and reduce the number of firms and then the first, second, and third choice firms are required to be selected by written ballot. The Department is then required to begin negotiations with the first choice firm and publish it in the Bulletin. The State Records Act (5 ILCS 160/8) requires preservation of records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions to furnish information to protect the legal and financial rights of the State.

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- The Selection Committee did not have 1 of the 5 required members in each of the procurements tested. The Deputy Director of the Division of Highways for Program Development or designee was not a member of the Selection Committee. Departmental Order 06-2 requires the Selection Committee to be convened by the Director of Highways or the Secretary's designee and to be comprised of the Deputy Director of the Division of Highways for Program Development or designee, the Director of the requesting Division or Office or designee, the District Engineer or Bureau Chief or designee, the Director of the Office of Planning and Programming or designee, and two members from the public with professional experience in transportation or engineering.

Department management stated the District was not mindful of the requirement to submit detailed information concerning the need for consultant services to the Director. Regarding the need to save every statement of interest and not only the top three, the additional burden, in the past, would not have provided additional support regarding the documentation of the selection process with respect to the final decision and ranking of the three top firms; however, with the electronic submittals, they are now keeping all the statements of interest. Regarding the missing member on the selection committee, the Director of the Office of Finance and Administration serves as the Deputy Director of the Division of Highways' designee.

Maintaining information from the District requesting A-E services provides supporting documentation to substantiate the Department's need for the services and is required by the Order and the Code. Failure to maintain documentation of its A-E consultant selection process does not provide a basis to support the Department's procurement decisions and increases the likelihood that the contract award process will not be viewed as being conducted in a fair manner. Failure to have all the required members on the Selection Committee is noncompliance with the Departmental Order and Code. (Finding Code No. 08-4)

**RECOMMENDATION**

We recommend the Department maintain documentation of all its selection activities for A-E services including the documentation of its need for services, the statements of interest, and the Consultant Unit and Selection Committee activities, decisions, and approvals. We also recommend the Department ensure all the required members are on the selection committee.

**DEPARTMENT RESPONSE**

The Department partially agrees with the finding.

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With respect to the issue of a missing member on the selection committee, all the members were in fact in attendance. The Director of the Office of Finance and Administration serves as the Deputy Director of the Division of Highways' designee.

With respect to the issue of who prepares the preliminary ranking, this, as defined in the Departmental Order, is the Consultant Services Unit. The ranking is presented by the Consultant Services Unit and not any one individual. The Consultant Unit prepares a preliminary ranking on the Preselection Worksheet. This worksheet does show the preliminary ranking and includes the initials of who prepared the analyses and who reviewed the work of the analysts. Unfortunately, we did not effectively and timely communicate to and share our processes with the auditors during their review. We will correct this oversight with the next review.

With respect to the need to save every statement of interest and not only the top three, the additional burden, in the past, would not have provided additional support regarding the documentation of the selection process with respect to the final decision and ranking of the three top firms; however, with the electronic submittals, we are now keeping all of the statements of interest. Consultant engineering awards are based on a quality based selection process. Before a consultant firm can submit a statement of interest, it must be prequalified by the Department. The prequalification process requires all firms to submit a Statement of Experience and Financial Condition (SEFC) which includes substantially all of the information which would be included in a statement of interest by which a firm is evaluated. The statements of interest have little additional information that the Department already does not have. The Department received in excess of 1,100 such statements as part of the most recent bulletin for consultant projects; many and multiple submittals from the same firms. Safeguarding every detailed statement of interest in the past would have been an unnecessary and costly administrative burden; however, with the electronic submittals, we are now keeping all of the statements of interest.

With respect to the issue of submitting the need and scope of work to the appropriate Director before the project is published in the bulletin as required by the Departmental Order, the Department will share the results of this finding with those districts and bureaus to impress upon them of the need to be mindful of this requirement.

**AUDITOR'S COMMENT**

The Department stated in their response the Director of the Office of Finance and Administration served as the Deputy Director of the Division of Highways' designee; however, we were not provided documentation the Director of Finance and Administration was the Deputy Director of the Division of Highways' designee. We



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reviewed the Department's Directory and noted three individuals with the title of Deputy Director under the Division of Highways; however, we did not receive documentation any of them assigned the Director of the Office of Finance of Administration as their designee.

The Department did not provide us with sufficient documentation to substantiate its selection of contracted architect and engineer consultants. They stated it was too burdensome in the past to maintain all statements of interest and the prequalification process requires all firms to submit a Statement of Experience and Financial Condition (SEFC) which includes substantially all of the information which would be included in a statement of interest by which a firm is evaluated. We were also not provided the SEFCs to review during the testing, so we were unable to evaluate that information provided by the contractors.

The Department stated in their response that the Consultant Unit, and not any one individual, prepares the preliminary ranking. As noted in the finding, the only documentation provided to the auditors for the selection process was a selection committee agenda and a final committee report on a spreadsheet with no clear documentation of the preparer(s), dates of decisions, and approvals. The Department conceded in their response they did not effectively and timely communicate and share their processes during testing to allow a proper analysis of the A-E selection process and decisions.

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- 08-5. **FINDING** (Failure to maintain adequate documentation to substantiate the awarding of contracts for land acquisition services)

The Illinois Department of Transportation (Department) failed to maintain adequate documentation to substantiate the awarding of contracts for land acquisition services related to highway construction projects.

Departmental Order 6-8, effective October 1, 2004, establishes procedures for the selection of vendors to provide land acquisition services including appraisals and review appraisals for Department acquired properties. According to Comptroller data, the Department expended \$8,646,814 for land acquisition appraisal activities. We tested 10 Department procurements including 2 awarded for appraisal and review appraisal services to be performed during FY08 and noted the following:

- The District Engineers did not submit a memorandum justifying the need for such services to the Director of Highways for the request for proposal (RFP) before 1 of 2 (50%) RFPs were issued to perform appraisals and review existing appraisals. Departmental Order 6-8 requires the District Engineer desiring land acquisition services to submit a memorandum justifying the need for such services to the Director of Highways for approval.
- The Director of Highways did not approve all members of the Selection Committee. In addition, the Selection Committee's Recording Secretary was the Bureau Chief of the Bureau of Land Acquisition instead of the District Engineer as required. Departmental Order 6-8 requires the Director of Highways to convene a Selection Committee composed of five voting members, including the District Engineer of the originating district, or designee, who shall serve as the Recording Secretary. The Order also requires the Director of the Division of Highways to approve all members of the Selection Committee.
- Although six vendors submitted proposals for 1 of 2 (50%) RFPs tested, only the two winning vendors' proposals and bids were maintained and available for review. The State Records Act (5 ILCS 160/8) requires preservation of records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions to furnish information to protect the legal and financial rights of the State.
- The Department did not give the appropriate notification to a vendor not considered responsive in 1 of 2 (50%) procurements tested. The Bureau of Land Acquisition determines which vendors are responsive. Departmental Order 6-8 requires vendors whose proposals are considered nonresponsive to be eliminated from consideration and

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notified of the decision.

Department management stated the underlying cause for this finding is that Departmental Order 6-8 is out of date.

The Department's failure to properly document the need for services from the Districts, document approval of selection members and have the required individual act as Recording Secretary, maintain all related documents to justify procurement decisions, and to contact vendors not considered responsive increases the likelihood that the contract award process will not be viewed as being conducted in a fair manner. (Finding Code No. 08-5)

**RECOMMENDATION**

We recommend the Department ensure it follows all the appropriate, required procedures for the procurement and selection of its land acquisition appraisal services. We also recommend the Department ensure it maintains adequate documentation to substantiate its procurement activities and decisions.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The Departmental Order 6-8, which applies to this process is out of date and our corrective action is that we are in the process of updating the order to address this finding.

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08-6. **FINDING** (Failure to timely perform bridge inspections)

The Illinois Department of Transportation (Department) and local agencies were delinquent in performing bridge inspections during FY08. In addition, the Department should continue to improve the quality of the bridge inspection data.

The Department is responsible for ensuring that all bridges in the State are inspected. We obtained a download of all bridge inspections from the Department as of March 31, 2008. The list included a total of 26,072 bridges more than 20 feet in length. Local and other agencies were responsible for 18,382 bridges while the Department was responsible for 7,526 of these bridges. In addition, there were 164 bridges that were designated as closed.

**Bridge Inspections**

Federal regulations generally require an inspection of every bridge greater than 20 feet in length at least every 24 months. Although the federal regulations generally require an inspection once every 24 months, the regulations allow for longer inspection intervals depending on the condition of the bridge. The Department has set inspection intervals at greater intervals for some bridges. According to federal regulations, in order to have an interval of greater than 24 months the Department must receive Federal Highway Administration (FHWA) approval (23 CFR 650.311). The Department provided us with a 1995 letter from FHWA approving the methodology for its four year inspection program. For bridges over 20 feet which had an inspection interval listed, approximately 40 percent of those bridges had an inspection interval of 48 months or greater during FY08 compared to 42 percent during the previous examination. Approximately 3 percent of bridges have a 12-month inspection interval which remains unchanged from the previous examination. However, we noted there were 180 bridges that were changed during FY08 to a 36 month inspection interval; 4 of these do not meet the federally approved methodology because of the condition of the deck, super structure, or sub structure.

Although the Department has improved its timeliness of bridge inspections since the last examination, local and other agency inspection timeliness continues to be problematic. Using the intervals established by the Department, we determined that as of March 31, 2008 a total of 1,674 (6.5%) bridges had not received an inspection by the anniversary date on which it was due. These potentially delinquent bridges included 78 bridges for which the Department was responsible and 1,596 that were the responsibility of local and other agencies.

According to the Department, the National Bridge Inspection Standards (NBIS) allow a period of time after an inspection for entry of bridge inspection data into the Illinois Structure Information System (ISIS). Inspections are required to be completed when due, but the transfer of data from paper inspection records to ISIS is allowed the

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following:

- State Structures – 90 days
- Local Structures – 180 days (Local owners are given an additional 90 days to allow for sending paper inspection records to Department District offices for entry into ISIS by Department staff)

Using this criteria:

- Any State bridge without an inspection date entered for more than 90 days past its due date is considered delinquent. Any State bridge without an inspection date entered between 1 and 90 days past its due date is within the period allowed by NBIS for entry of data and is not considered delinquent.
- Any local bridge without an inspection date entered for more than 180 days past its due date is considered delinquent. Any local bridge without an inspection date entered between 1 and 180 days past its due date is within the period allowed by NBIS for entry of data and is not considered delinquent.

Taking into account these allowances for data entry, a total of 307 bridges were delinquent in receiving an inspection. The Department was delinquent in conducting six bridge inspections in FY08. Of these six bridges, two were rated structurally deficient. Four bridges were more than six months delinquent. Local agencies were delinquent in conducting 301 bridge inspections in FY08. Of these 301 bridges, 33 were rated structurally deficient. Of the 301 bridges, 98 (33%) were more than one year delinquent.

**Bridge Data Reliability**

The Department has taken steps to improve bridge data since our FY07 examination; however, incorrect data still has to be identified manually. According to Department officials, there are not enough Bureau of Information Processing contractors to change and update parameters within the database to automatically update fields to reflect changes in bridge conditions. As a result, the Department tracks data manually, conducts data sorts to look for problems, and manually monitors changes in the data that would affect the inspection interval. Department officials also noted that districts can now update incorrect information, which improves the accuracy of the data.

Department management stated the inspection of 6 (0.08% of inventory) bridges owned and maintained by the State were not timely due to several issues including weather delays, scheduling conflicts, equipment availability, and interference with construction projects. Local agencies were not timely in the inspection of 301 (1.6% of inventory) bridges for many of these same reasons. Further, Department management stated they

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had inadequate controls in place to identify and correct errors in the Bridge Inventory Data.

The Department's failure to comply with federal regulations and maintain accurate data regarding bridges could result in a public safety risk. (Finding Code No. 08-6, 07-6)

**RECOMMENDATION**

While we noted improvement with regard to the Department appointing an individual as the Bridge Inspection Program Manager as required by federal regulations, we recommend the Department continue to work toward ensuring that all bridge inspections are conducted within allowable intervals established by federal regulations and the Department. The Department should also continue to review the intervals being used and the accuracy of information in its data system for bridges.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

Ideally, there should never be a delinquent bridge inspection. However, there will always be instances where staffing issues, equipment breakdowns, weather, or other circumstances will cause minor delays. The Department will continue to try to minimize those cases. The rate of delinquent inspections by local agencies has always been higher than the Department's. The Department will continue to take every opportunity to educate local bridge owners on the importance of timely bridge inspections. New National Bridge Inspection Standards (NBIS) regulations require each bridge owner to have a qualified program manager to be responsible for meeting inspection deadlines. A program manager must have bridge inspection experience and receive NBIS certified inspection training. This new requirement will bring needed emphasis for timely inspections and should help to reduce the number of delinquent bridge inspections in the future.

Computer programming issues have delayed efforts by the Department to make needed changes and enhancements to the Bridge Inspection database. As a result, the Department must continue to identify data errors through manual checks until resources are allocated for this effort. The Department will be developing a training class for staff responsible for the entry of all bridge inventory data in order to minimize recurring data deficiencies.

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08-7. **FINDING** (Lack of support for a relocation payment and evaluation of consultants)

The Illinois Department of Transportation (Department) did not maintain adequate documentation of timely evaluation of land acquisition consultants and architect and engineer (A-E) consultants, and did not maintain adequate supporting documentation for a relocation payment.

We noted the following:

- The Department acquired property occupied by a business and paid \$124,584 to the business owner for relocation expenses. Of the amount paid to the vendor, \$96,000 for the relocation of 26 mobile homes and \$356 in advertising expenses could not be substantiated due to a lack of detailed support. The Statewide Accounting Management System (SAMS) Procedure 17.10.20 requires each State agency to maintain all supporting documentation necessary to substantiate their expenditures.
- Three of 6 (50%) land acquisition consultant contracts tested did not contain support for the submission date of the Department's performance evaluations completed for FY08 work. In addition, 1 of 6 (17%) contracts tested contained a performance evaluation that did not include the evaluation period. Departmental Order (Order) 06-8 requires each land acquisition vendor performing services for the Department to be subject to an annual performance evaluation by the District where the contract was performed. The Order also requires the District to submit annual evaluations to the Central Bureau of Land Acquisition no later than July 1.
- The Department did not perform the required performance evaluations during FY08 for 5 of 10 (50%) A-E consultants' contracts tested. Departmental Order (Order) 06-2 requires interim evaluations to be submitted for each A-E consultant performing services for the Department, by the appropriate Director, to the Consultant Unit (CU) at six-month intervals until all major work items are complete. Interim evaluations are due in the CU Office on April 1st and October 1st.

Department management stated the evaluation requirements were changed; therefore, the prior deadlines were not an issue. The evaluations submitted via the LACE system negated the need for the submittal of separate forms to the Central Office. Department management further stated the invoice for the relocation of the mobile home park did have adequate documentation to support the charges.

Payment of vouchers without proper supporting documentation could result in improper expenditures. Performance evaluations are used for communication of performance results for both the Department and the consultants which could impact the continuing

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use of the consultants. Documentation of the dates of submission and period of evaluation are necessary to ensure Department officials have timely and current information to make informed decisions regarding its procurements and contract renewals. (Finding Code No. 08-7)

**RECOMMENDATION**

We recommend the Department ensure payments for relocation services are adequately supported. We also recommend the Department document the date performance evaluations of land acquisition consultants were submitted to the Central Bureau of Land Acquisition and ensure the evaluation period is included. We further recommend the Department perform the required performance evaluations for A-E consultants.

**DEPARTMENT RESPONSE**

The Department partially agrees with the finding.

The evaluation submittal date and other such information for land acquisition consultants are entered by the Districts directly into the LACE system. No separate form is submitted to the Central Office. We may not have been entirely clear in our explanation of this process during the audit.

With respect to the submittal of interim evaluations, this requirement was changed in the Evaluation Guide (revised 2006) and the Departmental Order (Revised 2009). The six month intervals have been omitted.

With respect to the lack of detailed support for the relocation of the mobile home business, the invoice submitted did include advertising invoices, invoices for labor, storage, and especially all of the mobile home moving sheets documenting the vast majority of the costs including which mobile homes were moved, VIN numbers (26 units), date, location moved from/to, etc. The amount charged per move was a negotiated and agreed upon price with IDOT and the vendor/ business being moved. The amounts varied based on mobile home size, type, foundation, double-wide, roof line, cost to re-assemble, etc. Department personnel were also present during the moves and approved and reviewed all billings. We believe there was adequate documentation.

**AUDITOR'S COMMENT**

The Department stated in their response that the evaluation submittal date and other such information for land acquisition consultants are entered by the Districts directly into the LACE system. The Department also stated no separate form is submitted to the Central



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Office. The Department did provide us with printouts from the LACE system, but the dates were inconsistent. Some dates noted were before the evaluation period end dates and some dates were after the evaluation period; therefore, we could not rely on the data.

The Department further stated the requirement for interim evaluations was changed in the Evaluation Guide (revised 2006) and the Departmental Order (revised 2009). The Evaluation Guide was never provided to us and the Departmental Order was revised after our testing was performed.

The Department stated in their response the invoice submitted included advertising invoices, invoices for labor, storage, and all of the mobile home moving sheets documenting the vast majority of the costs including which mobile homes were moved, VIN numbers (26 units), date, location moved from/to, etc. The Department also stated the amount charged per move was a negotiated and agreed upon price. However, the invoice and information provided to us for the advertising cost did not agree to the amount paid to the vendor. In addition, the only documentation provided to us regarding movement of the mobile homes were sheets completed by the vendor stating what was moved and the cost. The costs in the invoice provided to us were not adequately detailed with information such as the criteria (type, foundation, etc) used to determine the cost and did not contain documentation that the amounts paid to the vendor were negotiated and agreed upon by the Department. We requested additional support for the amounts paid numerous times but none was provided to us.

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08-8. **FINDING** (Inadequate controls over the administration of State vehicles)

The Illinois Department of Transportation (Department) did not have adequate controls over tracking the costs and usage of State vehicles, the assignment of State vehicles to employees, and its reporting of vehicle accidents to the Department of Central Management Services (DCMS).

During the current and prior year examinations we reviewed the Department's policies and the recommendations of the State of Illinois Fleet Efficiency Review Final Report (Report) released in December 2004. We noted the following:

**Tracking Costs and Usage**

According to the Report, the Department maintains the State's largest fleet comprising approximately 37 percent of the State's total fleet. In addition, the Report noted the Department was either unable or unwilling to provide the costs of its fleet related services. The Report recommended the Department replace its Maintenance Management Information (MMI) system with different software, and recommended the Department use the software for all fleet and related equipment transactions. Currently, the Department is still using the same MMI fleet tracking system. This software tracks cost data for fuel, oil, and repair work, but does not track all the costs associated with the fleet or related equipment transactions.

The Department did not maintain a written record of usage and approvals for 6 of 25 (24%) pool vehicles tested. The Department also failed to obtain employee signatures for 4 of the 25 (16%) pool vehicles tested. Departmental Order 11-1 requires each Motor Pool Administrator to schedule vehicle use and preventive maintenance. It further requires short-term assignments to be recorded in a log book or other written record maintained by the Pool Administrator which must contain:

- Name and signature of the employee to whom the vehicle is assigned.
- The assigned vehicle's inventory number and license plate number.
- Time of vehicle checkout and the approximate time the vehicle is to be returned.
- The vehicle's mileage at the beginning and upon completion of the assignment.

**Vehicle Assignments**

Appendix 1 to Departmental Order 11-2 states in section 2-4 that:

*"The use or assignment of a state vehicle does not include approval to drive the vehicle home. The state is not responsible for providing transportation to and from an employee's home, except as authorized by the proper IDOT authority and when it serves the interest of the state."*

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The Department's assignment of vehicles to employees was authorized by Directors and District Engineers until May 1, 2008. During the prior period, we noted that the vehicle report on take home vehicles provided by the Department to DCMS was missing critical information including: the justification for having a take home vehicle (12%), the date assigned (86%), payroll classification or title of the individual assigned the vehicle (2%), average monthly mileage (5%), current vehicle mileage (3%), days per month business stops made (1%), and the miles from home to headquarters (1%). During the current examination, the Department reported 704 assigned take home vehicles to DCMS during FY08. The FY08 report to DCMS was only missing information for the date of vehicle assignment (86%).

The Report also addressed the issue of assigned vehicles and take home vehicles and stated that cultural-entitlement is invasive throughout the Department.

The Report concluded that:

*“Our recommendation for changing this cultural-entitlement issue is to advise all employees that effective January 1, 2005 (or some appropriate date that gives employees several weeks to work out alternative commuting transportation), no State vehicle is to be used to commute....”*

The Department's Secretary enacted a policy revoking all take home vehicle privileges effective May 1, 2008 due to budgetary constraints. Any employee assigned a take home vehicle was required to drive a personal vehicle to and from a designated location where an assigned vehicle would be available if necessary. The Department did not maintain a formal system to track the usage of assigned take home vehicles. However, the Department did provide a copy of the MMI report detailing fuel and oil purchases per vehicle and the accompanying gas receipts. We could not determine if 3 of 15 (20%) employees tested were following the policy and parking their State vehicles at the end of the work day due to repetitive gas purchases near the employees' homes.

**Vehicle Reporting**

Eight of 25 (32%) vehicle accidents tested were reported to DCMS from 19 to 125 days late. The Department's Automobile Usage and Risk Management Summary requires a Department Liability Coordinator to forward all accident reports to DCMS within seven days of the occurrence.

We noted three of 25 (12%) employees tested were assigned to a new vehicle during FY08 and the vehicle changes were not timely reported to DCMS. The Illinois Administrative Code (44 Ill. Adm. Code 5040.340) requires agencies to report the

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following information to DCMS annually and when changes occur: the name of each employee assigned a vehicle, the equipment number, the license plate number of the assigned vehicle, and the employee's headquarters and residence.

Department management stated the current fleet management system needs to be updated to correct the issues noted. In addition, they stated personnel need to be reminded of the recordkeeping requirements of responsibilities when using fleet vehicles. Department management further stated the late reporting of accidents is due in part to the fact that many accidents are not discovered until sometime after occurrence, in excess of the seven day reporting requirement.

Failure to respond appropriately and implement recommendations from the Report could result in inefficiencies and unnecessary costs for the administration of the Department's vehicle fleet. The failure to timely report changes in vehicle assignments and vehicle accidents to DCMS increases the State's potential liability and risk of loss. In addition, the failure to maintain accurate vehicle usage records could result in unauthorized vehicle usage and expenditures. (Finding Code No. 08-8, 07-12)

**RECOMMENDATION**

We recommend the Department implement the recommendations in the Report and ensure its tracking system for vehicles is adequate. We further recommend the Department implement controls to ensure it tracks personally assigned vehicles and monitors adherence to current Department policies regarding take home vehicles. We also recommend all changes in vehicle assignments and vehicle accidents are reported to DCMS as required and adequate documentation of vehicle usage is maintained for all vehicles including pool vehicles.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The Department recognizes the need to improve its management of its vehicle fleet and correct the issues noted in the finding. We are currently exploring the need to procure or develop a system to automate and track the data more accurately and completely. Employees will be reminded of the recordkeeping requirements and responsibilities when using fleet vehicles. Many of the accident reports in question are not reported to DCMS within seven days of occurrence because they are the result of damages from snow throws or debris from snow plows which are often not discovered for several days after occurrence. Due to this fact, the Department will work at changing the reporting rule to require the reporting of the accident seven days after discovery and not occurrence.

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- 08-9. **FINDING** (Lack of supporting documentation for payments from the Comprehensive Regional Planning Fund)

The Illinois Department of Transportation (Department) did not maintain supporting documentation for payments made to recipients from the Comprehensive Regional Planning Fund (Fund).

The State Finance Act (Act) (30 ILCS 105/6z-69) was amended effective October 11, 2007, to require the Department to make lump sum distributions, subject to appropriation, from the Fund as soon as possible after each July 1 to certain planning organizations and agencies in the amounts and percentages specified in the Act. The Act requires recipients to use the money for comprehensive regional planning purposes. During FY08, the Department was appropriated and expended \$5 million as stipulated in the Act. We were unable to determine if the funds were used appropriately for planning purposes as no documentation of the use of funds was available for review.

The Statewide Accounting Management System (SAMS) Procedure 17.10.20 requires that each State agency maintain all supporting documentation necessary to substantiate their expenditures.

Department management stated it had always followed the Act when it made the lump sum distribution to the recipients and relies on the Department's review of the single audits to monitor costs.

Failure to maintain supporting documentation for expenditures made from the Fund could result in those funds being used for other than comprehensive regional planning purposes as required by the Act. (Finding Code No. 08-9)

**RECOMMENDATION**

We recommend the Department maintain proper supporting documentation and properly monitor payments made to recipients to ensure that payments are used for comprehensive regional planning purposes.

**DEPARTMENT RESPONSE**

The Department agrees with the recommendation that costs should be reviewed to see that they are properly incurred. For these Metropolitan Planning Organizations, their federal single audit is reviewed by the Department for strict compliance to federal regulations. Any issues involving such violations would be investigated by the Department.

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We will train our planning liaisons in order to have them periodically check the backup material when they visit the various Metropolitan Planning Organizations in the course of their regular meetings.

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08-10. **FINDING** (Failure to properly monitor payments to land acquisition appraisers and Architect-Engineer consultants)

The Illinois Department of Transportation did not properly monitor its payments to land acquisition appraisers and Architect-Engineer (A-E) consultants.

We tested two land acquisition appraisal contracts and two A-E consulting contracts and their related payments and noted the following:

- In 6 of 27 (22%) vouchers tested for appraisal services totaling \$11,700, the vendors began work from 7 to 117 days after the date of the executed work orders. In addition, in 12 of 27 (44%) vouchers tested, totaling \$24,800, the vendors began work from 7 to 12 days before the receipt of the executed work orders. Attachment A (page 2) to the contractual agreements required the vendors to commence work relative to each work order within 5 calendar days after receipt of an executed work order.
- In 5 of 27 (19%) vouchers tested for appraisal services totaling \$10,700, the work orders did not include the submittal date. Attachment A (page 1) of the contractual agreements required work orders contain the submittal date of the work order.
- 2 of 27 (7%) vouchers tested for appraisal services, totaling \$3,200, did not contain an appraisal review certification or a review appraiser's signature. Attachment A (page 3) of the contractual agreement required all appraisals prepared by the vendor to be reviewed by a review appraiser.
- In 3 of 7 (43%) A-E consulting vouchers tested totaling \$15,742, the vendors began work from 5 to 51 days before the date of authority to proceed. The date of authority to proceed is when the Department representative signs the work order authorizing the vendor to proceed with the work as outlined in the order. In addition, for 2 of 7 (29%) vouchers tested, totaling \$1,260, the vendor began work 81 to 102 days after the date of authority to proceed. The contractual agreements (page 8) required consultants to commence work within 5 calendar days after date of authority to proceed.

The Fiscal Control and Internal Auditing Act (30 ILCS 10/3001) requires all State agencies to establish and maintain a system, or systems, of internal fiscal and administrative controls to provide assurance that resources, obligations and costs are in compliance with applicable laws, rules and regulations.

Department management stated the underlying cause for bullet points one and three was that the outdated contract requirements do not reflect the way that the Districts are correctly processing work orders. In addition, the need for a review appraiser for

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excess lands was unnecessary considering that they are required to obtain 3 appraisals for the sale of excess lands. The cause of the second and fourth bullet points was that the project managers should have been mindful and ensured that the work orders included the submittal dates and questioned the circumstances of the issues cited regarding the commencement of work dates.

Failure to identify contract noncompliance in contractor billings could result in improper payments or contractors not performing services as required in the contracts. (Finding Code No. 08-10)

**RECOMMENDATION**

We recommend the Department ensure the contractors comply with the contractual agreements and commence work within 5 calendar days after receipt of an executed work order and all work orders includes the submittal date when required. We also recommend appraisals contain a review appraiser's signature when required, and the contractors commence work within 5 calendar days after date of authority to proceed.

**DEPARTMENT RESPONSE**

The Department agrees with the finding. Our corrective action will be to update the contracts to address these issues. Project managers will be reminded to ensure that submittal dates are on work orders and investigate issues concerning start dates on projects.



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- 08-11. **FINDING** (Inadequate control over procurement activities and failure to receive required reports)

The Illinois Department of Transportation (Department) did not maintain adequate documentation in its procurement file, failed to post the appropriate notification on the Illinois Procurement Bulletin, and did not timely receive reports required by the contract.

The Department issued a request for proposal (RFP) and awarded a contract to a vendor to provide supportive services for the Disadvantaged Business Enterprise (DBE) program including services such as recruitment, training, and technical assistance in each of the Department's nine districts.

During testing of the RFP and related contract, we noted the following:

- The Department did not maintain a copy of the sealed utilization plans submitted by the four losing bidders. Section 3.7 of the RFP required submission of a separate utilization section. The State Records Act (5 ILCS 160/8) states the head of each agency shall cause to be made and preserved records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions of the agency designed to furnish information to protect the legal and financial rights of the state and of persons directly affected by the agency's activities. In addition, good internal controls require the Department to retain all documentation required to be submitted by the RFP to substantiate its procurement decisions.

Department management stated at the time this RFP was published, original Utilization Plans for all vendors were required to be sent, unopened, to Central Management Services (CMS), Business Enterprise Program, Bureau of Strategic Sourcing and Procurement, per CMS instructions. One vendor's Utilization Plan was included in all eight copies of their proposal as well as a separate sealed envelope. The Utilization Plan was removed from all copies of their proposals that were reviewed by the Technical Review Committee and Selection Committee members. Once the Department selected a potential winning vendor, the Department's Bureau of Business Services (BoBS) notified CMS and they returned only the potential winning Vendor's Utilization Plan back to BoBS. All other Utilization Plans were kept by CMS. This was a decision made by CMS, not the Department.

- The Department did not provide the required notification on the Illinois Procurement Bulletin that the contract, totaling \$1,370,000, was awarded to the vendor without the

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lowest bid. The Illinois Procurement Code (30 ILCS 500/20-10) requires contracts to be awarded with reasonable promptness by written notice to the lowest responsible and responsive bidder except when a State purchasing officer determines it is not in the best interest of the State and by written explanation determines another bidder shall receive the award. This explanation is required to appear in the Illinois Procurement Bulletin.

Department management stated the staff member did publish the notice of intent to award on the Illinois Procurement Bulletin as required, but inadvertently selected “Contract Award Notice” from the drop-down field on the bulletin, when they should have selected “Award to Other than Lowest Responsive Bidder,” since this procurement was handled as Professional and Artistic. Five vendors submitted proposals for the Technical Assistance Solicitation. Not all vendors bid on all nine Districts. The selected vendor received the highest total responsiveness points of all five vendors for Districts 1-9. The Selection Committee members felt that this vendor was the most capable vendor to service all nine Districts. In some cases, the selected vendor actually had the lowest price in certain Districts.

- The contractor had submitted only 5 of 12 (42%) required monthly reports as of June 30, 2008 and these reports were received by the Department from 47 to 178 days late. In addition, only 1 of 4 (25%) required quarterly reports was received and it was 139 days late. Section 3.4 of the contract required monthly reports detailing each client served, location, total time of assistance per service and complete details regarding the assistance provided. It further required quarterly goal attainment reports with supporting documentation no later than the 15<sup>th</sup> day after the end of each quarter. Department management stated the vendor was not complying with the submittal of the monthly reports. The Department has since increased its efforts to compel compliance by the vendor.

The Department’s failure to publish procurements on the Illinois Procurement Bulletin in accordance with the Code and maintain all documentation in its procurement files increases the likelihood that vendors and the public will not view the contract award process as being conducted in a fair and open manner. Failure to receive required reports and documentation from contractors could result in improper payments. (Finding Code No. 08-11, 07-9, 07-15)

**RECOMMENDATION**

While we noted improvements with regards to proper handling of vendor price proposals, conflict of interest forms for the employees on the technical review committee, invoices, paid, and allocation of funds, we recommend the Department ensure all required notifications are made in the Illinois Procurement Bulletin and its procurement files contain

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proper documentation. We also recommend the Department implement controls to ensure required reports are received timely by contractors.

**DEPARTMENT RESPONSE**

The Department agrees with this finding.

- The Department did not maintain a copy of the sealed utilization plans submitted by the four losing bidders.

The Department agrees with this finding. CMS now requires that all offers submit one sealed original Utilization Plan and one copy with their proposal. The sealed original is sent to CMS and the copy stays with the original proposal as part of the procurement file with IDOT.

- IDOT did not publish on the Notice of Intent to Award that they awarded the contract to a vendor other than the lowest bidder as required by the Procurement Code.

The Department agrees with this finding. The recent revision of Departmental Order 6-3 requires that staff members responsible for posting Notices of Award must select Award to Other Than Lowest Responsive Bidder when a Professional and Artistic Services RFP is issued and the resultant contract is awarded to other than the lowest responsible bidder. The award notice will also include the reason for selecting the winning vendor.

- Monthly Reports Not Received from Vendor:

Because of the vendor's habitual lateness and failure to submit their monthly and quarterly invoices and reports over the 2007/2008 contract year, IDOT amended their 2008/2009 management and technical contracts effective September 19, 2008. The amendment includes the following stipulations:

"The Vendor will be required to submit an invoice for reimbursement of project costs no later than the 20th day after the end of each month."

"Quarterly and Year-End (1st - 4th Quarter) Performance Goal Attainment (PGA) Reports, with supporting documentation, will be required no later than the 15th day after the end of each quarter. Additionally, a year-end report will be required with the Year-End PGA Report that provides a synopsis on each firm that was provided assistance during the contract year. Each firm's synopsis will include

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the firm's status when assistance was first requested, if/how the firm improved over time with supportive services assistance, and the firm's status at the end of the contract year."

"Reports/Time Sheets and Quarterly/Year-End reports are required on a monthly and quarterly basis. Due to the critical need for these reports to be submitted in a timely fashion, each time the Vendor fails to submit the required documents by the time specified in this amendment, the Vendor's invoice will be reduced by \$200 per day, until the reporting requirement has been satisfied."

If these amendment provisions do not correct the vendor's lateness and/or failure to submit their invoices and reports in a timely manner, IDOT will notify them that the contract will be terminated for cause under 5.8.2.1. "The Vendor fails to perform, to the Agency/Buyer's satisfaction, any material requirement of this Contract or is in violation of a material provision of this Contract, including, but without limitation, the express warranties made by the Vendor."

We believe these additional efforts will help to compel compliance by the vendor.

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08-12. **FINDING** (Inadequate controls to prevent inappropriate payments to vendors)

The Illinois Department of Transportation (Department) did not have adequate controls to prevent inappropriate payments to vendors. During testing, we noted four instances where the Department issued \$10,959 in duplicate payments to vendors during FY08.

We obtained a report of potential duplicate vouchers using auditing software and the following 4 of 25 (16%) payments tested were issued twice by the Department:

- \$3,026 to the Communications Revolving Fund for telecommunication services
- \$7,378 to a consultant for condemnation services
- \$213 for aerosol cleaner
- \$342 to an employee for mileage reimbursement

The Department's accounting system invokes a warning for duplicate payments for invoices if the invoice number already exists or if the payee identification and invoice dollar amount are the same, but the same individual who enters the voucher can override the alert. In addition, there is no centralized report to allow management to review all employee overrides for reasonableness. Further, the system only warns for duplicates within the same accounting entity and fiscal year, and the Department has 35 accounting entities who enter vouchers and also have reappropriated accounts that do not lapse at the end of the fiscal year.

The Fiscal Control and Internal Auditing Act (30 ILCS 10/3001) requires State agencies to establish and maintain a system, or systems, of internal fiscal and administrative controls to provide assurance that funds, property, and other assets and resources are safeguarded against waste, loss, unauthorized use, and misappropriation. In addition, good internal controls require someone other than the individual entering a voucher to verify the propriety of the employee's overrides of the duplicate payment warning.

Department management stated during the prior and current examinations that the errors were mainly due to the accounting system's inability to cross check duplicate payments by two separate accounting entities.

Failure to identify duplicate payments and employee overrides of duplicate payments could result in inappropriate payments to vendors. (Finding Code No. 08-12, 07-5)

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**RECOMMENDATION**

We recommend the Department implement controls to review the employee override for duplicate payments. In addition, controls should be implemented to prevent duplicate payments between accounting entities and over different fiscal years for the reappropriated accounts. We further recommend the Department obtain reimbursement for any duplicate payments made.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

- \$3,026 paid to the Communications Revolving Fund for telecommunication Services: The duplicate payment to Central Management Services was credited back to the department six days after it was recorded as paid to CMS.
- \$7,378 paid to a consultant for condemnation services. The consultant will be invoiced for the duplicate payment.
- \$213 paid for aerosol cleaner. The vendor has now refunded the overpayment to the department.
- \$342.29 to an employee for mileage reimbursement: The Department was aware of this payment and the issue has been pending with Labor Relations.

The Department will review its processes so that duplicate payments and employee overrides are controlled and monitored.

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08-13. **FINDING** (Inadequate controls over property)

The Illinois Department of Transportation (Department) did not maintain sufficient controls over its property and related records.

We noted the following:

- The Department did not timely record 11 of 25 (44%) equipment additions tested, totaling \$162,185 on its property records. These items were recorded from 4 to 79 days late. The Illinois Administrative Code (44 Ill. Adm. Code 5010.400) requires agencies to adjust property records within 30 days of acquisition, change or deletion of equipment items.
- The Department could not provide supporting documentation for 3 of 25 (12%) additions tested, totaling \$41,965. In addition, the Department could not locate the surplus delivery form for 1 of 25 (4%) deletions tested, totaling \$1,900. The State Records Act (5 ILCS 160/8) states the head of each agency shall cause to be made and preserved records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions of the agency designed to furnish information to protect the legal and financial rights of the state and of persons directly affected by the agency's activities.
- Twenty of 70 (29%) equipment items tested, totaling \$158,663, were included on the Department's property control records but could not be physically located. Department management stated some of the items were surplused or transferred to other entities; however, a surplus delivery form or other adequate documentation was not provided.
- Seven of 30 (23%) equipment vouchers tested contained property items that were not properly recorded on the Department's inventory records. Four items totaling \$204,706 could not be located on the inventory listing. In addition, two items were overstated on the inventory listing by a total of \$2,072 and a vehicle's vehicle identification number (VIN) on an invoice and voucher did not agree with the VIN number on the property records.

The State Property Control Act (Act) (30 ILCS 605/4) requires the Department be accountable for the supervision, control and inventory of all property under its jurisdiction and control. In addition the Act (30 ILCS 605/6.02) requires each responsible officer to maintain a permanent record of all items of property under his jurisdiction and control.

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- The Department did not file a surplus furniture affidavit with the State Surplus Administrator prior to purchasing nine new furniture items with unit prices of \$673. The Act (30 ILCS 605/7a) requires agencies to file an affidavit with the State Surplus Administrator for purchases of new furniture over \$500.

Department management stated the issues noted were due to unresolved employee staffing issues and training.

Failure to exercise adequate control over equipment increases the likelihood of inaccurate inventory records and the potential for fraud and possible loss or theft of State property. In addition, the failure to file surplus furniture affidavits could result in the Department making purchases of new furniture when comparable items may be available through State surplus. (Finding Code No. 08-13, 07-16)

**RECOMMENDATION**

We recommend the Department strengthen controls over property control. Specifically, the Department should implement procedures to ensure all equipment additions are recorded timely and accurately. We also recommend the Department ensure all property control transactions are adequately supported and its inventory listing is accurate. We further recommend the Department ensure that surplus property affidavits are filed before purchasing new furniture over \$500.

**DEPARTMENT RESPONSE**

The Department agrees with the finding. The staffing needs are being reevaluated. It's important to note that we believe we have resolved a significant number of the issues noted in the finding, though unfortunately subsequent to the completion of the auditor's work.



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08-14. **FINDING** (Inadequate control over the reporting of State property)

The Illinois Department of Transportation (Department) did not exercise adequate control over the reporting of State property.

Three of 4 (75%) Quarterly Reports of State Property (C-15s) submitted to the State Comptroller's office during FY08 did not agree to the Department's support for those transactions on the common systems inventory transaction schedules. We noted the following differences:

<u>Quarter</u>	<u>Asset Class</u>	<u>Amount Reported to Comptroller</u>	<u>Amount per Department Records</u>	<u>Difference</u>
12/31/07	Buildings & Improv. Additions	\$0	\$872,483	(\$872,483)
12/31/07	Equipment Additions	12,477,493	11,605,010	872,483
12/31/07	Equipment Deletions	1,637,008	1,637,872	(864)
12/31/07	Buildings & Improv. Net Transfers	873,394	873,404	(10)
12/31/07	CIP Net Transfers	(873,394)	(873,404)	10
3/31/08	Equipment Additions	6,907,361	7,569,821	(662,460)
3/31/08	Equipment Deletions	0	2,880,654	(2,880,654)
3/31/08	Capital Lease Assets – Net Transfers	(2,811,434)	0	(2,811,434)
3/31/08	Equipment Net Transfers	0	(2,811,434)	2,811,434
3/31/08	Capital Lease Assets – Deletions	719,065	0	719,065
6/30/08	CIP Additions	50,991	103,262	(52,271)
6/30/08	CIP Deletions	653,632	0	653,632
6/30/08	CIP Net Transfers	44,563	0	44,563

**Total net difference - C-15s to Department records** **(\$2,178,989)**

The Statewide Accounting Management System (SAMS) (Procedure 29.10.10) states the objective of fixed asset reporting is to ensure that agencies are updating property records to reflect the current balance of fixed assets and to enhance the accuracy of information reported. In addition, SAMS (Procedure 29.20.10) provides instructions for the proper completion of the Agency Report of State Property. In addition, the State Property Control Act (Act) (30 ILCS 605/4) requires the Department be accountable for the supervision, control and inventory of all property under its jurisdiction and control.

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Department management stated the underlying cause was that three of the four quarterly reports were completed by three different people. This brings on different interpretations of guidelines and a discrepancy in data analysis.

Inaccurate property reporting reduces the reliability of Statewide capital asset information. (Finding Code No. 08-14)

**RECOMMENDATION**

We recommend the Department properly complete its C-15s accurately and in accordance with SAMS procedures. We also recommend the Department ensure its transactions on the C-15 agree to the common systems inventory schedules supporting documentation.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The Department now has a written procedure for filling out this report and a single employee dedicated to completing this report. We are also planning to meet with the Comptroller's person in charge of collecting this information to be sure we are complying with SAMS guidelines.

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08-15. **FINDING** (Inadequate support and untimely deposit of receipts transactions)

The Illinois Department of Transportation (Department) did not timely deposit or adequately support receipt transactions.

We noted the following weaknesses:

- Seventeen of 124 (14%) receipts tested, totaling \$567,173, and 10 of 25 (40%) refunds tested, totaling \$36,167, were deposited from 1 to 25 days late. The State Officers and Employees Money Disposition Act (Act) (30 ILCS 230/2 (a)) generally requires each State agency to deposit into the State Treasury individual receipts exceeding \$10,000 in the same day received, an accumulation of receipts of \$10,000 or more within 24 hours, receipts valued between \$500 and \$10,000 within 48 hours, and cumulative receipts valued up to \$500 on the next first or fifteenth day of the month after receipt.
- The timeliness of deposit could not be determined for 38 of 124 (31%) receipts tested, totaling \$375,898, and 13 of 25 (52%) refunds tested, totaling \$141,259, because the Department did not maintain documentation of the date received. The Act requires each State agency to keep a detailed, itemized account of money received, including the date of receipt.
- Nine of 124 (7%) receipts tested, totaling \$1,033,049, and 3 of 25 (12%) refunds tested, totaling \$3,575, did not have adequate supporting documentation, so we could not determine if the proper amount was received. The State Records Act (5 ILCS 160/9) requires agencies to establish and maintain a program for agency records management, which shall include effective controls over maintenance of records. In addition, good business practice would require that agencies maintain effective accounting control over revenues, including maintaining records to ensure all revenues due have been received and properly deposited.

Department management stated the problems noted were primarily due to the need for up-to-date procedures to promote staff compliance.

Untimely deposit of funds collected reduces the amount available to pay current costs. Failure to maintain adequate supporting documentation increases the risk that errors and loss due to theft could occur and not be detected. (Finding Code No. 08-15, 07-17)

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**RECOMMENDATION**

We recommend that the Department comply with the State Officers and Employees Money Disposition Act by making timely deposits into the State Treasury and documenting the date that all funds are received. In addition, we recommend that the Department ensure its receipts and refunds contain adequate documentation to substantiate the amount received.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

Up-to-date procedures were needed to help promote compliance as well as separation-of-duties. Consultants have been working on our new procedures for several positions in the Fiscal Operations Unit. This will allow other individuals to perform the work when the one staff member, who is solely responsible for deposit activity, is not available. The relocation of our unit during December 2008 allows us to follow separation of duties which include the use of an individual to receive and stamp in the document activity which is then forwarded on to our staff to complete the analysis and deposit the funds. This helps eliminate the missing dates on documents.

Deliveries of checks from our nine districts as well as other central office bureaus can many times slow down the process of timely and efficient deposit compliance. The department has been working to revise several of the pertinent reports to enhance their use as backup documentation. In addition, we are implementing an electronic filing system to scan all documents for easy retrieval. The Department is also in the process of updating our provisions with the Comptroller and Treasurer as to what areas of deposits need to have extended periods of time because of a variety of factors regarding meeting 30 ILCS 230 to avoid write-ups of non-compliance of timely deposits.

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08-16. **FINDING** (Inadequate controls over accounts receivable)

The Illinois Department of Transportation (Department) did not have adequate controls over the administration of its accounts receivables.

The Department's miscellaneous accounts receivable includes other joint improvements, project-related revenues and refunds, and receivables arising from engineering testing and inspections, repayment of advances for public transportation, and bridge attachment and longitudinal utility fees. We detail tested 10 miscellaneous accounts receivable and noted the following:

- The Department did not make any collection attempts on an account receivable from another State agency totaling \$95,968 despite it being 270 days past due. In addition, 3 of 10 (30%) accounts receivables tested totaling \$266,220 were not referred to the Department's Bureau of Claims as required. The accounts were from 195 to 398 days late before they were referred to the Department's Bureau of Claims. The Department's Revenue Accounting Procedures Manual requires the Department to send the receivable to the Department's Bureau of Claims within 15 days after the 3<sup>rd</sup> demand letter.
- The Department did not refer 3 of 10 (30%) miscellaneous accounts receivables tested totaling \$574,487 to the Comptroller's Offset System timely. The receivables were from 634 to 913 days late as of June 30, 2008 and never referred to the Bureau of Claims. The Statewide Accounting Management System (SAMS) Manual (Procedure 26.40.10) requires each agency to individually pursue all reasonable and appropriate procedures available to the agency to effectuate collection of past due accounts. SAMS Procedure 26.40.20 further requires agencies to place all debts over \$1,000 and more than 90 days past due in the Comptroller's Offset System.
- 5 of the 9 Department districts did not have an adequate method of tracking and monitoring complaints related to billings. The Department collects various fees including overweight fees, sign permits, diesel emissions, and certificates of safety. Good business practices require procedures for the tracking and monitoring of complaints as they relate to billings.

Department management stated three of the invoices were not submitted to Claims since they involved other governmental units in Illinois and a border State DOT. A more amicable and less costly means has been sought to resolve issues with these invoices. The other three invoices in question had disputes relating to unresolved audit issues which are still under review; therefore, engagement of the Court of Claims may have

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been premature. With respect to the tracking of complaints, Department management stated a better tracking system was needed.

The failure to timely refer receivables to the Bureau of Claims and to the Comptroller's Offset System increases the likelihood that past due amounts owed to the Department will not be collected or the collection will be further delayed. The failure to track or monitor complaints related to billings could result in irregularities in the Department's billing and fee assessment not being detected. (Finding Code No. 08-16)

**RECOMMENDATION**

We recommend the Department pursue all reasonable and appropriate procedures to collect on outstanding debts as required by the Department's Revenue Accounting Procedures Manual and SAMS. We also recommend the Department ensure all debts over \$1,000 and more than 90 days past due are referred to the Comptroller's Offset System. In addition, we recommend the Department establish and implement procedures for the tracking and monitoring of complaints related to billings in all districts.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

As noted in the causes for this finding, delays in the collection of the six problematic invoices in question was primarily due to unresolved audit issues or the fact that other governmental units were involved in disputed invoiced amounts. The Department does make every reasonable attempt to seek the aid of its Bureau of Claims to aid in its efforts to collect on delinquent claims.

Monthly reviews of accounts receivable over 90 days go out to IDOT districts monthly. A change in procedures has occurred where each area receiving this report responds back to the Accounts Receivable Accountant Advanced with comments as to what the status is with each of the accounts over 90 days within 30 days of receiving the report. The Accountant Advanced individual is to follow up on areas who do not respond. We have also requested that each area that reviews the report sign and date that the 90 day report has in fact been reviewed. We added this request so to promote greater accountability and compliance with reviewing the report. A summary of concerns is then presented to the Assistant Chief of Fiscal Operations for review and for any additional follow-up. In addition, we are working with our IT programmer to identify if a comment field can be added to our ARS system to monitor specifics to aid management in their review processes. In the meantime, the Accountant Advanced is writing comments on the reports for tracking purposes.

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Finally, when districts comply with our requests and identify concerns on the 90 day report they would in fact have adequate backup for monitoring and tracking complaints related to A/R billings.

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08-17. **FINDING** (Inadequate controls over voucher processing)

The Illinois Department of Transportation (Department) did not exercise adequate controls over voucher processing.

During testing we noted the following:

- Sixty-eight of 545 (12%) vouchers tested, totaling \$3,227,276, were approved for payment from 1 to 136 days late. The required interest of \$19,576 was not paid on 15 of these vouchers. The Illinois Administrative Code (Code) (74 Ill. Adm. Code 900.70) requires an agency to review a bill and either deny the bill in whole or in part, request more information necessary to review the bill, or approve the bill in whole or in part, within 30 days after physical receipt of the bill. In addition, the State Prompt Payment Act (30 ILCS 540/3-2) requires State agencies to determine whether interest is due and automatically pay interest penalties amounting to \$50 or more to the appropriate vendor when payment is not issued within 60 days after receipt of bill.
- Thirty-four of 545 (6%) vouchers tested, totaling \$1,796,825, were not approved by an authorized Department representative. The Illinois State Finance Act (30 ILCS 105/9.02(b) (1)) requires every voucher, as submitted by the agency or office in which it originates, to bear (i) the signature of the officer responsible for approving and certifying vouchers under this Act and (ii) if authority to sign the responsible officer's name has been properly delegated, also the signature of the person actually signing the voucher.
- Thirty-one of 545 (6%) vouchers tested, totaling \$262,927, were not signed and dated by the receiving officer. The Statewide Accounting Management System (SAMS) (Procedure 17.20.20) states each invoice-voucher, upon receipt of goods or services must be signed by the receiving officer verifying goods or services meet the stated specifications.
- Twenty of 545 (4%) vouchers tested, totaling \$825,756, did not have support for the date received; therefore, we could not determine the timeliness of payment. The Code (74 Ill. Adm. Code 900.30) requires an agency to maintain written or electronic records reflecting the date on which the goods were received and accepted or the services were rendered and the proper bill was received by the State agency.

Department management stated the personnel were not mindful of the proper protocols for processing vouchers.



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Failure to document the receipt date and promptly approve vouchers may result in late payment of bills to vendors which may result in interest charges owed by the Department. Failure to pay required interest charges is noncompliance with the State Prompt Payment Act. The lack of an authorized representative's signature and a receiving officer's signature reduces the overall control over expenditures and may lead to inappropriate expenditures. (Finding Code No. 08-17, 07-10)

**RECOMMENDATION**

We recommend the Department implement controls to ensure vouchers are approved timely and signed and dated by appropriate representative and receiving officer. In addition, we recommend the Department ensure all required interest payments are made. We also recommend the Department implement controls to ensure the receipt date of the proper bill is recorded.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

A memorandum will be issued to all accounting entities discussing the results of the finding and that they must be diligent in following all of the proper protocols for the processing of vouchers. In an effort to improve and automate our vouchers processing, the Department is implementing an electronic document management system which will have greater controls over voucher processing to correct the issues noted in the finding.

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08-18. **FINDING** (Inadequate support for payments made for consolidated services)

The Illinois Department of Transportation (Department) made payments for Information Technology (consolidated services) to the Department of Central Management Services (DCMS), without supporting documentation.

Public Act 93-25 authorized DCMS to consolidate Information Technology (IT) functions of State government. DCMS billed the Department for services rendered on their behalf.

Each month DCMS provided the Department a billing statement indicating the total charged to the Department. The Department did not always receive sufficient supporting documentation to ensure the charges were for services incurred on their behalf.

During our examination, we reviewed 2 IT billings, totaling \$76,147, and noted \$69,549 in IT charges were billed for September 2007 information processing; however, the support provided did not substantiate the charges were incurred on behalf of the Department. In addition, the multiple invoices provided were stamped as received by DCMS in May, June and July 2007. Further, during our review of the Department's District Three IT Billings, we noted the Department had been billed and paid \$6,598 in Building Rent. However, the Department had been billed and paid for the same space utilization through the Facility Management billings.

The Statewide Accounting Management System (SAMS) procedure 17.10.30 states "Agency level pre-auditing is defined as an examination by the agency head or designated individual for the purpose of determining the legality and propriety of a proposed transaction or a transaction in process." Without proper detailed documentation, the Department was unable to determine propriety of the charges.

The Fiscal Control and Internal Auditing Act (30 ILCS 10/3001) requires that agencies establish internal fiscal and administrative controls to provide assurance that resources, obligations and costs are in compliance with applicable laws, rules, and regulations.

Department management stated the Department needs to obtain a more transparent path of documentation from DCMS before approval of the voucher. With respect to the building rent, DCMS' explanation was that the Department was not double billed for the same charges in the two rent payments.

Failure to obtain adequate supporting documentation could lead to the Department paying for goods and services not incurred on their behalf. Failure to properly review bills for

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the propriety of the charges resulted in duplicative payments for building rent. (Finding Code No. 08-18, 07-4)

**RECOMMENDATION**

We recommend the Department obtain adequate supporting documentation to ensure all charges billed by DCMS for consolidated services are on behalf of the Department. We also recommend the Department recoup any overpayments made.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The invoices paid were for services provided to the Department; however, the billing process is problematic and not totally transparent. The Department will share the results of the audit findings with DCMS and discuss the documentation issues with DCMS to resolve the problems noted.

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- 08-19. **FINDING** (Inadequate documentation of fees reported on the Agency Fee Imposition Report)

The Illinois Department of Transportation (Department) did not maintain supporting documentation for the fees reported on its Agency Fee Imposition Report.

The Department collects various types of fees including oversize and overweight permits, rental of right of way, air transportation, and for the displaying of business logos along certain highways. The Department reported it collected fees totaling \$24,512,749 for 28 different fee types on its FY08 Agency Fee Imposition Report but was unable to provide supporting documentation for the amounts reported.

The State Comptroller Act (15 ILCS 405/16.2(a)) requires those agencies who impose fees to file the Agency Fee Imposition Report. The Statewide Accounting and Management System (SAMS) Manual (Procedure 33.16.20) defines fees, in relation to the Report, as all charges by State agencies to citizens and private organizations. The State Records Act (5 ILCS 160/8) requires preservation of records containing adequate and proper documentation of the organization, functions, policies, decisions, procedures, and essential transactions to furnish information to protect the legal and financial rights of the State.

Department management stated the issue with the Fee Imposition Report came about when Department personnel were entering the data. The person responsible for the report at the Office of the Comptroller informed Department personnel that if rates haven't changed, then there would be no need to change any information from the previous year. Department management stated there may have been an unfortunate misunderstanding in that the individual must have thought that meant the actual number of collections instead of the rates. As a result, the dollars collected were accurate but the number of times a fee was collected was not.

Failure to accurately report fee information to the State Comptroller reduces the reliability of Statewide fee information. (Finding Code No. 08-19)

**RECOMMENDATION**

We recommend the Department maintain data to facilitate the accurate reporting of fees on its Agency Fee Imposition Report.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

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For the current fiscal year, we are going to obtain email responses from the areas collecting these fees along with the number of fees and the dollar amount of each fee so we will have an auditable file compiled.

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08-20. **FINDING** (Inadequate monitoring of interagency agreements)

The Illinois Department of Transportation's (Department) process to monitor interagency agreements was inadequate.

We noted the following:

- Nine of 22 (41%) interagency agreements tested were not signed by all parties prior to the effective date. The agreements were signed from 3 to 253 days late.
- For 2 of 3 (67%) agreements tested, entered into by the Office of the Governor (Office) and the Department, for the sharing of employee services ("liaisons") during FY08, the salaries paid differed from those salary amounts specified in the agreements. One employee was to be paid \$107,000, 75% by the Department (\$80,250) and 25% by the Office (\$26,750) and was instead paid \$83,516 by the Department and \$26,394 by the Office. In addition, the agreement required the Department to maintain all leave administration and other personnel activity; however, leave administration and timekeeping for the employee was maintained by the Office. The second employee was paid \$53,054 by the Department during FY08 and the agreement specified an annual salary of \$49,860.

The Fiscal Control and Internal Auditing Act (30 ILCS 10/3001) requires that agencies establish internal fiscal and administrative controls to provide assurance that resources, obligations and costs are in compliance with applicable laws, rules, and agreements. Good internal controls require the approval of agreements prior to the effective date. In addition, good internal controls require the terms of the agreements to be followed by all parties.

Department management stated because of the involvement of other agencies and lack of total monitoring and control by the Department, issues such as the ones noted do occur.

The Department enters into multiple agreements with other State agencies and units of government. The purpose of these agreements is to assist the Department in fulfilling its mandated mission. In order to assess whether the agreement sufficiently documents the responsibilities of the appropriate parties, the agreement needs to be approved prior to the effective date. In addition, the Department should monitor and track the agreements to ensure all parties' responsibilities are satisfied and in accordance with the terms of the agreement. (Finding Code No. 08-20, 07-13)

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**RECOMMENDATION**

While we noted improvements with regard to services being performed prior to the effective date of the interagency agreement, we recommend the Department ensure interagency agreements are approved prior to the effective date of the agreement. We also recommend the Department ensure terms of the agreement are followed.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

We will work with the other agencies participating in the interagency agreements, when possible, to ensure a more timely process.

With respect to the issues concerning the three interagency agreements for liaisons, these agreements were developed by the Office of the former Governor and sent to the Department to execute and then returned to the former Governor's Office, for execution. While the interagency agreements clearly establish a sharing responsibility for the salary and leave administration of each employee, the Department was not in control of the agreement execution process at the former Governor's Office and can therefore not address the time lapse between the effective date of the agreements and when we received them to execute, or when the former Governor's Office executed the agreements after the Department had returned them for their execution.

With regard to the timekeeping issues with one of the interagency agreements for liaisons, insurance and deferred compensation benefits were deducted by IDOT. As noted, leave administration was not handled by IDOT, but rather by the former Governor's Office. The former Governor's Office used an electronic timekeeping system and informed IDOT that the individual's time off requests would be submitted and approved or denied electronically within the Office of the former Governor and that the employee would not be sending paper time off requests to IDOT to approve or deny. Because all management staff at the former Governor's Office apparently used electronic timekeeping, they did not want to agree to have the individual's leave administration handled by paper, through IDOT. As to the approval or denial of the electronic time sheets submitted by the individual, the former Governor's Office would have had to respond to the actions taken by the individual's supervisor in the former Governor's Office. When the Department is asked to enter into such interagency agreements in the future, we will coordinate with the Governor's Office to ensure that leave administration is handled by the Governor's Office, rather than by IDOT. With regard to the salary issues noted, the Department had sent a letter to the former Governor's Office signed by the Secretary of Transportation amending the interagency agreements to correct the

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salary information. The former Governor's Office was asked to sign the letter as a two-party agreement to amend the interagency agreements. We contacted the former Governor's Office numerous times over several months to get the signed copy of the letter (i.e., to have been signed by the former Chief of Staff). Each time we were told the former Governor's Chief of Staff still had the letter to sign.

We never received a signed copy of the letter and had to assume it was not signed. Unfortunately we cannot remedy this situation. When it is agreed to increase salaries for staff paid through interagency agreements with the Governor's Office, the department will coordinate with the Governor's Office to make every effort to execute appropriate amendments to the interagency agreements in a timely manner, prior to the effective date of the salary adjustments.



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08-21. **FINDING** (Inadequate computer security controls)

The Illinois Department of Transportation (Department) in conjunction with the Department of Central Management Services (DCMS) had not established adequate controls for securing its computer resources.

The Department had established computer systems in order to meet its mission and mandate. The Department processed and maintained critical and confidential information on computer systems. Effective January 15, 2005, the DCMS Law (20 ILCS 405/405-410) authorized the consolidation of Information Technology functions of State government to the DCMS, which included the Department.

After consolidation, DCMS became the primary Information Technology service provider for the Department. As a result, the Department and DCMS have a shared responsibility over the security and integrity of the Department's applications and data. However, the Department has the ultimate responsibility to ensure its applications and data are adequately secured and monitored.

Although the Department had a draft version of a revised Information Technology Policy, the Policy currently in effect, dated May 15, 2000, is over eight years old and did not reflect the current environment. Additionally, the Department had not implemented a security awareness program or conducted security training in the last two examination periods.

In addition, during the prior review, we identified the following weakness:

- Servers were not always updated with the current vendor recommended patch levels.
- An excessive number of users had powerful security administration authority.
- Password length and content requirements were lacking.
- Accounts for terminated employees were still active after termination.
- Access rights to Department applications and data were not routinely reviewed.

During our current review, we requested from the Department their methods and procedures to ensure DCMS had corrected the identified weaknesses, and to verify the DCMS midrange environment provided the necessary security and was effectively monitored. However, such methods and procedures had not been implemented.

Generally accepted information systems audit guidance endorses the development of an effective computer security administration function to provide for safeguarding, securing, and controlling access to hardware, software, and the information stored in the computer system.

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Department officials represented that the Department had begun efforts to resolve issues noted; however, due to the size of the project, which includes a full review of IT policies and procedures and the implementation of an updated Security Awareness program, the Department had not been able to finalize its efforts. During the audit review period the Department provided copies of the updated policies and Security Awareness program that were working through final reviews with Legal, Labor Relations and Union contract negotiations.

Without the implementation of adequate controls and procedures, there is a greater risk unauthorized access to Department resources may be gained and data destroyed. Prudent business practices dictate the Department identify all assets and strengthen its security to protect its assets and resources against unauthorized access and misuse. (Finding Code No. 08-21, 07-19, 06-9)

**RECOMMENDATION**

The Department should formally communicate to DCMS its security requirements, and establish and document guidelines that outline both the Department's and DCMS responsibilities. The Department should establish methods and procedures to monitor compliance with the requirements and guidelines. If noncompliance is identified, the Department should formally follow-up with DCMS to ensure a timely remediation plan is developed and implemented.

In addition, the Department should finalize and implement the draft Information Technology Policy and develop and implement a security awareness program.

**DEPARTMENT RESPONSE**

The Department agrees with this finding.

The Department continues to work with DCMS pursuant to Public Act 93-0839 in which CMS has assumed responsibility for the statewide Information Technology Infrastructure. The Department is working with DCMS on implementing the recommendations above and providing appropriate documentation to the Department that these functions have been performed by DCMS (reduction of security administrators, enhancing password length and content requirements, deactivating terminated users' accounts, patching servers in a timely manner).

The Department has implemented a revised IT Policy and Security Awareness Program during FY09.

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- 08-22. **FINDING** (Lack of adequate disaster contingency planning or testing to ensure recovery of applications and data)

Although some progress had been made since the prior period, the Illinois Department of Transportation (Department) still had not finalized planning efforts for the recovery of its applications and data. Additionally, recovery testing of the applications had not been performed during the audit period.

The Department carries out its daily operations through the use of information technology. Computer systems that support the Department's mission include the Accounting Job Cost System, Bureau of Construction Management System, Fiscal Operations and Administration System, and the Federal Project Control System.

Many of the Department's IT functions were consolidated into the Department of Central Management Services (DCMS), with a physical move of equipment in October 2006. As a result, the Department and DCMS have a shared responsibility over disaster contingency planning.

The Department's Emergency Management Team (EMT) maintained a plan to coordinate overall disaster recovery activities. The Department also maintained approximately 100 Business Recovery Plans (BRPs) for individual business units.

The Bureau of Information Processing (BIP) handled the maintenance and support of existing mainframe applications and client/server applications for the Department. To assess the recovery capability of the Department's application and data, we reviewed the BIP Operations Business Recovery Plan (BRP).

Upon review of the BIP Operations BRP, we noted the BRP did not identify, document and provide for communication of DCMS roles and responsibilities. In addition, the BRP did not provide for procedures and requirements specific to its applications and data, and the communication of these procedures and requirements, to ensure coordination of recovery efforts between the Department, DCMS and the user community.

Additionally, at the time of review, the Department was in the process of developing a comprehensive disaster recovery/business continuity program. As a part of the program, it was developing a system which would automate the Department's approximately 100 BRPs and per the Department would incorporate roles and responsibilities of both the Department and DCMS at a later phase in the project. The Department had also exchanged informal communications with DCMS regarding roles and responsibilities and started providing DCMS with a listing of its applications and their associated recovery priority.

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Although the Department shares some responsibility with DCMS, the Department has the ultimate responsibility to ensure it has the capability to recover its applications and data. Even though the Department has improved its planning activities, it was incumbent upon the Department to ensure corrective actions were implemented to ensure its applications and data could be recovered to meet business requirements.

Information technology guidance (including the National Institute of Standards and Technology and Government Accountability Office) endorse the formal development and testing of disaster recovery plans. Tests of disaster recovery plans (and the associated documentation of the test results) verify that the plan, procedures, and resources provide the capability to recover critical systems within the required timeframe.

Department officials represented that the Department continues to develop and update recovery documentation. However, pursuant to 20 ILCS 405/405-410, the environment is now owned, managed, and maintained by DCMS and DCMS had not finalized its recovery documentation associated with the Department's environment. Thus, the Department has been unable to ensure all roles and responsibilities are appropriately established and documented within its recovery plans and that these plans are synchronized with the DCMS plans.

Additionally, the Department continues to provide additional documentation for the DCMS Business Application Database related to Disaster Recovery timeframes and needs of the Department. The Department has been working with DCMS since January 2007 to schedule testing of specific BRPs; however, they have been unable to perform recovery testing of specific applications and data.

The lack of an adequate and tested disaster contingency plan leaves the Department exposed to the possibility of major disruptions of services. A comprehensive test of the plan across all platforms utilized will assist management in identifying weaknesses to ensure recovery procedures are adequate in the event of a disaster. Continuous reviews and tests of plans would help management ensure the plans are appropriately modified, as the Department's computing environment and disaster recovery needs change. (Finding Code No. 08-22, 07-20, 06-10)

**RECOMMENDATION**

The Department should continue developing its comprehensive disaster recovery/business continuity program. The Department should formally communicate to DCMS its recovery requirements, and establish and document guidelines that outline both

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the Department's and DCMS' responsibilities. Specifically, the Department should upgrade its BRPs to include details specific to applications and data.

The Department should coordinate with DCMS and perform and document tests of its BRPs at least once a year. In addition, the BRPs should be continuously updated to reflect environmental changes and improvements identified from tests.

**DEPARTMENT RESPONSE**

The Department agrees with this finding.

The Department continues to work with DCMS pursuant to Public Act 93-0839 in which CMS has assumed responsibility for the statewide Information Technology Infrastructure. The department acknowledges the fact that DCMS is fully responsible for ensuring there is an adequate plan for infrastructure recovery. The Department is demonstrating due diligence by developing Business Recovery plans that will synchronize with DCMS plans recover/restore the infrastructure. DCMS/BCCS has full responsibility for backup schedules and procedures for all Consolidated Agencies. At such time that DCMS is able to provide an adequate recovery plan, IDOT Business Recovery Plans will be modified to synchronize these plans.

The Department continues to provide additional documentation for the DCMS Business Application database related to Disaster Recovery timeframe and needs of the Department. The Department has been working with DCMS since January 2007 to schedule testing of specific BRP.

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08-23. **FINDING** (Inadequate controls over employee attendance)

The Illinois Department of Transportation (Department) did not exercise adequate controls over employee attendance to ensure employees' work hours and benefit time were properly recorded and documented.

The Department requires employees to sign in and out at the beginning and end of each work day. During testing, we noted the following:

- Five of 40 (13%) employees tested did not complete leave slips for 11 hours of benefit time taken and no leave time was entered into the Department's timekeeping system (TKS), so the employees' accrued compensated absence balances were overstated by that amount.
- The Finance and Administration Division in Chicago did not have a sign-in sheet during a field visit, so we were unable to determine whether those employees followed the Department's sign-in policy.
- The Department could not locate all employee sign-in sheets for 3 of 40 (8%) employees tested. The Department had no FY08 sign-in sheets for one employee who transferred at the end of August 2007. In addition, 6 sign-in sheets were missing for the other 2 employees.
- Twelve of 40 (30%) employees tested had instances where they were approving their own sign-in sheets or their sign-in sheets were not properly approved by a supervisor.
- Five of 40 (13%) employees tested had leave requests that were not properly signed and dated by a supervisor.
- Nine of 40 (23%) employees tested were arriving and departing at different times other than their official schedules as reported on TKS.

The Illinois Administrative Code (80 Ill. Adm. Code 303.340) implemented and authorized by the Personnel Code (20 ILCS 415/1 *et seq.*) states each operating agency shall maintain accurate, daily attendance records. Departmental Order 3-1, the Department's Personnel Policy, section 7-4 requires all supervisors to take necessary measures to provide that leave and overtime is properly accounted for on the employee's time and attendance records, and section 7-1d requires all work schedules, including flexible schedules, to be submitted to and approved by the Bureau Chief of Personnel Management prior to implementation. In addition, good internal controls require agencies to ensure daily attendance and payroll

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records are adequately documented and reconciled to ensure proper payroll expenditures.

Department management stated that personnel were not mindful of the attendance policies.

Failure to maintain adequate controls over employee attendance and attendance records increases the risk of the Department paying for services not rendered by employees. (Finding Code No. 08-23, 07-7)

**RECOMMENDATION**

We recommend the Department implement controls to ensure employees complete leave requests for time off, accurately complete the sign-in sheets and agree those records to the timekeeping system to ensure accrued absence balances are accurate. We further recommend the Department ensure employees are arriving and departing in accordance with their documented work schedules and employee time records are complete and approved by their supervisor. In addition, we recommend the Department correct any employee's accrued absence balance noted as incorrect.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The sign-in/sign-out sheets are under the purview of Labor Relations. A reminder will be sent to employees/supervisors reminding them of the proper procedures for completion of these documents.

A reminder will be sent to the Personnel Managers requesting that TKS be updated to reflect accurate work schedules and remind them that leave requests must be signed and dated by supervisors.

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08-24. **FINDING** (Inadequate controls over employee overtime)

The Illinois Department of Transportation (Department) did not exercise adequate controls over the employee use, accrual, and documentation of overtime.

We noted the following:

- Seven of 40 (18%) employees' overtime or Equivalent Earned Time (EET) was not properly tracked, recorded, and approved.
- One employee claimed 10.5 hours of EET time for attending functions such as luncheons, dinners, and cocktail parties.
- One employee claimed 12.5 hours of EET time on the overtime card without the required supervisory signature required for overtime amounts claimed in excess of 10 hours.
- One employee claimed 4.5 hours of overtime and did not state the purpose for the time worked on the overtime card.
- One employee claimed a total of 3 hours of EET despite working a standard 7.5 hour day according to the employee's timesheet. In addition, two employees claimed 3.5 hours of EET; however, they failed to sign in or out.
- One employee claimed 19 hours of EET time that was preapproved but was not dated by a supervisor on the overtime card.

The Illinois Administrative Code (80 Ill. Adm. Code 303.340) implemented and authorized by the Personnel Code (20 ILCS 415/1 et seq.) states each operating agency shall maintain accurate, daily attendance records. Departmental Order 3-1, the Department's Personnel Policy, section 7-8 defines overtime as work in excess of a normal work schedule and requires it to be worked only when authorized. Section 7-9 requires EET to be requested and approved by the employee's supervisor in advance.

Department management stated that personnel were not mindful of the overtime keeping policies.

Failure to follow the Department's personnel policies regarding overtime and EET increases the risk the Department will pay for services not rendered by employees. (Finding Code No. 08-24, 07-18)



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**RECOMMENDATION**

We recommend the Department ensure overtime and EET is approved in advance, properly documented and recorded.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

In an attempt to resolve these issues, a reminder will be distributed reinforcing the need to complete overtime cards in a complete/consistent manner as well as document all time on individual office timesheets as opposed to the main desk (particularly for time worked on weekends).

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08-25. **FINDING** (Failure to properly complete employee performance evaluations)

The Illinois Department of Transportation (Department) did not properly complete employee performance evaluations.

We noted the following:

- The Department did not timely complete the FY08 performance evaluations for 13 of 40 (33%) employees tested. Employee evaluations were completed from 3 to 313 days late.
- Six of 40 (15%) employees tested did not have an FY08 employee performance evaluation on file.
- One of 40 (3%) employees tested did not have a properly completed performance evaluation. The employee's supervisor rated the performance as outstanding but neglected to complete the supervisory comment section mandatory for that rating.

The Illinois Administrative Code (80 Ill. Adm. Code 302.270), in addition to the Departmental Order 3-1, Chapter 5, requires an evaluation to be completed on employees annually, at a minimum. Departmental Order 3-1, Chapter 5 also requires performance evaluations to reveal which aspects of employee performance so exceed the indicator as to deserve special recognition. In addition, the Performance Management System forms 201-B and 201-C require supervisor's comments when the overall rating for an employee is outstanding or unsatisfactory.

Department management stated supervisors were directed not to complete employee performance evaluations from October 2007 through December 2007 while the Bureau of Personnel Management was reviewing the guidelines for Technical and Executive 2008 increases which resulted in delays. The employees not reviewed and the incomplete evaluations were due to oversight.

Performance appraisals are a systematic and uniform approach used for the development of employees and communication of performance expectations to employees. Performance appraisals should serve as a foundation for salary adjustment, promotion, demotion, discharge, layoff, recall, and reinstatement decisions. (Finding Code No. 08-25, 07-21)

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**RECOMMENDATION**

We recommend the Department ensure employee performance evaluations are performed timely and properly completed.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

With Code staff, reminders are sent out as soon as notification is received from CMS for MC jobs. For Technical staff, the Bureau of Personnel Management typically reminds staff of the necessity of timely and complete evaluations several months in advance. (This year was an exception.)

The Department has recently implemented the requirement that copies of all evaluations, as opposed to only Code titles, will be maintained in the central files. The Bureau anticipates this will assist in reducing the missing evaluations in the future.

The Bureau will remind supervisory staff that supervisor's comments must be completed for outstanding evaluations.

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08-26. **FINDING** (Grant monitoring reports not received timely)

The Illinois Department of Transportation (Department) did not receive grant monitoring reports timely.

We noted the following:

- The Department paid \$2,595,000 in FY08 to three grantees for the I-FLY program. The program provides grant funds to air carriers outside of Cook County for the purpose of providing financial support for air services. The grantees submitted reports for July 2007 through November 2007 to the Department. The Department did not document the date received; therefore, we could not determine the timeliness of the reports. In addition, the grantees did not submit reports for December 2007 through June 2008. The grant agreement required the grantees to submit Monthly Actual Passenger Traffic and Revenue reports within 60 days after each month.
- The Department paid a grantee \$8,271,923, in FY08, for providing public transportation in downstate Illinois. The grantee submitted four of four (100%) Estimated Quarterly Financial Reports from 23 to 101 days late. The grant agreement requires the Department to receive Estimated Quarterly Financial Report 30 days before the start of a quarter.
- The Department paid \$38,737 during FY08 to a municipality to hire police officers for selected speed enforcement campaigns. The grantee submitted 2 of 2 (100%) progress reports 40 and 42 days late. The grant agreement required the grantee to submit a progress report to the Department after each enforcement campaign by the tenth of the month following enforcement.

The Fiscal Control and Auditing Act (Act) (30 ILCS 10/3001) requires that revenues, expenditures, and transfers of assets, resources, or funds applicable to operations are properly recorded and accounted for to permit the preparation of accounts and reliable financial and statistical reports and to maintain accountability over the State's resources.

Department management stated the efforts by program managers were not successful in obtaining the required reports in a timely manner.

Failure to receive reports within the required timeframe impedes the Department's ability to assess the effectiveness of the programs in a timely manner and is noncompliance with the grant agreements. (Finding Code No. 08-26, 07-26)

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**RECOMMENDATION**

We recommend the Department implement procedures to ensure all grant monitoring reports are received timely or ensure appropriate action is taken to obtain the reports from the grantees.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

With respect to the I-FLY program, which has ceased, the reports were submitted with the vendor's billing, so they were not paid until they did submit the required reports. The results of the audit findings will be shared with the appropriate project managers to remind them of their responsibilities to impress upon grant recipients that they must submit all required reports in accordance with the grant agreements.

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- 08-27. **FINDING** (Failure to appoint an employee or determine the establishment of the Disadvantaged Business Enterprise Program Committee)

The Illinois Department of Transportation (Department) did not appoint an employee or determine the establishment of the Disadvantaged Business Enterprise Program Committee.

The Department administers the Disadvantaged Business Enterprise (DBE) program. The DBE program was established in accordance with regulations of the United States Department of Transportation. The DBE program serves as a vehicle for promoting and encouraging the continuing economic development of businesses owned and operated by minorities and females related to transportation programs.

The Department's required appointment to the Disadvantaged Business Enterprise Program Committee (Committee) has never been made. Public Act 86-16, approved June 30, 1989, (35 ILCS 505/19 of the Motor Fuel Tax Law) establishes a committee to report to the Governor and advise the General Assembly on the administration of the Disadvantaged Business Enterprise Program, and on the compliance with workforce equal opportunity goals. The Committee shall have nine members appointed by the Governor with the concurrence of the Senate, as follows: one member shall be chosen from a civic organization whose purpose is to assure equal opportunity in the workforce; seven members shall be chosen from industry, five of whom shall be owners of disadvantaged business enterprises; and one member shall be an employee of the Department of Transportation.

During the prior and current engagements, Department management stated to their knowledge the committee has never been created. In addition, they stated the Department's appointment was not made because they are not authorized to make the appointment.

Failure to comply with this mandate could result in the absence of essential experience, oversight and knowledge that could be provided to the Department's program. (Finding Code No. 08-27, 07-23, 06-6)

**RECOMMENDATION**

We recommend the Department pursue the status of the appointment.

**DEPARTMENT RESPONSE**

The Department agrees with the recommendation.

There is no statutory requirement or mechanism providing the Department with the power to make or compel appointments to this board or determine the establishment of

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the committee. There has also been no violation of this statute by the department. The department will, however, make the appropriate contacts regarding the requirements of this statute to those parties responsible for establishing the Committee.

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08-28. **FINDING** (Failure to establish an operable permanent noise monitoring system)

The Illinois Department of Transportation (Department) failed to establish an operable permanent noise monitoring system.

The State was mandated pursuant to the Permanent Noise Monitoring Act (Act) to establish and operate a permanent noise monitoring system at airports with more than 500,000 aircraft operations per year. In the early 1990's, the Department solicited proposals from consultants and received an estimate of approximately \$1 million for the project. Beginning in 1993, the Department was to prepare and make available to the public a permanent noise monitoring report on June 30, and December 31, of each year. Copies of the report are to be filed with the Governor, the legislative leadership, the U.S. Environmental Protection Agency - Region V, and the Illinois Environmental Protection Agency.

The Act (620 ILCS 35/10) requires the Department to have an operable permanent noise monitoring system at each airport with more than 500,000 aircraft operations per year no later than December 31, 1992. The system shall be designed, constructed, and operated by the Department. The cost of the system and of the permanent noise monitoring reports shall be borne by the State of Illinois. The Act (620 ILCS 35/15) further requires the Department to prepare a permanent noise monitoring report on June 30th and December 31st of each year and make copies available to the public.

During the prior and current engagements, the Department stated they were not in compliance with this statutory mandate due to a lack of funding subsequent to the effective date of this mandate. Due to failure of the State to provide the funding, the City of Chicago has since implemented and funded their own noise monitoring system.

The Department's failure to establish and operate a permanent noise monitoring system at airports with more than 500,000 aircraft operations per year and issue the required semi-annual report is noncompliance with a statutory mandate. (Finding Code No. 08-28, 07-24, 06-5)

**RECOMMENDATION**

We recommend the Department address the compliance requirement provided in the Act. If the Department concludes that compliance with the Act will never be met due to lack of funding and/or due to the City of Chicago's monitoring activity, the Department should seek legislation to have the mandate rescinded.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

The City of Chicago has established a noise monitoring system to address the spirit of this mandate. The Department attempted to submit legislative revisions to revise this unfunded mandate; however, the revisions were not successfully addressed during the most recent legislative session. The Department will continue to work for a legislative change.

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DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

08-29. **FINDING** (Failure to obtain required reports from capital assistance grantees)

The Illinois Department of Transportation (Department) did not require municipalities, districts or carriers applying for capital assistance to provide an annual audit report or annual statement of assets, revenues or expenditures.

The Department is responsible for administering the majority of State grant funds for capital projects for public transportation, highways, and aeronautics. The Department does not require entities receiving capital assistance to submit annual statements or annual audits. Further, the Department does not have a system in place to review entities' financial positions prior to entering into grant agreements or joint improvement projects.

The Department of Transportation Law (20 ILCS 2705/2705-245) requires annual audit reports and statements of assets, revenues, and expenditures to be submitted to the Department by each municipality, district, or carrier receiving or applying for capital assistance from the state. In addition, good internal controls require the Department ensure all entities receiving capital assistance funds have adequate resources to meet the agreement's financial obligations.

Department management stated all relevant and germane documentation is requested as appropriate from all applicants and recipients of funding and fulfilling the requirements of the statute would prove to be an administrative burden for all parties involved.

Failure to require applicants to submit annual statements and annual audit reports and review the entities' financial records could result in the Department's inability to recover funds from grants or entering into joint improvements with entities unable to provide the agreed upon level of local funding. (Finding Code No. 08-29, 07-25)

**RECOMMENDATION**

We recommend the Department require all municipalities, districts or carriers receiving capital assistance from the State submit annual statements of assets, revenues, and expenses and annual audit reports. We further recommend the Department review these submissions to ensure the entities applying for assistance have adequate resources to ensure they meet the financial obligations.

**DEPARTMENT RESPONSE**

The Department agrees with the finding.

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DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

In as much as the majority of the Department's projects are cost reimbursement type projects, whereby the local agency's ability to provide their portion of project costs is not an issue, obtaining information that is not necessary from both denied applicants and recipients of capital assistance, would be a costly and inefficient administrative burden. The Department will seek a legislative change to more effectively target this requirement so that we may request such reports only from applicants and recipients as appropriate, with respect to the requirements of the specific project(s) in question.

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DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF FINDINGS**  
For the Year Ended June 30, 2008

- 08-30. **FINDING** (Failure to have a member serve on the Mississippi River Coordinating Council)

The Illinois Department of Transportation (Department) did not have a member serving on the Mississippi River Coordinating Council (Council).

The Mississippi River Coordinating Council Act (Act) (20 ILCS 4003/10) requires the Secretary of the Department, or his designee, serve as a member of the Mississippi River Coordinating Council. The Act requires the Council review programs, work with communities and organizations, and advise and make recommendations regarding activities, funding, and the management and conservation of the Mississippi River and its tributaries.

Department management stated the Department has no authority over making appointments to the Committee and, to their knowledge, the Committee was never established.

Failure to serve as a member of the Council could result in the absence of essential experience, knowledge and oversight that could be beneficial to the Council and its duties. Furthermore, failure to serve as a member of the Council is noncompliance with State statute. (Finding Code No. 08-30)

**RECOMMENDATION**

We recommend the Department contact the Office of the Governor regarding appointment to the Council.

**DEPARTMENT RESPONSE**

The Department agrees with the recommendation.

There is no statutory requirement or mechanism providing the Department with the power to make or compel appointments to this board or determine the establishment of the committee. There has also been no violation of this statute by the Department. The Department will, however, make the appropriate contacts regarding the requirements of this statute to those parties responsible for establishing the Committee.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**PRIOR FINDINGS NOT REPEATED**  
For the Year Ended June 30, 2008

A. **FINDING** (Accounts Payable Cut-Off)

During the prior period, the Department was not adhering to proper accounts payable cutoff policies and standards required by the State and generally accepted accounting principles.

During the current period, the Department developed an accounts payable model to estimate year-end accounts payable based on historical trends of lag-time between date services were provided or goods received and payment of invoices. This new model was necessary as the Department does not possess a vendor order system to utilize in developing a timely accrual and has historically had delays in receipt of vendor invoices. (Finding Code No. 07-1)

B. **FINDING** (Improper procurement procedures)

During the prior period, the Department inappropriately issued a non-professional and artistic request for proposal (RFP) for services that were professional and changed the scope of services and did not maintain evidence it communicated the change to the vendors. In addition, the Department awarded another professional and artistic contract and did not document the process adequately.

During the current period, we did not note any scope changes not communicated to bidding vendors during the RFP process during our sample testing. In addition, we noted the Department appropriately issued RFPs and adequately documented the award process for the professional and artistic contracts. (Finding Code No. 07-8)

C. **FINDING** (Inadequate controls over grant agreements)

During the prior period, the Department did not maintain adequate controls over its grant agreements and did not maintain documentation of its monitoring activities.

During the current period, our sample testing indicated the Department strengthened controls over its grant agreements and maintained documentation of its monitoring. (Finding Code No. 07-11)

D. **FINDING** (Inadequate controls over travel expenditures)

During the prior period, the Department did not maintain adequate controls over travel expenditures. Two Department employees were reimbursed for travel expenses that were incurred in prior fiscal years. In addition, the Department reimbursed an employee \$1,750 for a security deposit.

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**PRIOR FINDINGS NOT REPEATED**  
For the Year Ended June 30, 2008

During the current period, our sample testing showed the Department's travel expenditures were appropriate. (Finding Code No. 07-14)

E. **FINDING** (Inadequate controls over contractual agreement documentation)

During the prior period, the Department did not exercise adequate control over its contractual agreement documentation. The Department's contractual obligation documents (CODs) were not properly completed, a contractual agreement was not signed by the legal counsel, and contracts did not contain all applicable contractor certifications.

During the current period, our sample testing indicated the Department's CODs were properly completed, and contracts were properly approved and contained all applicable certifications. (Finding Code No. 07-22)

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DEPARTMENT OF TRANSPORTATION  
**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

As part of the FY08 Financial Audit and Compliance Examination of the Illinois Department of Transportation (Department), we followed up on the status of several management audits. These included the:

- Management audit of the Department's Aeronautics Operations (Released January 2007);
- Management audit of the State's Business Enterprise Program and the Department's certification of businesses as Disadvantaged Business Enterprise (DBE) program through the Illinois Unified Certification Program (ILUCP) (Released June 2006); and
- Management and Program audit of the Department's Traffic Safety Programs (Released March 2006).

This is the second time follow-up has been conducted for the management audits of the Department's Aeronautics Operations and DBE program. This is the third time follow-up has been conducted for the recommendations contained in the management and program audit of Traffic Safety. The follow-up we conducted was only for those recommendations that have not been fully implemented by the Department. Below is an exhibit summarizing the recommendations from these audits and the status of the remaining recommendations. A more detailed summary of each recommendation is included on the following pages.

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DEPARTMENT OF TRANSPORTATION  
**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

<b>STATUS OF PAST MANAGEMENT AUDIT RECOMMENDATIONS</b>					
FY 2008 Financial Audit and Compliance Examination					
Audit	#	Recommendation Description	Status		
			Implemented	Partially Implemented	Not Implemented
Aeronautics	2	Review Rates Charged to Users		√	
Aeronautics	3	Examine Cost Effectiveness of Air Operations			√
Aeronautics	4	Flight Requests Made in Writing			√
Aeronautics	6	Positioning Legs	√		
DBEs	16	Policies and Procedures	√		
DBEs	18	Certification Timeliness			√
DBEs	19	File Documentation		√	
DBEs	21	Tracking and Decertifications		√	
Traffic Safety	2	DTS Staffing and Organization		√	
Traffic Safety	9	Maximizing Federal Reimbursements		√	
Traffic Safety	10	Efficiency and Effectiveness Reviews		√	
<b>TOTAL</b>			<b>2</b>	<b>6</b>	<b>3</b>

Source: Summary of Department Follow-up.



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**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

**ILLINOIS DEPARTMENT OF TRANSPORTATION'S AERONAUTICS OPERATIONS**

The Illinois Office of the Auditor General (OAG) conducted a management audit of the Illinois Department of Transportation's (Department) Aeronautics Operations pursuant to Legislative Audit Commission Resolution Number 135. The audit was released in January 2007 and contained 6 recommendations to the Department. Two of the recommendations from the original audit (#1 & #5) had been implemented prior to this follow-up. The remaining recommendations are listed below.

<b>Summary of Recommendation Status As of June 30, 2008</b>			
<b>Recommendations</b>	<b>Implemented?</b>		
	Yes	Partially	No
Review Rates Charged to Users		√	
Examine Cost Effectiveness of Air Operations			√
Flight Requests Made in Writing			√
Positioning Legs	√		
<b>Total</b>	1	1	2

**Recommendation 2 - Review Rates Charged to Users**

*The Department should develop a written policy that requires a periodic review of its rates charged to users of the State's aircraft. The Department should also develop a methodology to set the rates charged to users and determine the costs that should be recovered. If the Department develops a rate that does not recover the full cost of operating the State's aircraft, the full cost information should be made available so that it will make transparent the amount of subsidy involved in providing aircraft services.*

**Recommendation 3 - Examine Cost Effectiveness of Air Operations**

*The Department should periodically examine the cost effectiveness of its air operations. The analysis should also determine the optimum fleet size and whether all current aircraft are needed.*

**Recommendation 4 - Flight Requests Made in Writing**

*The Department should ensure that all flight requests are made in writing as required by statute or seek legislative change to alter the requirement.*

**Recommendation 6 - Positioning Legs**

*The Department should consider charging business users for positioning legs required to accommodate flight requests.*

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**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

<b>Recommendation:</b>	<b>Review Rates Charged to Users</b>
<b>Recommendation No.:</b>	<b>2</b>

Synopsis of  
Management Audit  
Finding:

The amounts billed by the Department to users of the State’s aircraft were not sufficient to cover the cost of operating the State’s aircraft for fiscal years 2003 – 2006. On average the amounts billed covered only 14.3 percent of the cost of operating the State’s aircraft over the four-year period. Over the four-year period, costs totaled \$19.97 million while amounts billed to users totaled \$2.85 million. Since amounts billed to users did not cover costs, money from other sources such as the Road Fund and the General Revenue Fund were being used to subsidize the cost of air transportation services.

The business rate charged to users of the State’s aircraft has not been increased since 1981. The rate for personal and political users was last increased in 1995. The Department lacked a system or methodology to set the rates that are charged to users. The Department also lacked a written policy that would require a periodic examination of the rate structure to determine if rates need to be adjusted.

The Travel Regulation Council has established Administrative Rules that require that “*All travel shall be by the most economical mode of transportation available considering travel time, costs, and work requirements.*” (80 Ill. Adm. Code 3000.300) If agencies do not know the true cost of using the State’s aircraft, they cannot determine if using the State’s aircraft provides the most economical mode of transportation.

We recommended that the Department should:

- Develop a written policy that requires a periodic review of its rates charged to users of the State’s aircraft;
- Develop a methodology to set the rates charged to users; and
- Determine the costs that should be recovered.

We also recommended that if the Department developed a rate that does not recover the full costs of operating the State’s aircraft, the full cost information should be made available so that it will make transparent the amount of subsidy involved in providing aircraft services.

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For the Year Ended June 30, 2008

Status:

***Partially Implemented***

As stated in the previous follow-up conducted in 2007, the Department has not developed a written methodology to set the rates charged to users or determine the costs that should be recovered. The Department also has not developed a formal written policy that requires a periodic review of its rates charged to the users of the State's aircraft. Although a formal policy has not been developed to review rates, a Preventive Action Request (an internal form used by Department auditors) has been prepared. The Preventive Action Request states: "The Bureau Chiefs of Administrative Services and Air Operations will make recommendations regarding the cost of aircraft operations available to the Director of Aeronautics by July 15 of each year. The Director of Aeronautics will forward information on cost and recommendations (if any) to the Director of Finance and Administration by August 1. The Director of Finance and Administration will forward recommendations (if any) to the Secretary of Transportation by August 15 of each year for the following year's budgeting process."

The Department has reviewed the rates charged for use of the Executive King Air Aircraft. On June 5, 2007, the Director of Aeronautics at the Department sent a memo to the Acting Secretary recommending that rates be increased. Agencies were notified July 13, 2007, that beginning July 1, 2007, the business rate for State flights on the King Air Aircraft was raised from \$0.41 to \$0.68 per nautical mile. This increase was based on the State negotiated fare with a private airline for the same route, not on the actual cost of the service.

During FY08, the Department increased the rate charged for personal and political use of the State aircraft. Effective September 1, 2007, the rate for personal/political use of the King Air Aircraft increased from \$6.00 to \$8.16 per nautical mile or 36 percent. Our FY08 analysis showed that the actual cost of operating the King Air Aircraft was \$17.73 per passenger mile.

The mixed rate was also increased in FY08 from \$0.75 to \$1.02 per passenger mile or about 36 percent. Our FY08 analysis showed that the cost per passenger seat-mile based on a full capacity (9) was \$1.97. The rate for use of the Executive Sikorsky helicopters remained the same.

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For the Year Ended June 30, 2008

<b>Recommendation:</b>	<b>Examine Cost Effectiveness of Air Operations</b>
<b>Recommendation No.:</b>	<b>3</b>

Synopsis of  
Management Audit  
Finding:

Department officials have stated in the past that their goal is not to recover the cost of operating the State's aircraft. However, if the goal was to recover the cost, the Department would need to raise the rate charged for the executive aircraft from \$0.41 per seat-mile to \$1.85 per seat-mile. For the executive helicopters, the Department would need to increase the amount charged from \$84.00 per seat-hour to \$1,861.50 per seat-hour.

The Department has not fully analyzed the cost effectiveness of its air operations and has not examined whether alternative means exist to fulfill the travel needs of State employees. The Department has also not analyzed the optimum fleet size needed. Periodically examining its cost effectiveness and optimal fleet size is critical in identifying opportunities to reduce aircraft costs and in identifying inefficiencies.

In fiscal year 2006, for the 4 Beechcraft aircraft, there were 82 days where none were used, 90 days when 1 aircraft was used, 108 days when 2 of the aircraft were used, 74 days when 3 of the aircraft were used, and 11 days when all 4 aircraft were used. For the 2 Sikorsky helicopters, in fiscal year 2006, there were 288 days when neither helicopter was used, 74 days when 1 helicopter was used, and 3 days when both helicopters were used.

We recommended that the Department should periodically examine the cost effectiveness of its air operations and that this analysis should determine the optimum fleet size and whether all aircraft are needed.

Status:  
***Not Implemented***

The Department could not provide documentation that the cost effectiveness of its air operations had been examined. The Department's fleet size did not change; however, the costs of operating the Beechcraft King Air Aircraft increased 46.7 percent from FY07 to FY08 (\$3.31 million in FY07 to \$4.85 million in FY08). The cost per passenger seat-mile based on average passengers also increased from \$2.38 in FY07 to \$3.62 in FY08.

The cost of operating the Sikorsky helicopters decreased 47.5 percent from FY07 to FY08 (\$0.88 million to \$0.46 million). The cost per

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seat-hour based on average passengers also decreased from \$2,431 in FY07 to \$1,390 in FY08.

The following exhibits present data for the operations of the Beechcraft King Air Aircraft and Sikorsky helicopters for the period FY05 through FY08.

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<b>COST PER PASSENGER MILE OF OPERATING THE BEECHCRAFT KING AIR AIRCRAFT</b>					
Fiscal Years 2005 – 2008					
	<u>FY05</u>	<u>FY06</u>	<u>FY07</u>	<u>FY08</u>	<u>Total</u>
<b>Cost of Operating the Beechcraft King Air Aircraft</b>					
Beechcraft N961LL	\$812,247	\$768,471	\$820,477	\$1,739,627	\$4,140,822
Beechcraft N971LL	\$765,841	\$837,441	\$791,707	\$981,405	\$3,376,394
Beechcraft N981LL	\$759,599	\$775,166	\$804,463	\$1,073,430	\$3,412,657
Beechcraft N991LL	<u>\$689,283</u>	<u>\$770,881</u>	<u>\$889,595</u>	<u>\$1,057,014</u>	<u>\$3,406,772</u>
Total costs	<u>\$3,026,969</u>	<u>\$3,151,958</u>	<u>\$3,306,242</u>	<u>\$4,851,475</u>	<u>\$14,336,644</u>
<b>Cost Per Passenger Mile Calculation</b>					
Total passenger miles	323,154	276,727	272,042	273,566	1,145,489
Cost per passenger mile	\$9.37	\$11.39	\$12.15	\$17.73	\$12.52
Cost per passenger seat-mile based on capacity of 9 seats	<u>\$1.04</u>	<u>\$1.27</u>	<u>\$1.35</u>	<u>\$1.97</u>	<u>\$1.39</u>
Average passengers	5.4	5.3	5.1	4.9	5.2
Cost per passenger seat-mile based on average passengers	<u>\$1.73</u>	<u>\$2.15</u>	<u>\$2.38</u>	<u>\$3.62</u>	<u>\$2.42</u>
<b>Business Rate Per Seat-Mile</b>					
Business rate per seat-mile	<u>\$0.41</u>	<u>\$0.41</u>	<u>\$0.41</u>	<u>\$0.68</u>	
Note: Totals may not add due to rounding.					
Source: OAG analysis of Department cost information and flight data.					

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<b>COST PER PASSENGER HOUR OF OPERATING THE SIKORSKY HELICOPTERS</b>					
Fiscal Years 2005 – 2008					
	<u><b>FY05</b></u>	<u><b>FY06</b></u>	<u><b>FY07</b></u>	<u><b>FY08</b></u>	<u><b>Total</b></u>
<b>Cost of Operating the Sikorsky Helicopters</b>					
Sikorsky N751LL	\$308,871	\$453,357	\$372,905	\$183,763	\$1,318,897
Sikorsky N761LL	<u>\$511,233</u>	<u>\$477,984</u>	<u>\$511,078</u>	<u>\$280,604</u>	<u>\$1,780,899</u>
Total costs	<u>\$820,104</u>	<u>\$931,342</u>	<u>\$883,982</u>	<u>\$464,368</u>	<u>\$3,099,795</u>
<b>Cost Per Passenger Hour Calculation</b>					
Total passenger hours	102.3	106.1	90.9	90.3	389.5
Cost per hour	\$8,020.58	\$8,780.72	\$9,724.78	\$5,142.50	\$7,958.06
Cost per seat-hour based on capacity of 6 seats	<u>\$1,336.76</u>	<u>\$1,463.45</u>	<u>\$1,620.80</u>	<u>\$857.08</u>	<u>\$1,326.34</u>
Average passengers	3.7	3.4	4.0	3.7	3.7
Cost per seat-hour based on average passengers	<u><b>\$2,167.72</b></u>	<u><b>\$2,582.56</b></u>	<u><b>\$2,431.19</b></u>	<u><b>\$1,389.86</b></u>	<u><b>\$2,150.83</b></u>
<b>Rate Per Seat-Hour</b>					
Rate per seat-hour	<u>\$84.00</u>	<u>\$84.00</u>	<u>\$84.00</u>	<u>\$84.00</u>	
Note: Totals may not add due to rounding.					
Source: OAG analysis of Department cost information and flight data.					

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**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

<b>Recommendation:</b>	<b>Flight Requests Made in Writing</b>
<b>Recommendation No.:</b>	<b>4</b>

Synopsis of  
Management Audit  
Finding:

Flight requests from State agencies were not made in writing as required by statute. State statute specifies that “*All requests for air transportation shall be made in writing and shall be signed by the executive officer or employee of the office, department, or agency.*” (20 ILCS 2705/2705-225) Contrary to State statute, all flight requests were made by calling the Department. A written request form would document proper authorization of all flights.

We recommended that the Department should ensure that all requests be made in writing as required by statute or seek legislative change to alter the requirement.

Status:  
***Not Implemented***

Flight requests are still not being made in writing. No legislation has been introduced and the requirement remains in the law.

<b>Recommendation:</b>	<b>Positioning Legs</b>
<b>Recommendation No.:</b>	<b>6</b>

Synopsis of  
Management Audit  
Finding:

The Department did not charge business users for any positioning legs associated with a requested flight. For some flight requests, the aircraft was flown to the requested location and then returned to its home base at the end of the flight. These positioning legs are also referred to as “dead-head” legs, meaning that there are no passengers on board. Positioning legs added costs that were not recovered through billing the users of the State’s aircraft.

Positioning legs represented a substantial amount of miles flown. In fiscal year 2006, the Beechcraft planes flew 487 positioning legs for a total of 64,151 miles. This represented 20 percent of the legs and 19 percent of the miles flown. The Sikorsky helicopters flew 138 positioning legs for 12,194 miles. This represented 47 percent of the legs and 51 percent of the miles flown.

Federal OMB Circular No. A-126 notes that when an agency is determining the variable cost for a proposed trip, all time required to position the aircraft to begin the trip and to return the aircraft to its



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normal base of operations should be included in the cost calculation.

We recommended the Department consider charging business users for positioning legs required to accommodate flight requests.

Status:

***Implemented***

According to Department officials, they have discussed charging for positioning legs but instead have made a concentrated effort to eliminate and fill dead-head legs with passengers to help offset the cost. On July 1, 2008, the recommendation was made internally that the Department's Division of Aeronautics continue to work with schedulers to fill dead-head and positioning legs.

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**MANAGEMENT AUDIT FOLLOW-UP**  
For the Year Ended June 30, 2008

**DISADVANTAGED BUSINESS ENTERPRISE PROGRAM**

The Illinois Office of the Auditor General (OAG) conducted a management audit of the Illinois Department of Transportation's (Department) Disadvantaged Business Enterprise (DBE) program pursuant to Senate Resolution Number 102. The audit was released in June 2006 and contained 6 recommendations to the Department. Two of the recommendations in the original audit (#17 & #20) had been implemented prior to this follow-up. The remaining recommendations are listed below.

<b>Summary of Recommendation Status</b>			
<b>Recommendations</b>	<b>Implemented?</b>		
	Yes	Partially	No
Policies and Procedures	√		
Certification Timeliness			√
File Documentation		√	
Tracking and Decertifications		√	
<b>Total</b>	<b>1</b>	<b>2</b>	<b>1</b>

**Recommendation 16 - DBE Policies and Procedures**

*The Department should formally adopt an up-to-date policies and procedures manual for DBE certifications and distribute it to all DBE staff.*

**Recommendation 18 - DBE Certification Timeliness**

*The Department should take the steps necessary to complete certifications within required timeframes. Furthermore, controls should be implemented so that officials can effectively monitor the timeliness of certifications and the certification analyst assigned.*

**Recommendation 19 - DBE File Documentation**

*The Department should ensure that complete and current documentation is obtained from applicants during the certification process and included in the certification files. The Department should also consider revisions to its record keeping process in order to make files more manageable.*

**Recommendation 21 - DBE Tracking and Decertifications**

*The Department should more closely track when No Change Affidavits and recertifications are due and decertify vendors that do not file the required applications and affidavits in a timely manner.*

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<b>Recommendation:</b>	<b>DBE Policies and Procedures</b>
<b>Recommendation No.:</b>	<b>16</b>

Synopsis of  
Management Audit  
Finding:

After initially providing us with a manual from 1992, during our fieldwork the Department provided us with a policy and procedures manual dated 2003. However, it was not clear whether these policies were ever formally approved, whether certification staff was aware of the manual, or why it was not provided upon our initial request.

An August 2005 audit performed by the Department also noted in its findings (Numbers 4, 5, & 6) that the Bureau of Small Business Enterprise did not have adequate and up-to-date policies and procedures.

We recommended that the Department should formally adopt an up-to-date policies and procedures manual for DBE certifications and distribute it to all DBE staff.

Status:  
***Implemented***

The Department provided us with a Policy, Procedures, and Resource Manual for the Office of Business and Workforce Diversity effective January 2008. The manual contains a section that covers certification of DBEs.

<b>Recommendation:</b>	<b>DBE Certification Timeliness</b>
<b>Recommendation No.:</b>	<b>18</b>

Synopsis of  
Management Audit  
Finding:

The Department did not comply with federal timeliness requirements. We found that only 43 percent of DBE applications (21 of 49) were processed within the required 90-day federal timeframe. In addition to not complying with federal regulations, the untimely processing also impacts the effectiveness of the analyst's review.

The Department took, on average, 131 days (from the date the Department received all required information from the applicant to the effective date of certification) to complete their review and certify DBE applicants. Five applications took over 250 days to process, with 2 applications taking over 400 days. This does not include the days spent by external auditors (on contract with the Department) reviewing an applicant's personal net worth.

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We asked Department officials how they track timeliness and analyst assignments. Department officials responded that they had a database and reports that could be used to track cases. According to Department officials, the Certification Analyst is responsible for moving the certification process forward, providing data for input into the database, and reporting to the section manager/unit manager.

From our testing results and the reports provided, it did not appear that the Department was adequately tracking certifications, renewals, or analyst assignments to determine if the time requirements were being met. The Certification Section Manager eventually completed some of the cases that took an inordinate amount of time; including the 2 cases that we tested that took more than 400 days to complete.

We recommended that the Department should take the steps necessary to complete certifications within required timeframes. Furthermore, controls should be implemented so that officials can effectively monitor the timeliness of certifications and the certification analyst assigned.

Status:  
***Not Implemented***

The Department still needs to improve the timeliness of processing certifications, recertifications, and no change affidavits. We reviewed 25 DBE certification files. These certifications included 5 firms that were more than 90 days past the 5-year anniversary date of their last certification, 10 firms certified or recertified in FY08, and 10 firms with a no-change affidavit approved in FY08. Of the 10 firms certified or recertified in FY08, 8 (80%) were not processed within the required 90 days. Also, as in the previous follow-up, there were files in which it took months for the Department to request additional information.

One reason for the continued timeliness problems is staffing. The DBE certification section lost 2 experienced analysts between July 2007 and April 2008. As a result, the certification section was left with only 1 experienced analyst. Although 2 new analysts were hired in April and May 2008, these analysts are new to DBE certifications and are still in training.

**Recommendation:** DBE File Documentation  
**Recommendation No.:** 19

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Synopsis of  
Management Audit  
Finding:

The Department DBE certification files tested did not always contain all the required information. Our testing of file documentation was complicated because of the extensive timeliness problems in processing certifications and changing documentation requirements. The Department and the other members of the Illinois Unified Certification Program (IL UCP) agreed to formulate a set of standard policies and procedures for processing certifications and annual no-change affidavits. The Department implemented these procedures in September 2003.

Although the Department's requirements may have changed in some instances, the Department had not conducted follow-up during the regular certification cycle to bring certification files into compliance with current requirements. In addition, in cases in which applicants filed an extension to file either corporate or individual tax returns, the tax returns were not filed with the Department after the extension had expired and staff did not follow up to obtain these items.

Timeliness of processing may have led to some of the files missing financial information, such as the statements of personal net worth (PNW). Some files took so long to certify or recertify that more recent tax, gross receipts, and PNW information should have been available. Of the files that took more than 200 days to certify, 5 of the 9 were missing a current statement of personal net worth. In these cases the analyst did not obtain an updated statement.

For 5 of the 50 files sampled, we questioned whether the file contained adequate documentation of ethnicity/gender. We also questioned whether there was adequate documentation of citizenship in 4 of the 50 files sampled. Three of these 4 were the same cases for which we questioned proof of ethnicity/gender.

In September 2003, the Department began requiring all applicants to submit at least 2 forms of identification for proof of citizenship and ethnicity and gender. Only 6 of the 50 files we tested were certified after September 2003. Two of the 6 certifications processed after September 2003 did not have the required 2 forms of identification.

Two of the 50 files did not contain documentation that a site visit was conducted within the last 5 years. According to Department officials, for 1 of the 2 files missing a site visit, the visit was conducted but was

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not documented in the file.

Although the Department was missing required information in some certification files, all 50 certification files contained an audit/summary. The audits/summaries discussed each certification, concerns regarding control or ownership, and the basis for issuing the certification.

We recommended that the Department ensure that complete and current documentation is obtained from applicants during the certification process and included in the certification files. The Department should also consider revisions to its record keeping process in order to make files more manageable.

Status:

***Partially Implemented***

Some certification files continue to lack required information. Of the 10 new certification or recertification files we tested, 3 were missing tax returns, 1 was missing a statement of personal net worth, and 1 was missing proof of ethnicity and citizenship. The firm missing proof of ethnicity and citizenship was originally certified in the 1980s and, according to Department officials, visual verification of ethnicity was acceptable at that time.

<b>Recommendation:</b>	<b>DBE Tracking and Decertifications</b>
<b>Recommendation No.:</b>	<b>21</b>

Synopsis of  
Management Audit  
Finding:

Of the 50 certifications we tested, there were 3 vendors that did not file the required no-change affidavit or recertification application and information with the Department in a timely manner.

One certification had expired months prior to the applicant applying for recertification. This firm's certification expired in June 2005; however, the recertification application was not received by the Department until January 2006. The firm remained certified during the interim.

In 2 other cases the firm did not file the required no-change affidavit in a timely manner. In one case a no-change affidavit, which was due in January 2005, was not received by the Department until July 13, 2005. This firm remained a certified DBE despite filing a no-change affidavit 6 months late. In the other case a no-change affidavit was due in September 2005. The Department sent the firm a notice to

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submit the no-change affidavit in July 2005. At the time of our testing in February 2006, the Department still had not received the no-change affidavit but the firm continued to be listed as a certified DBE.

According to the Department's responses to our testing, this firm should have been decertified.

We recommended that the Department should more closely track when no-change affidavits and recertifications are due and decertify vendors that do not file the required applications and affidavits in a timely manner.

Status:

***Partially Implemented***

The Department's system of tracking recertifications continues to be a problem. The Department has problems tracking DBEs when their five-year recertification is due. We identified 40 firms that were more than 90 days past their five-year anniversary date that had yet to be recertified. The number of days past due for these 40 firms varied from 299 days to 112 days past due.

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**ILLINOIS DEPARTMENT OF TRANSPORTATION’S TRAFFIC SAFETY PROGRAMS**

The Illinois Office of the Auditor General (OAG) conducted a management and program audit of the Illinois Department of Transportation’s (Department) Traffic Safety Programs pursuant to Legislative Audit Commission Resolution Number 129. The audit was released in March 2006 and contained a total of 11 recommendations to the Department. Follow-up conducted for these recommendations concluded that 3 of the 11 original recommendations had not been fully implemented (recommendations 2, 9, and 10). The remaining recommendations are listed below.

<b>Summary of Recommendations Status</b>			
<b>Recommendations</b>	<b>Implemented?</b>		
	Yes	Partially	No
DTS Staffing and Organization		√	
Maximizing Federal Reimbursements		√	
Efficiency and Effectiveness Reviews		√	
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>

**Recommendation 2 – Department of Traffic Safety (DTS) Staffing and Organization**

*The Department should:*

- *clarify the lines of authority and responsibility in the organization and update the organizational charts and program descriptions; and*
- *determine what qualifications and educational experience are required for positions within DTS.*

**Recommendation 9 - Maximizing Federal Reimbursements**

*The Department should maximize federal reimbursement by:*

- *seeking reimbursement for all eligible staff from NHTSA; and*
- *capturing and billing for all allowable direct and indirect costs for eligible DTS personnel.*

**Recommendation 10 – Efficiency and Effectiveness Reviews**

*The Department should begin a program of assessing the effectiveness and efficiency of Motor Carrier Safety Assistance programs. The Department should also conduct a review of the DTS to assess the efficiency of traffic safety operations.*



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<b>Recommendation:</b>	<b>DTS Staffing and Organization</b>
<b>Recommendation No.:</b>	<b>2</b>

Synopsis of  
Management Audit  
Finding:

Changes that occurred within DTS led to several organizational issues. In some cases the lines of responsibility had become unclear and some functions were being performed by individuals in a manner that was inconsistent with their organizational placement and responsibilities. An April 2005 National Highway Traffic Safety Administration (NHTSA) management review also found that there were individuals with DTS responsibilities that did not appear on DTS's organizational chart or in the program descriptions. Project monitoring and claims reimbursement were fragmented among 4 Department organizational units.

**Staff Qualifications**

The Department laid off 15 individuals from the Safety Projects Section as part of its reorganization on July 1, 2004. Some staff hired to replace the laid off employees had limited educational backgrounds and experience related to the desired qualifications. Department documentation did not clearly show that new employees possessed the desired educational qualifications and/or the experience requirements listed on the Department's position descriptions.

Department position descriptions had "desired" qualifications that included "required" education and experience requirements. Given that the "required" requirements were under the "desired" heading, the descriptions did not clearly define what qualifications, if any, were required.

We recommended that the Department should:

- clarify the lines of authority and responsibility in the organization and update the organizational charts and program descriptions; and
- determine what qualifications and educational experience are required for positions within the DTS.

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Status:

***Partially Implemented***

In our FY07 audit follow-up, we reported that the Department had reassigned staff and clarified the lines of authority for others that we questioned in the previous audit. The Department officially assigned the individual who worked for Finance and Administration to DTS. The duties of 2 other DTS employees have been defined to more accurately meet their actual job title. DTS has also updated its organizational charts to reflect the location and duties of employees.

The Department has not updated program descriptions to reflect any of these changes. Position descriptions also have not been developed and/or updated to include qualifications related to education and experience. According to DTS officials, this was to be completed by December 31, 2007. However, as of June 26, 2008, this has not been accomplished.

<b>Recommendation:</b>	<b>Maximizing Federal Reimbursements</b>
<b>Recommendation No.:</b>	<b>9</b>

Synopsis of  
Management Audit  
Finding:

The Department was not maximizing its federal reimbursements. Unlike other states, the Department's DTS did not use fringe or indirect cost rates when claiming federal reimbursement. While DTS billed NHTSA for some costs incurred (such as retirement and social security), others such as healthcare and other indirect costs were not billed. If the Department billed NHTSA and the Federal Motor Carrier Safety Administration (FMCSA) using the 90.85 percent overhead rate it charged the Federal Highway Administration, the Department could have claimed an additional \$1,136,900 annually. The Department could have billed NHTSA an additional \$465,600 and FMCSA an additional \$671,300 annually.

We recommended that the Department should maximize federal reimbursement by:

- seeking reimbursement for all eligible staff from NHTSA; and
- capturing and billing for all allowable direct and indirect costs for eligible DTS personnel.

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Status:

***Partially Implemented***

In the previous audit, we reported that the Department had identified additional employees with salaries that were reimbursable by federal funds. The Department billed NHTSA for a total of 21 employees. However, there were other employees that the Department was not billing for including the Director of DTS. According to responses received from the Director of DTS, the Department could not bill for his position because then he would not be able to lobby for traffic safety issues.

The Department had not determined other costs related to employees that could be billed and was not charging all overhead costs to the safety programs. The Department responded that “Instead of charging every dollar of overhead costs to safety programs, the Department has opted to program to grantees as much traffic safety funds as possible.” Although the Department was not charging these costs, the Department estimated the NHTSA rollover at more than \$12 million for the federal fiscal year ending September 30, 2008.

<b>Recommendation:</b>	<b>Efficiency and Effectiveness Reviews</b>
<b>Recommendation No.:</b>	<b>10</b>

Synopsis of  
Management Audit  
Finding:

Although DTS had conducted reviews of initiatives conducted using NHTSA funds, the Department had not reviewed the operational efficiency of the Department’s traffic safety programs. In addition, no effectiveness or efficiency reviews had been conducted of the Motor Carrier Safety Assistance Programs (MCSAP).

We recommended that the Department should begin a program of assessing the effectiveness and efficiency of MCSAP. The Department should also conduct a review of DTS to assess the efficiency of traffic safety operations.

Status:

***Partially Implemented***

During the previous audit follow-up, the Department provided auditors with an annual review conducted by FMCSA in which the Department’s MCSAP plan was reviewed. This review contained several findings related to the Department’s MCSAP program including; MCSAP rollover funds, untimely data reporting, not reviewing new entrant audits, untimely uploading of inspection reports, and high error rates in accident reporting.

Although FMCSA reviewed the Department’s FY06 MCSAP plan,

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this review was required by federal law (Title 49 CFR Part 350). An assessment by an independent company will be completed in the next 2 years according to a FMCSA official.

Although the Department continues to perform reviews of initiatives conducted using NHTSA funds, the Department has not reviewed the overall operational efficiency of the Department's traffic safety programs. The status of this recommendation remains unchanged from the previous year.

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**SUPPLEMENTARY INFORMATION FOR STATE COMPLIANCE PURPOSES**

**SUMMARY**

Supplementary Information for State Compliance Purposes presented in this section of the report includes the following:

- Fiscal Schedules and Analysis:
  - Schedule of Expenditures of Federal Awards
  - Notes to the Schedule of Expenditures of Federal Awards
  - Schedule of Appropriations, Expenditures and Lapsed Balances
  - Comparative Schedule of Net Appropriations, Expenditures and Lapsed Balances
  - Schedule of Changes in State Property
  - Comparative Schedule of Cash Receipts and Reconciliation of Cash Receipts to Deposits Remitted to the State Comptroller
  - Analysis of Significant Variations in Expenditures
  - Analysis of Significant Variations in Receipts
  - Analysis of Significant Lapse Period Spending
  - Analysis of Accounts Receivable
  
- Analysis of Operations:
  - Agency Functions and Planning Program
  - Average Number of Full Time Employees
  - Annual Cost Statistics by Major Object Classification
  - Emergency Purchases
  - Schedule of Illinois First Projects (Not Examined)
  - Service Efforts and Accomplishments (Not Examined)

The accountants' report that covers the Supplementary Information for State Compliance Purposes presented in the Compliance Report Section states the auditors have applied certain limited procedures as prescribed by the Audit Guide as adopted by the Auditor General, except for information on the Schedule of Illinois First Projects and the Service Efforts and Accomplishments on which they did not perform any procedures. However, the accountants do not express an opinion on the supplementary information.

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**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
(expressed in thousands)  
For the Year Ended June 30, 2008

Federal Agency/Program or Cluster	Federal CFDA #	Expenditures	Passed- through to subrecipients (Not Examined)
<b>U.S. Department of Transportation:</b>			
Airport Improvement Program	20.106	\$ 90,481	\$ 50,734
Highway Planning and Construction	20.205	1,229,225	104,027
Highway Training and Education	20.215	-	-
National Motor Carrier Safety Program	20.218	5,821	-
Recreational Trails Program	20.219	472	-
Federal Transit - Capital Investment Grants	20.500	658	605
Federal Transit - Metropolitan Planning Grants	20.505	1,421	-
Federal Transit - Formula Grant	20.507	358	-
Formula Grants for Other Than Urbanized Areas	20.509	10,591	7,934
Capital Assistance Program for Elderly Persons and Persons with Disabilities	20.513	5,741	-
Transit Planning and Research	20.514	35	-
State Planning and Research	20.515	445	131
Highway Safety Cluster:			
State and Community Highway Safety	20.600	8,153	5,006
Alcohol Traffic Safety and Drunk Driving Prevention Incentive Grants	20.601	2,311	2,311
Occupant Protection	20.602	1,868	1,868
Safety Incentive Grants to Prevent Operation of Motor Vehicles by Intoxicated Persons	20.605	677	432
Safety Belt Performance Grants	20.609	6,094	-
Incentive Grant Program to Increase Motorcycle Safety	20.612	171	-
Crash Outcome Data Evaluation Systems	20.XXX	99	-
Total Highway Safety Cluster		<u>\$ 19,373</u>	<u>\$ 9,617</u>
U.S. Department of Transportation Total		<u>\$ 1,364,621</u>	<u>\$ 173,048</u>
<b>U.S. Department of Homeland Security:</b>			
Passed through programs from:			
Illinois Emergency Management Agency Disaster Grants - Public Assistance	97.036	\$ 999	\$ -
U.S. Department of Homeland Security Total		<u>\$ 999</u>	<u>\$ -</u>
Total Expenditures of Federal Awards		<u><u>\$ 1,365,620</u></u>	<u><u>\$ 173,048</u></u>

The accompanying notes to the Schedule of Expenditures of Federal Awards are an integral part of this Schedule.

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**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS**  
For the Year Ended June 30, 2008

**1. Significant Accounting Policies**

**(a) Basis of Presentation**

The Schedule of Expenditures of Federal Awards presents the activity of all federal award programs of the State of Illinois, Illinois Department of Transportation (Department), for the year ended June 30, 2008.

**(b) Basis of Accounting**

The Schedule of Expenditures of Federal Awards is prepared on the cash basis of accounting.

**2. Description of Grant Programs**

The following is a brief description of the grant programs included in the Schedule of Expenditures of Federal Awards:

*Airport Improvement Program – CFDA # 20.106*

The objective of this program is to assist sponsors, owners, or operators of public-use airports in the development of a nationwide system of airports adequate to meet the needs of civil aeronautics.

*Highway Planning and Construction – CFDA # 20.205*

The objective of this program is to assist State transportation agencies in planning and developing an integrated, interconnecting transportation system by constructing and rehabilitating the National Highway System, including Interstate highways; for transportation improvements to all public roads that are not functionally classified as local; and to provide aid in the repair of Federal-aid roads and streets following disasters. This program also provides transportation engineering services for planning; design, construction and rehabilitation of the highways and bridges providing access to federally owned lands.

*Highway Training and Education – CFDA # 20.215*

The objective of this program is to develop and administer, in cooperation with those in the highway community, educational, training, and technical assistance programs for the Federal Highway Administration, State and local highway agency employees, as well as the private sector and members of the international organizations.

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*National Motor Carrier Safety Program – CFDA # 20.218*

The objective of this program is to reduce the number and severity of accidents and hazardous material incidents involving commercial motor vehicles by substantially increasing the level and effectiveness of enforcement activity and the likelihood that safety defects, driver deficiencies, and unsafe carrier practices will be detected and corrected.

*Recreational Trails Program – CFDA # 20.219*

The objective of this program is to provide funds to the States to develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses.

*Federal Transit - Capital Investment Grants – CFDA # 20.500*

The objective of this program is to assist in financing the acquisition, construction, reconstruction, and improvement of facilities, rolling stock and equipment for use in public transportation service.

*Federal Transit - Metropolitan Planning Grants – CFDA # 20.505*

The objective of this program is to assist in development of transportation improvement programs, long-range transportation plans, and other technical studies in metropolitan areas.

*Federal Transit – Formula Grants – CFDA # 20.507*

The objective of this program is to finance the planning, acquisition, construction, cost-effective lease, improvement, and maintenance of equipment and facilities to support public transportation services in urbanized areas (cities over 50,000 population).

*Formula Grants for Other Than Urbanized Areas – CFDA # 20.509*

The objective of this program is to improve, initiate, or continue public transportation service in nonurbanized areas (rural and small areas under 50,000 population) and to provide technical assistance for rural transportation providers.

*Capital Assistance Program for Elderly Persons and Persons with Disabilities – CFDA # 20.513*

The objective of this program is to provide financial assistance in meeting the transportation needs of elderly persons and persons with disabilities where public transportation services are unavailable, insufficient or inappropriate. The program is also designed to supplement



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Federal Transit Administration's other capital assistance programs by funding transportation projects for elderly persons and persons with disabilities in all areas - urbanized, small urban, and rural.

*Transit Planning and Research – CFDA # 20.514*

The objective of this program is to increase transit ridership, improve safety and emergency preparedness, improve capital operating efficiencies, protect the environment and promote energy independence, and provide transit research leadership.

*State Planning and Research – CFDA # 20.515*

The objective of this program is to assist in the development of cost effective multimodal transportation improvement programs which include the planning, engineering, and designing of Federal Transit projects, and other technical studies in a program for a unified and officially coordinated Statewide Transportation system.

*State and Community Highway Safety – CFDA # 20.600*

The objective of this program is to provide a coordinated national highway safety program to reduce traffic accidents, deaths, injuries, and property damage.

*Alcohol Traffic Safety and Drunk Driving Prevention Incentive Grants – CFDA # 20.601*

The objective of this program is to encourage States to adopt effective programs to reduce crashes resulting from persons driving while under the influence of alcohol and other controlled substances.

*Occupant Protection – CFDA # 20.602*

The objective of this program is to encourage States to adopt effective programs to reduce highway deaths and injuries resulting from individuals riding unrestrained or improperly restrained in motor vehicles.

*Safety Incentives to Prevent Operation of Motor Vehicles by Intoxicated Persons – CFDA # 20.605*

The objective of this program is to encourage States to establish a 0.08 percent blood alcohol concentration as the legal limit for drunk driving.

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*Safety Belt Performance Grants – CFDA # 20.609*

The objective of this program is to increase safety belt use by encouraging States to enact and enforce primary safety belt laws.

*Incentive Grant Program to Increase Motorcycle Safety – CFDA # 20.612*

The objective is to encourage States to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists.

*Crash Outcome Data Evaluation Systems – CFDA # 20.XXX*

The objective of this program is to link existing traffic crash records with health care data sources from Emergency Medical Service (EMS), trauma registry, hospital discharges, and vital records (death certificates). The linked database will be used to link each person identified on police crash report, who is injured, to one or more medical records by identifying specific types of injuries, severity of injuries, cost of injuries, payment sources and medical system responses. The database will be used to support local, regional and Statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes.

*Disaster Grants - Public Assistance – CFDA # 97.036*

The objective of this program is to assist State and local governments in recovering from the devastating effects of disasters by providing assistance for debris removal, emergency protective measures and the repair, restoration, reconstruction or replacement of public facilities or infrastructure damaged or destroyed.

**3. Pass Through to Subrecipient Awards**

The Department provided amounts to subrecipients as presented on the accompanying Schedule of Expenditures of Federal Awards.

**4. Noncash Awards**

The Department did not receive any noncash awards.

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P.A. 95-0348 and P.A. 95-0722	Appropriations (Net of Transfers)			Expenditures	Expenditures	Total	Balance	Balance
	New	Reappropriated	Total	through June 30, 2008	through August 31, 2008	Expenditures 14 Months Ended August 31, 2008	Reappropriated July 1, 2008	Lapsed August 31, 2008
<b>Appropriated Funds</b>								
<b>General Revenue (001):</b>								
Construction:								
Grants - FY 2008	\$ 10,299,168	\$ -	\$ 10,299,168	\$ 995,000	\$ 280,000	\$ 1,275,000	\$ -	\$ 9,024,168
Total Construction	<u>\$ 10,299,168</u>	<u>\$ -</u>	<u>\$ 10,299,168</u>	<u>\$ 995,000</u>	<u>\$ 280,000</u>	<u>\$ 1,275,000</u>	<u>\$ -</u>	<u>\$ 9,024,168</u>
Division of Traffic Safety:								
Emissions Testing/Inspection Program	\$ 300,000	\$ -	\$ 300,000	\$ 142,213	\$ 723	\$ 142,936	\$ -	\$ 157,064
Total Division of Traffic Safety	<u>\$ 300,000</u>	<u>\$ -</u>	<u>\$ 300,000</u>	<u>\$ 142,213</u>	<u>\$ 723</u>	<u>\$ 142,936</u>	<u>\$ -</u>	<u>\$ 157,064</u>
Division of Aeronautics:								
Aeronautics - Executive Air Transport	\$ 260,000	\$ -	\$ 260,000	\$ 198,043	\$ 21,312	\$ 219,355	\$ -	\$ 40,645
Grants For Air Navigation Facilities	350,000	1,818,461	2,168,461	297,872	-	297,872	1,870,589	-
Aeronautics	35,000	-	35,000	8,844	-	8,844	-	26,156
Total Division of Aeronautics	<u>\$ 645,000</u>	<u>\$ 1,818,461</u>	<u>\$ 2,463,461</u>	<u>\$ 504,759</u>	<u>\$ 21,312</u>	<u>\$ 526,071</u>	<u>\$ 1,870,589</u>	<u>\$ 66,801</u>
Public Transportation:								
Technical and Transit Studies	\$ 427,600	\$ 944,509	\$ 1,372,109	\$ 157,826	\$ -	\$ 157,826	\$ 1,214,283	\$ -
Intertownship Transportation	-	278,370	278,370	277,552	-	277,552	818	-
Public Trans. Sec. 18 Admin. Expenses - Fed. Reimb.	250,000	-	250,000	159,617	9,484	169,101	-	80,899
Downstate/Regional Public Trans - Reduced Fares	37,660,900	-	37,660,900	37,318,100	342,800	37,660,900	-	-
ADA Paratransit Services	54,251,555	-	54,251,555	54,251,555	-	54,251,555	-	-
Intercity Rail Passenger Service	28,000,000	-	28,000,000	20,999,984	6,999,994	27,999,978	-	22
Total Public Transportation	<u>\$ 120,590,055</u>	<u>\$ 1,222,879</u>	<u>\$ 121,812,934</u>	<u>\$ 113,164,634</u>	<u>\$ 7,352,278</u>	<u>\$ 120,516,912</u>	<u>\$ 1,215,101</u>	<u>\$ 80,921</u>
Total General Revenue (001)	<u>\$ 131,834,223</u>	<u>\$ 3,041,340</u>	<u>\$ 134,875,563</u>	<u>\$ 114,806,606</u>	<u>\$ 7,654,313</u>	<u>\$ 122,460,919</u>	<u>\$ 3,085,690</u>	<u>\$ 9,328,954</u>

(Continued)

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For the Year Ended June 30, 2008

P.A. 95-0348 and P.A. 95-0722	Appropriations (Net of Transfers)			Expenditures	Expenditures	Total	Balance	Balance
	New	Reappropriated	Total	through June 30, 2008	through August 31, 2008	Expenditures 14 Months Ended August 31, 2008	Reappropriated July 1, 2008	Lapsed August 31, 2008
Road Fund (011):								
Central Administration and Planning:								
Central Administration and Planning	\$ 30,980,252	\$ -	\$ 30,980,252	\$ 26,336,003	\$ 3,102,016	\$ 29,438,019	\$ 377,682	\$ 1,164,551
Hazardous Materials Abatement	300,000	964,292	1,264,292	470,944	-	470,944	793,348	-
Planning, Research and Development	500,000	2,325,523	2,825,523	213,625	-	213,625	2,611,898	-
Metro Planning - Federal/Local	42,000,000	46,395,053	88,395,053	29,278,382	-	29,278,382	59,116,671	-
Metro Planning - State Share	2,000,000	7,146,692	9,146,692	683,652	-	683,652	8,463,040	-
SAFETEA-LU - Federal Reimb.	1,750,000	-	1,750,000	1,349,855	689	1,350,544	-	399,456
Advance Demo Phase II	-	3,126,883	3,126,883	16,109	-	16,109	-	3,110,774
IDOT ITS Priority Program - Federal Reimb.	3,500,000	20,185,544	23,685,544	2,766,293	-	2,766,293	20,919,251	-
IDOT ITS Priority Program - State	3,500,000	16,543,863	20,043,863	5,203,875	-	5,203,875	14,839,988	-
Railroad Crossing Safety Monitoring - ICC	155,000	-	155,000	-	155,000	155,000	-	-
Hanley Building Cafeteria	9,000	-	9,000	-	-	-	-	9,000
Information Processing	23,868,452	-	23,868,452	17,179,897	3,562,478	20,742,375	-	3,126,077
Central Administration Tort Claims	500,000	-	500,000	402,473	18,923	421,396	-	78,604
EPA Vehicle Inspections	-	-	-	-	-	-	-	-
Enhance, Congest and Air Quality Projects	10,000,000	19,569,801	29,569,801	1,753,729	-	1,753,729	27,816,072	-
Claims For Civil Lawsuits	250,000	-	250,000	-	9,000	9,000	-	241,000
Auto Liability Claims	2,200,000	-	2,200,000	1,859,612	-	1,859,612	-	340,388
Shared Services Center	9,600,400	-	9,600,400	8,243,958	84,558	8,328,516	-	1,271,884
Total Central Administration and Planning	\$ 131,113,104	\$ 116,257,651	\$ 247,370,755	\$ 95,758,407	\$ 6,932,664	\$ 102,691,071	\$ 134,937,950	\$ 9,741,734
Division of Highways:								
Central Division of Highways	\$ 43,515,166	\$ 339,137	\$ 43,854,303	\$ 40,000,338	\$ 2,292,769	\$ 42,293,107	\$ 221,947	\$ 1,339,249
Motorist Damage to State Vehicles and Equipment	500,000	828,072	1,328,072	902,831	-	902,831	425,241	-
State Radio Communications (STARCOM)	1,000,000	960,000	1,960,000	806,959	-	806,959	1,153,041	-
Technology Transfer Center	100,000	-	100,000	50,833	-	50,833	49,167	-
Day Labor	8,742,293	255,964	8,998,257	7,119,325	937,357	8,056,682	655,300	286,275
District 1	168,006,982	4,867,890	172,874,872	152,894,818	8,782,902	161,677,720	7,368,406	3,828,746
District 2	52,020,230	1,900,027	53,920,257	46,129,761	3,848,618	49,978,379	1,577,048	2,364,830
District 3	47,609,350	2,078,468	49,687,818	44,752,342	2,465,161	47,217,503	1,581,101	889,214
District 4	47,475,639	934,835	48,410,474	41,767,889	4,150,660	45,918,549	1,217,486	1,274,439
District 5	39,366,791	2,310,921	41,677,712	35,783,042	2,983,397	38,766,439	1,493,922	1,417,351
District 6	46,173,110	1,629,866	47,802,976	42,702,620	2,784,568	45,487,188	1,437,931	877,857
District 7	38,246,264	1,233,336	39,479,600	33,995,705	2,323,861	36,319,566	2,054,115	1,105,919
District 8	61,245,779	1,318,157	62,563,936	53,883,021	5,532,112	59,415,133	1,387,199	1,761,604
District 9	33,807,810	486,623	34,294,433	30,184,959	2,392,620	32,577,579	478,991	1,237,863
County Engineers Compensation Program	2,721,300	-	2,721,300	2,721,300	-	2,721,300	-	-
R.R. Relocation	-	-	-	-	-	-	-	-
Maintenance Agreements	13,000,000	26,338,517	39,338,517	13,165,857	-	13,165,857	26,172,660	-
Land and Buildings	4,600,000	23,323,041	27,923,041	4,658,966	-	4,658,966	23,264,075	-
Hazardous Materials	1,158,600	7,759,038	8,917,638	741,517	-	741,517	8,176,121	-
Maintenance, Traffic and Physical Research Purposes	41,279,100	15,783,165	57,062,265	38,604,999	3,279,835	41,884,834	15,043,726	133,705
Motorist Damage to Highway Structures	5,500,000	5,862,613	11,362,613	6,726,770	-	6,726,770	4,635,843	-
Central Division of Highways Refunds	40,000	-	40,000	5,191	101	5,292	-	34,708
Total Division of Highways	\$ 656,108,414	\$ 98,209,670	\$ 754,318,084	\$ 597,599,043	\$ 41,773,961	\$ 639,373,004	\$ 98,393,320	\$ 16,551,760

(Continued)

Note: Appropriations, expenditures, reappropriated balances and lapsed balances were obtained from Department records and have been reconciled to records of the State Comptroller.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF APPROPRIATIONS, EXPENDITURES AND LAPSED BALANCES**  
For the Year Ended June 30, 2008

P.A. 95-0348 and P.A. 95-0722	Appropriations (Net of Transfers)			Expenditures	Expenditures	Total	Balance	Balance
	New	Reappropriated	Total	through June 30, 2008	through August 31, 2008	Expenditures 14 Months Ended August 31, 2008	Reappropriated July 1, 2008	Lapsed August 31, 2008
Road Fund (011), continued:								
Construction:								
Township Bridge	\$ 15,000,000	\$ 12,826,309	\$ 27,826,309	\$ 14,759,931	\$ -	\$ 14,759,931	\$ 13,066,378	\$ -
Apportionment Consultation W/ County Superintendents	35,814,300	-	35,814,300	35,098,014	-	35,098,014	-	716,286
Highway Construction - Consultant and Preliminary Eng.	-	63,422,462	63,422,462	36,136,209	-	36,136,209	27,286,253	-
Highway Construction & Refunds - State Share	358,185,700	702,920,258	1,061,105,958	505,723,126	-	505,723,126	555,382,832	-
Highway Construction & Refunds - Local Projects	550,000,000	546,597,467	1,096,597,467	268,209,748	-	268,209,748	828,387,719	-
Highway Construction - FY 2007	-	303,547,047	303,547,047	29,851,274	-	29,851,274	273,695,773	-
Highway Construction - FY 2006	-	193,965,918	193,965,918	87,227,210	-	87,227,210	106,738,708	-
Highway Construction - FY 2005	-	187,529,237	187,529,237	53,313,629	-	53,313,629	134,215,607	1
Highway Construction - Prior to FY 2005	-	329,875,296	329,875,296	102,233,105	-	102,233,105	227,642,191	-
<b>Total Construction</b>	<b>\$ 959,000,000</b>	<b>\$ 2,340,683,994</b>	<b>\$ 3,299,683,994</b>	<b>\$ 1,132,552,246</b>	<b>\$ -</b>	<b>\$ 1,132,552,246</b>	<b>\$ 2,166,415,461</b>	<b>\$ 716,287</b>
Division of Traffic Safety:								
Traffic Safety	\$ 9,791,988	\$ -	\$ 9,791,988	\$ 8,587,547	\$ 243,164	\$ 8,830,711	\$ -	\$ 961,277
Primary Seatbelt Enforcement Incentive Grant	8,252,300	8,243,870	16,496,170	5,397,042	7,184	5,404,226	11,091,944	-
Traffic Safety Implementation Program	2,744,441	-	2,744,441	1,942,776	71,834	2,014,610	-	729,831
Commercial Motor Vehicle Safety	4,791,805	-	4,791,805	3,010,508	108,473	3,118,981	210,000	1,462,824
Impaired Driving Incentive Program	811,180	-	811,180	132,214	76,041	208,255	-	602,925
Alcohol Traffic Safety Program (410)	1,281,342	-	1,281,342	871,244	290,062	1,161,306	-	120,036
IL Liquor Control Commission - Alcohol Traffic Safety (410)	104,613	-	104,613	10,209	8,056	18,265	-	86,348
Department of Natural Resources - Impaired Driving Incentive Program	206,398	-	206,398	80,802	66,223	147,025	-	59,373
Secretary of State	600,358	-	600,358	191,396	219,974	411,370	-	188,988
Secretary of State - Impaired Driving Incentive Program	204,430	-	204,430	58,195	-	58,195	-	146,235
Secretary of State - Alcohol Traffic Safety (410)	102,780	-	102,780	62,706	6,971	69,677	-	33,103
Department of Public Health - Impaired Driving Incentive Program	87,100	-	87,100	-	86,885	86,885	-	215
Department of State Police	5,528,132	-	5,528,132	2,951,869	399,944	3,351,813	-	2,176,319
Department of State Police - Commercial Motor Vehicle	12,135,216	-	12,135,216	5,702,136	1,120,255	6,822,391	1,300,000	4,012,825
Department of State Police - Impaired Driving Incentive	150,000	-	150,000	-	45,752	45,752	-	104,248
Department of State Police - Alcohol Traffic Safety (410)	1,522,022	-	1,522,022	1,153,036	161,043	1,314,079	-	207,943
Illinois Local Law Enforcement Standards Training Board	100,000	-	100,000	72,866	22,116	94,982	-	5,018
Illinois Local Law Enforcement Standards Training BD (410)	150,000	-	150,000	97,206	19,279	116,485	-	33,515
Administrative Office of Illinois Courts (410)	55,000	-	55,000	12,128	11,784	23,912	-	31,088
Highway Safety Programs - Local Government Projects	6,700,000	7,832,115	14,532,115	7,826,279	-	7,826,279	6,705,836	-
Impaired Driving Incentive Program - Local Government Projects	5,700,000	2,713,569	8,413,569	2,652,144	-	2,652,144	5,761,425	-
Alcohol Safety Programs (410)	4,000,000	4,357,758	8,357,758	2,922,780	-	2,922,780	5,434,978	-
Traffic Safety (Refunds)	7,000	-	7,000	3,846	-	3,846	-	3,154
<b>Total Division of Traffic Safety</b>	<b>\$ 65,026,105</b>	<b>\$ 23,147,312</b>	<b>\$ 88,173,417</b>	<b>\$ 43,738,929</b>	<b>\$ 2,965,040</b>	<b>\$ 46,703,969</b>	<b>\$ 30,504,183</b>	<b>\$ 10,965,265</b>

(Continued)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF APPROPRIATIONS, EXPENDITURES AND LAPSED BALANCES**  
For the Year Ended June 30, 2008

	Appropriations (Net of Transfers)			Expenditures through June 30, 2008	Expenditures through August 31, 2008	Total Expenditures 14 Months Ended August 31, 2008	Balance Reappropriated July 1, 2008	Balance Lapsed August 31, 2008
	New	Reappropriated	Total					
P.A. 95-0348 and P.A. 95-0722								
Road Fund (011), continued:								
Division of Aeronautics:								
Division of Aeronautics	\$ 10,280,347	\$ -	\$ 10,280,347	\$ 8,331,134	\$ 931,970	\$ 9,263,104	\$ -	\$ 1,017,243
Total Division of Aeronautics	\$ 10,280,347	\$ -	\$ 10,280,347	\$ 8,331,134	\$ 931,970	\$ 9,263,104	\$ -	\$ 1,017,243
Division of Public Transportation								
Division of Public Transportation	\$ 3,008,205	\$ -	\$ 3,008,205	\$ 2,776,491	\$ 116,810	\$ 2,893,301	\$ -	\$ 114,904
Chicago Region Environ. & Trans Efficiency	25,000,000	55,000,000	80,000,000	858,837	-	858,837	79,141,163	-
Total Division of Public Transportation	\$ 28,008,205	\$ 55,000,000	\$ 83,008,205	\$ 3,635,328	\$ 116,810	\$ 3,752,138	\$ 79,141,163	\$ 114,904
Total Road Fund (011)	\$ 1,849,536,175	\$ 2,633,298,627	\$ 4,482,834,802	\$ 1,881,615,087	\$ 52,720,445	\$ 1,934,335,532	\$ 2,509,392,077	\$ 39,107,193
Motor Fuel Tax Fund (012):								
Motor Fuel Tax (413)	\$ 10,555,483	\$ -	\$ 10,555,483	\$ 8,661,302	\$ 318,352	\$ 8,979,654	\$ -	\$ 1,575,829
Motor Fuel Tax (414)	232,600,000	-	232,600,000	205,357,690	15,802,878	221,160,568	-	11,439,432
Motor Fuel Tax (415)	326,300,000	-	326,300,000	288,005,214	22,162,849	310,168,063	-	16,131,937
Motor Fuel Tax (415)	105,600,000	-	105,600,000	93,205,761	7,172,457	100,378,218	-	5,221,782
Total Motor Fuel Tax Fund (012)	\$ 675,055,483	\$ -	\$ 675,055,483	\$ 595,229,967	\$ 45,456,536	\$ 640,686,503	\$ -	\$ 34,368,980
Grade Crossing Protection Fund (019)	\$ 28,750,000	\$ 74,369,306	\$ 103,119,306	\$ 34,365,669	\$ -	\$ 34,365,669	\$ 68,753,637	\$ -
Aeronautics Fund (046):	\$ 300,000	\$ -	\$ 300,000	\$ 89,234	\$ 28,700	\$ 117,934	\$ -	\$ 182,066
Federal/Local Airport Fund (095)	\$ 137,000,000	\$ 316,869,698	\$ 453,869,698	\$ 96,173,892	\$ -	\$ 96,173,892	\$ 357,695,806	\$ -
Capital Development Fund (141)	\$ -	\$ 64,025	\$ 64,025	\$ -	\$ -	\$ -	\$ -	\$ 64,025
Traf. Control. Signal Preemptive Device (226)	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ 50,000
Intercity Passenger Rail Fund (233)	\$ 750,000	\$ -	\$ 750,000	\$ 735,000	\$ -	\$ 735,000	\$ -	\$ 15,000
State Rail Freight Loan Repayment Fund (265)	\$ 2,700,000	\$ 12,478,333	\$ 15,178,333	\$ 2,243,737	\$ -	\$ 2,243,737	\$ 12,934,596	\$ -
I-FLY (306)	\$ 1,650,000	\$ 1,650,000	\$ 3,300,000	\$ 2,595,000	\$ -	\$ 2,595,000	\$ -	\$ 705,000
Air Transportation Revolving Fund (309)	\$ 800,000	\$ -	\$ 800,000	\$ 644,496	\$ 74,377	\$ 718,873	\$ -	\$ 81,127
Tax Recovery Fund (310)	\$ 250,000	\$ -	\$ 250,000	\$ 46,377	\$ 568	\$ 46,945	\$ -	\$ 203,055
Comprehensive Regional Planning Fund ( 406)	\$ 5,000,000	\$ -	\$ 5,000,000	\$ 5,000,000	\$ -	\$ 5,000,000	\$ -	\$ -

(Continued)

Note: Appropriations, expenditures, reappropriated balances and lapsed balances were obtained from Department records and have been reconciled to records of the State Comptroller.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF APPROPRIATIONS, EXPENDITURES AND LAPSED BALANCES**  
For the Year Ended June 30, 2008

	Appropriations (Net of Transfers)			Expenditures through June 30, 2008	Expenditures through August 31, 2008	Total Expenditures 14 Months Ended August 31, 2008	Balance Reappropriated July 1, 2008	Balance Lapsed August 31, 2008
	New	Reappropriated	Total					
P.A. 95-0348 and P.A. 95-0722								
Federal High Speed Rail Trust Fund (433)	\$ -	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 10,000,000	\$ -
Federal Civil Preparedness Admin Fund (497)	\$ 1,500,000	\$ 1,071,267	\$ 2,571,267	\$ 864,894	\$ 14,999	\$ 879,893	\$ -	\$ 1,691,374
Bond Series "A" Fund (553)	\$ -	\$ 126,496,159	\$ 126,496,159	\$ 14,658,172	\$ -	\$ 14,658,172	\$ 111,837,987	\$ -
Bond Series "B" Fund (554)								
Division of Aeronautics:								
Grants For Air Navigation Facilities	\$ -	\$ 22,142,310	\$ 22,142,310	\$ 2,968,520	\$ -	\$ 2,968,520	\$ 19,173,790	\$ -
Funds With Approp/Reapprop Descriptions Only	-	18,492,526	18,492,526	3,670,605	-	3,670,605	14,821,921	-
Total Division of Aeronautics	\$ -	\$ 40,634,836	\$ 40,634,836	\$ 6,639,125	\$ -	\$ 6,639,125	\$ 33,995,711	\$ -
Public Transportation:								
Public Transportation Grants - FY 2006	\$ -	\$ 104,609,491	\$ 104,609,491	\$ 31,004,515	\$ -	\$ 31,004,515	\$ 73,604,976	\$ -
Public Transportation Grants - FY 2004	-	56,984,537	56,984,537	16,299,494	-	16,299,494	40,685,043	-
Public Transportation Grants - FY 2003	-	17,678,974	17,678,974	1,965,648	-	1,965,648	15,713,326	-
Public Transportation Grants - Prior to FY 2001	-	5,912,469	5,912,469	312,705	-	312,705	5,599,764	-
Rail Freight Services Assistance	-	30,214,358	30,214,358	1,443,430	-	1,443,430	28,770,928	-
Total Public Transportation	\$ -	\$ 215,399,829	\$ 215,399,829	\$ 51,025,792	\$ -	\$ 51,025,792	\$ 164,374,037	\$ -
Total Bond Series "B" Fund (554)	\$ -	\$ 256,034,665	\$ 256,034,665	\$ 57,664,917	\$ -	\$ 57,664,917	\$ 198,369,748	\$ -
Transportation Safety Highway Hireback Fund (589)	\$ 500,000	\$ -	\$ 500,000	\$ 350,000	\$ -	\$ 350,000		\$ 150,000
Public Transportation Fund (627)	\$ 340,300,000	\$ -	\$ 340,300,000	\$ 275,054,278	\$ 29,444,252	\$ 304,498,530	\$ -	\$ 35,801,470
Downstate Public Transportation Fund (648)	\$ 84,941,709	\$ 4,969,100	\$ 89,910,809	\$ 79,626,395	\$ 5,591,052	\$ 85,217,447	\$ -	\$ 4,693,362
Metro-East Public Transportation Fund (794)	\$ 10,040,000	\$ -	\$ 10,040,000	\$ 8,859,173	\$ 802,528	\$ 9,661,701	\$ -	\$ 378,299
Federal Mass Transit Fund (853)								
Public Transportation Transit Studies - Federal Reimb.	\$ 873,200	\$ 2,332,605	\$ 3,205,805	\$ 444,779	\$ -	\$ 444,779	\$ 2,761,026	\$ -
Federal Share of Capital & Operating Grants	16,000,000	40,706,595	56,706,595	16,516,829	-	16,516,829	40,189,766	-
Total Federal Mass Transit (853)	\$ 16,873,200	\$ 43,039,200	\$ 59,912,400	\$ 16,961,608	\$ -	\$ 16,961,608	\$ 42,950,792	\$ -
Cycle Rider Safety Fund (863)								
Division of Traffic Safety:								
Cycle Rider Safety Fund	\$ 214,734	\$ -	\$ 214,734	\$ 173,251	\$ -	\$ 173,251	\$ -	\$ 41,483
Grants	3,600,000	3,289,141	6,889,141	3,295,587	-	3,295,587	3,593,554	-
Total Cycle Rider Safety Fund (863)	\$ 3,814,734	\$ 3,289,141	\$ 7,103,875	\$ 3,468,838	\$ -	\$ 3,468,838	\$ 3,593,554	\$ 41,483

(Continued)

Note: Appropriations, expenditures, reappropriated balances and lapsed balances were obtained from Department records and have been reconciled to records of the State Comptroller.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF APPROPRIATIONS, EXPENDITURES AND LAPSED BALANCES**  
For the Year Ended June 30, 2008

	<u>Appropriations (Net of Transfers)</u>			<u>Expenditures</u>	<u>Expenditures</u>	<u>Total</u>	<u>Balance</u>	<u>Balance</u>
	<u>New</u>	<u>Reappropriated</u>	<u>Total</u>	<u>through</u> <u>June 30, 2008</u>	<u>through</u> <u>August 31, 2008</u>	<u>Expenditures</u> <u>14 Months Ended</u> <u>August 31, 2008</u>	<u>Reappropriated</u> <u>July 1, 2008</u>	<u>Lapsed</u> <u>August 31, 2008</u>
P.A. 95-0348 and P.A. 95-0722								
State Construction Fund (902)								
Hwy Construction - Consultant & Preliminary Engineering	\$ -	\$ 39,681,447	\$ 39,681,447	\$ 17,100,272	\$ -	\$ 17,100,272	\$ 22,581,175	\$ -
State Construction - FY 2008	932,000,000	-	932,000,000	281,165,921	-	281,165,921	650,834,079	-
Construction - Prior Years	-	524,550,614	524,550,614	249,881,816	-	249,881,816	274,668,798	-
Total State Construction Fund (902)	<u>\$ 932,000,000</u>	<u>\$ 564,232,061</u>	<u>\$ 1,496,232,061</u>	<u>\$ 548,148,009</u>	<u>\$ -</u>	<u>\$ 548,148,009</u>	<u>\$ 948,084,052</u>	<u>\$ -</u>
Rail Freight Loan Repayment Fund (936)	\$ 1,045,000	\$ 3,543,555	\$ 4,588,555	\$ 27,500	\$ -	\$ 27,500	\$ 4,561,055	\$ -
Total Appropriations (All Funds)	<u>\$ 4,224,690,524</u>	<u>\$ 4,054,446,477</u>	<u>\$ 8,279,137,001</u>	<u>\$ 3,739,228,849</u>	<u>\$ 141,787,770</u>	<u>\$ 3,881,016,619</u>	<u>\$ 4,271,258,994</u>	<u>\$ 126,861,388</u>
Central Administration and Planning	\$ 131,113,104	\$ 116,257,651	\$ 247,370,755	\$ 95,758,407	\$ 6,932,664	\$ 102,691,071	\$ 134,937,950	\$ 9,741,734
Division of Highways	\$ 1,361,913,897	\$ 173,650,243	\$ 1,535,564,140	\$ 1,228,409,573	\$ 87,245,496	\$ 1,315,655,069	\$ 167,146,957	\$ 52,762,114
Construction	\$ 1,901,299,168	\$ 3,031,476,239	\$ 4,932,775,407	\$ 1,696,353,427	\$ 280,000	\$ 1,696,633,427	\$ 3,226,337,500	\$ 9,804,480
Division of Traffic Safety	\$ 69,190,839	\$ 26,436,453	\$ 95,627,292	\$ 47,349,980	\$ 2,965,763	\$ 50,315,743	\$ 34,097,737	\$ 11,213,812
Division of Aeronautics	\$ 150,925,347	\$ 360,972,995	\$ 511,898,342	\$ 115,024,017	\$ 1,056,927	\$ 116,080,944	\$ 393,562,106	\$ 2,255,292
Public Transportation	\$ 610,248,169	\$ 345,652,896	\$ 955,901,065	\$ 556,333,445	\$ 43,306,920	\$ 599,640,365	\$ 315,176,744	\$ 41,083,956
Total	<u>\$ 4,224,690,524</u>	<u>\$ 4,054,446,477</u>	<u>\$ 8,279,137,001</u>	<u>\$ 3,739,228,849</u>	<u>\$ 141,787,770</u>	<u>\$ 3,881,016,619</u>	<u>\$ 4,271,258,994</u>	<u>\$ 126,861,388</u>
<u>Non-Appropriated Expenditures</u>								
DOT Special Projects Fund (174)								
Grants				\$ 27,215	\$ -	\$ 27,215		
GRAND TOTAL - ALL FUNDS	<u>\$ 4,224,690,524</u>	<u>\$ 4,054,446,477</u>	<u>\$ 8,279,137,001</u>	<u>\$ 3,739,256,064</u>	<u>\$ 141,787,770</u>	<u>\$ 3,881,043,834</u>	<u>\$ 4,271,258,994</u>	<u>\$ 126,861,388</u>

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Note: Appropriations, expenditures, reappropriated balances and lapsed balances were obtained from Department records and have been reconciled to records of the State Comptroller.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF NET APPROPRIATIONS, EXPENDITURES  
AND LAPSED BALANCES**  
For the Years Ended June 30, 2008

	P.A. 95-0348 P.A. 95-0722	P.A. 94-0798 P.A. 94-0015
	<u>FY 2008</u>	<u>FY 2007</u>
Expenditures:		
Division of Highways and General Administration:		
Operations:		
Personal Services	\$ 327,177,597	\$ 317,913,871
Employee Retirement Contributions Paid by Employer	-	-
Extra Help	26,777,096	23,332,195
State Contribution to State Employees' Retirement System	58,795,127	39,440,881
Contribution to Social Security	26,292,958	25,327,484
Group Insurance	1,422,906	1,334,498
Contractual Services	72,271,315	69,215,672
Travel	1,569,830	1,735,934
Commodities	32,213,662	23,940,960
Printing	337,418	555,270
Cars and Trucks	19,200,721	14,207,548
Equipment	5,835,505	7,705,151
Electronic Data Processing	5,922,834	4,262,165
Telecommunications	7,462,207	6,897,676
Operation of Auto Equipment	41,588,717	33,545,688
Central Admin/Tort Claims PA 80-1078	421,396	310,110
Shared Service Center	8,328,516	-
Division of Highways - Refunds	5,292	80,755
	<u>\$ 635,623,097</u>	<u>\$ 569,805,858</u>
Highway Construction:		
General Revenue	\$ 1,275,000	\$ -
Road Fund	1,132,552,247	1,349,605,629
Bond Series "A"	14,658,172	63,794,782
State Construction	548,148,009	508,620,362
	<u>\$ 1,696,633,428</u>	<u>\$ 1,922,020,773</u>
Special Purposes:		
Asbestos Abatement	\$ 470,944	\$ 1,241,739
Planning, Research and Development	213,625	99,187
Metro Planning - Federal/Local	29,278,382	26,053,775
Metro Planning - State Share	683,652	655,453
TEA-21 - Federal Reimbursement	1,350,544	1,215,095
Advance Demo Phase II	16,109	532,616
IDOT ITS Priority Program - Federal Reimb.	2,766,293	1,523,015
IDOT ITS Priority Program - State	5,203,875	2,521,590
Railroad Crossing Safety Monitoring - ICC	155,000	202,079
Motorist Damage to State Vehicles and Equipment	902,831	613,070
State Radio Communications (STARCOM)	806,959	-
Technology Transfer Center	50,833	-
Transportation Safety Highway Hire-Back	350,000	300,000
Federal Civil Preparedness	879,893	1,545,113
EPA Vehicle Inspections	-	4,000,000
Enhance, Congest and Air Quality Projects	1,753,729	9,991,820
Claims for Civil Lawsuits	9,000	225,000
Auto Liability Claims	1,859,612	2,199,469
County Engineers Compensation Program	2,721,300	2,517,800
Maintenance Agreements	13,165,857	14,842,537
Comprehensive Regional Planning	5,000,000	-
Motor Fuel Tax Distributions Funds	631,706,849	652,991,099
Land and Buildings	4,658,966	7,686,835
Hazardous Materials	741,517	706,123
Maintenance, Traffic and Physical Research Purposes	41,884,834	37,816,937
Motorist Damage to Highway Structures	6,726,770	5,895,909
Grade Crossing Protection	34,365,669	24,371,083
	<u>\$ 787,723,043</u>	<u>\$ 799,747,344</u>
Total Expenditures - Division of Highways and General Administration	\$ 3,119,979,568	\$ 3,291,573,975
Reappropriated Balances	3,528,422,407	3,321,384,105
Lapsed Balances	72,308,328	102,999,198
Total Appropriations (Net After Transfers)	<u>\$ 6,720,710,303</u>	<u>\$ 6,715,957,278</u>

(Continued)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF NET APPROPRIATIONS, EXPENDITURES  
AND LAPSED BALANCES**  
For the Years Ended June 30, 2008

	P.A. 95-0348 P.A. 95-0722	P.A. 94-0798 P.A. 94-0015
	<u>FY 2008</u>	<u>FY 2007</u>
Expenditures:		
Division of Traffic Safety:		
Operations		
Personal Services	\$ 8,531,216	\$ 7,936,445
State Contribution to State Employees' Retirement System	1,414,427	915,715
Contribution to Social Security	631,417	583,759
Cycle Rider Safety - Group Insurance	24,691	27,906
Contractual Services	3,701,640	4,169,291
Travel	303,310	192,535
Commodities	397,999	374,880
Printing	349,130	277,363
Equipment	10,987	248,112
Telecommunications	142,296	165,901
Traffic Safety - Refunds	3,846	2,280
	<u>\$ 15,510,959</u>	<u>\$ 14,894,187</u>
Grants -		
Other Agency Grants	<u>\$ 12,560,833</u>	<u>\$ 12,713,268</u>
Special Purposes:		
Primary Seatbelt Enforcement Incentive Grant	\$ 5,404,226	\$ 6,463,348
Emissions Testing/Inspection Program	142,936	129,169
Highway Safety Programs - Local Government Projects	7,826,279	7,647,538
Impaired Driving Incentive Program - Local Government Projects	2,652,144	2,075,455
Alcohol Safety Programs (410)	2,922,780	1,889,984
Cycle Rider Safety Training Fund	3,295,587	2,691,109
	<u>\$ 22,243,952</u>	<u>\$ 20,896,603</u>
Total Expenditures - Division of Traffic Safety	\$ 50,315,744	\$ 48,504,058
Reappropriated Balances	34,097,737	26,436,450
Lapsed Balances	<u>11,213,812</u>	<u>6,099,776</u>
Total Appropriations (Net After Transfers)	<u>\$ 95,627,293</u>	<u>\$ 81,040,284</u>

(Continued)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF NET APPROPRIATIONS, EXPENDITURES  
AND LAPSED BALANCES**  
For the Years Ended June 30, 2008

	P.A. 95-0348 P.A. 95-0722	P.A. 94-0798 P.A. 94-0015
	<u>FY 2008</u>	<u>FY 2007</u>
Expenditures:		
Division of Public Transportation:		
Operations:		
Personal Services	\$ 2,242,630	\$ 2,110,349
State Contribution to State Employees' Retirement System	371,655	243,447
Contribution to Social Security	163,819	153,574
Contractual Services	44,325	41,700
Travel	31,494	28,823
Commodities	1,685	2,417
Equipment	649	-
Telecommunications	37,043	36,999
	<u>\$ 2,893,300</u>	<u>\$ 2,617,309</u>
Special Purposes:		
Technical and Transit Studies	\$ 157,826	\$ 79,124
Intertownship Transportation	277,552	198,429
Public Trans SEC. 18 Admin. Expenses - Fed. Reimb.	169,101	165,854
Public Transportation Transit Studies - Federal Reimb.	444,779	455,595
Downstate/Regional Public Transportation - Reduced Fares	37,660,900	36,904,044
Mass Transportation Facilities Improvement	54,251,555	54,251,555
Intercity Rail Passenger Service	27,999,978	24,250,000
Intercity Passenger Rail	735,000	490,000
State Rail Freight Loan Repayment	2,243,737	2,235,148
Rail Freight Loan Repayment	27,500	1,117,725
Federal High Speed Rail Trust	-	-
Metro-East Public Transportation	9,661,701	9,439,249
Public Transportation Grants - FY 2006	31,004,515	5,390,510
Public Transportation Grants - FY 2004	16,299,494	34,226,554
Public Transportation Grants - FY 2003	1,965,648	6,570,363
Public Transportation Grants - Prior to FY 2001	312,705	310,696
Rail Freight Services Assistance	1,443,430	2,162,712
Public Transportation Funds	389,715,977	369,191,572
Federal Share of Capital and Operating Grants	16,516,829	6,508,906
Chicago Region Environmental & Trans Efficiency (CREATE)	858,837	-
	<u>\$ 591,747,064</u>	<u>\$ 553,948,036</u>
Total Expenditures - Division of Public Transportation	\$ 594,640,364	\$ 556,565,345
Reappropriated Balances	315,176,744	340,683,790
Lapsed Balances	<u>41,083,956</u>	<u>37,415,182</u>
Total Appropriations (Net After Transfers)	<u>\$ 950,901,064</u>	<u>\$ 934,664,317</u>

(Continued)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF NET APPROPRIATIONS, EXPENDITURES  
AND LAPSED BALANCES**  
For the Years Ended June 30, 2008

	P.A. 95-0348 P.A. 95-0722	P.A. 94-0798 P.A. 94-0015
	<u>FY 2008</u>	<u>FY 2007</u>
Expenditures:		
Division of Aeronautics:		
Operations:		
Personal Services	\$ 4,759,081	\$ 4,466,421
State Contribution to State Employees' Retirement System	789,001	515,254
Contribution to Social Security	355,937	333,958
Contractual Services	3,009,709	2,798,236
Travel	313,722	246,235
Commodities	909,293	772,893
Equipment	73,453	31,710
Cars & Trucks	-	46,990
Telecommunications	84,497	91,114
Operation of Auto Equipment	24,563	23,019
	<u>\$ 10,319,256</u>	<u>\$ 9,325,830</u>
Special Purposes:		
Grants for Air Navigation Facilities	\$ 3,266,392	\$ 9,817,471
Tax Recovery Fund	46,945	38,830
Federal/Local Airport	98,768,892	144,278,884
Airport Construction	3,670,605	5,081,417
Aeronautics Refunds	8,854	7,300
	<u>\$ 105,761,688</u>	<u>\$ 159,223,902</u>
Total Expenditures - Division of Aeronautics	\$ 116,080,944	\$ 168,549,732
Reappropriated Balances	393,562,106	360,972,992
Lapsed Balances	<u>2,255,292</u>	<u>1,719,640</u>
Total Appropriations (Net After Transfers)	<u>\$ 511,898,342</u>	<u>\$ 531,242,364</u>
Non Appropriated Expenditures:		
DOT Special Projects Fund	<u>\$ 27,215</u>	<u>\$ 86,337</u>

(Continued)

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF NET APPROPRIATIONS, EXPENDITURES  
AND LAPSED BALANCES**  
For the Years Ended June 30, 2008

	P.A. 95-0348 P.A. 95-0722	P.A. 94-0798 P.A. 94-0015
	<u>FY2008</u>	<u>FY2007</u>
Expenditure Summary by Fund - All Divisions:		
General Revenue	\$ 122,460,919	\$ 116,535,876
Road Fund	1,934,335,532	2,088,069,680
Motor Fuel Tax	8,979,654	8,478,202
Grade Crossing Protection	34,365,669	24,371,083
Aeronautics	117,934	36,480
Federal/Local Airport	96,173,892	144,278,884
Intercity Passenger Rail	735,000	490,000
State Rail Freight Loan Repayment	2,243,737	2,235,148
I-FLY Fund	2,595,000	-
Air Transportation Revolving	718,873	680,393
Tax Recovery Fund	46,945	38,830
Comprehensive Regional Planning Fund	5,000,000	-
Motor Fuel Tax County District	221,160,568	228,612,184
Motor Fuel Tax Municipal District	310,168,063	320,618,629
Motor Fuel Tax Road District	100,378,218	103,760,286
Federal High Speed Rail Trust	-	-
Federal Civil Preparedness	879,893	1,545,113
Bond Series "A"	14,658,172	63,794,782
Bond Series "B"	57,664,917	63,155,862
Trans Safety Highway Hire-back Fund	350,000	300,000
Public Transportation	304,498,530	299,614,858
Downstate Public Transportation	85,217,447	69,576,714
Metro-East Public Transportation	9,661,701	9,439,249
Federal Mass Transit	16,961,608	6,964,501
Cycle Rider Safety	3,468,838	2,858,268
State Construction	548,148,009	508,620,362
Rail Freight Loan Repayment	27,500	1,117,725
DOT Special Projects Fund	27,215	86,337
Total Expenditures - Expenditure Summary by Fund - All Divisions	<u>\$ 3,881,043,834</u>	<u>\$ 4,065,279,446</u>
Reappropriated Balances	4,271,258,994	4,049,477,337
Lapsed Balances	<u>126,861,388</u>	<u>148,233,796</u>
Total Appropriations (Net After Transfers)	<u>\$ 8,279,137,001</u>	<u>\$ 8,262,904,243</u>
Salary of Department Officials as Reported Within the Comptroller's State Officers Appropriation:		
Salary of the Secretary	\$ 115,287	\$ 73,869
Salary of the Assistant Secretary	<u>123,063</u>	<u>115,871</u>
Total Expenditures-Salary of State Officers	<u>\$ 238,350</u>	<u>\$ 189,740</u>

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF CHANGES IN STATE PROPERTY**  
For the Two Years Ended June 30, 2008

	<u>Total</u>	<u>Land and Land Improvements</u>	<u>Buildings and Building Improvements</u>	<u>Equipment</u>	<u>Capital Lease Assets Buildings and Building Improvements</u>	<u>Construction in Progress</u>
Balance at July 1, 2007	\$ 621,967,174	\$ 41,857,991	\$ 112,456,817	\$ 422,412,570	\$ 43,036,412	\$ 2,203,384
Additions	37,178,814	-	-	35,988,509	-	1,190,305
Deletions	3,439,193	-	-	2,785,561	-	653,632
Net Transfers	<u>(4,735,321)</u>	<u>-</u>	<u>2,021,774</u>	<u>(4,779,884)</u>	<u>-</u>	<u>(1,977,211)</u>
Balance at June 30, 2008	<u>\$ 650,971,474</u>	<u>\$ 41,857,991</u>	<u>\$ 114,478,591</u>	<u>\$ 450,835,634</u>	<u>\$ 43,036,412</u>	<u>\$ 762,846</u>

Note: The above schedule has been derived from Agency records which have been reconciled to property reports submitted to the Office of the Comptroller.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	General Revenue Fund 001		Road Fund Fund 011		Grade Crossing Protection Fund 019	
	2008	2007	2008	2007	2008	2007
	Reported receipts by source:					
Federal aid reimbursements	\$ -	\$ -	\$ 1,255,965,335	\$ 1,019,319,757	\$ -	\$ -
Local governmental units	-	-	64,336,344	60,952,290	-	-
Highway traffic and sign permits	-	-	20,828,521	18,749,612	-	-
Fees and licenses	-	-	-	-	-	-
Fines and penalties	-	-	423,981	421,193	-	-
Other IL state agencies	-	-	100,000	60,000	-	-
Vehicle safety inspection	-	-	410,408	425,214	-	-
Damage claims	-	-	6,111,682	5,836,628	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	10,895	11,259	974,969	1,033,446	-	-
Sale of land	-	-	7,135,744	1,900,711	-	-
Miscellaneous	-	-	615,343	197,066	-	-
Repayment of federally funded projects from grantees	319,429	231,195	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	-
Joint Hwy. Improvements - II. Tollway & others	-	-	14,178,475	26,909,914	-	-
Loan repayments	160,055	329,195	-	-	-	-
Subscriptions or Publications	-	-	56,933	238,591	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	529,261	672,550	-	-
Reimbursement/recoveries - Private sector	-	-	5,795,890	4,152,395	640	7,862
Private organization/individuals	-	-	-	10,000	-	-
Other departmental funds	24,794	38,544	14,414	107,456	-	-
Deposits remitted to the Comptroller	\$ 515,173	\$ 610,193	\$ 1,377,477,301	\$ 1,140,986,823	\$ 640	\$ 7,862
Prior year refunds	-	-	739,238	635,917	2,011	80,317
Prior year expenditure adjustments	-	-	-	225,016	-	(225,106)
Deposit correction	-	-	17,453	1,021,561	-	-
Deposits recorded by the Comptroller	\$ 515,173	\$ 610,193	\$ 1,378,233,992	\$ 1,142,869,317	\$ 2,651	\$ (136,927)
Deposits in transit:						
Beginning of year	-	123,650	5,733,964	1,517,792	-	-
End of year	10	-	4,632,947	5,733,964	-	-
Recorded receipts per Department	\$ 515,183	\$ 486,543	\$ 1,377,132,975	\$ 1,147,085,489	\$ 2,651	\$ (136,927)

(Continued)

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	Aeronautics Fund 046		Federal/Local Airport Fund 095		General Obligation B.R.&I. Fund 101	
	2008	2007	2008	2007	2008	2007
Reported receipts by source:						
Federal aid reimbursements	\$ -	\$ -	\$ 91,569,307	\$ 130,768,736	\$ -	\$ -
Local governmental units	-	-	6,897,619	8,342,174	-	-
Highway traffic and sign permits	-	-	-	-	-	-
Fees and licenses	244,338	13,627	-	-	-	-
Fines and penalties	-	-	-	-	-	-
Other state agencies	-	-	-	-	-	-
Vehicle safety inspection	-	-	-	-	-	-
Damage claims	-	-	-	-	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	-	-	-	-	-	-
Sale of land	-	-	-	-	-	-
Miscellaneous	12,000	6,500	-	-	-	-
Repayment of federally funded projects from grantees	-	-	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	74,857
Joint Improvements - II. Tollway & others	-	-	-	-	-	-
Loan repayments	-	-	-	-	1,714,001	1,714,001
Subscriptions or Publications	-	-	-	-	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	-	-	-	-
Reimbursement/recoveries - Private sector	-	-	-	-	-	-
Private organization/individuals	-	-	-	-	-	-
Other departmental funds	-	-	-	-	159,218	277,306
Deposits remitted to the Comptroller	\$ 256,338	\$ 20,127	\$ 98,466,926	\$ 139,110,910	\$ 1,873,219	\$ 2,066,164
Prior year refunds	-	-	-	-	-	-
Prior year expenditure adjustments	-	-	-	-	-	-
Deposit correction	-	-	(17,453)	61,071	-	(61,071)
Deposits recorded by the Comptroller	\$ 256,338	\$ 20,127	\$ 98,449,473	\$ 139,171,981	\$ 1,873,219	\$ 2,005,093
Deposits in transit:						
Beginning of year	155	1,810	151,122	133,634	-	-
End of year	2,524	155	-	151,122	-	-
Recorded receipts per Department	\$ 258,707	\$ 18,472	\$ 98,298,351	\$ 139,189,469	\$ 1,873,219	\$ 2,005,093

(Continued)

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	IDOT Special Projects		State Rail Freight Loan Repayment		Air Transportation	
	Fund 174		Fund 265		Fund 309	
	2008	2007	2008	2007	2008	2007
Reported receipts by source:						
Federal aid reimbursements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local governmental units	-	-	-	-	-	-
Highway traffic and sign permits	-	-	-	-	-	-
Fees and licenses	-	-	-	-	863,794	571,666
Fines and penalties	-	-	-	-	-	-
Other state agencies	27,215	86,337	-	-	-	-
Vehicle safety inspection	-	-	-	-	-	-
Damage claims	-	-	-	-	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	-	-	-	-	-	-
Sale of land	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-
Repayment of federally funded projects from grantees	-	-	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	-
Joint Improvements - II. Tollway & others	-	-	-	-	-	-
Loan repayments	-	-	4,379,762	3,244,304	-	-
Subscriptions or Publications	-	-	-	-	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	-	-	-	-
Reimbursement/recoveries - Private sector	-	-	-	-	-	-
Private organization/individuals	-	-	-	-	-	-
Other departmental funds	-	-	-	-	-	-
Deposits remitted to the Comptroller	\$ 27,215	\$ 86,337	\$ 4,379,762	\$ 3,244,304	\$ 863,794	\$ 571,666
Prior year refunds	-	-	-	-	-	-
Prior year expenditure adjustments	-	-	-	-	-	-
Deposit correction	-	-	-	-	-	-
Deposits recorded by the Comptroller	\$ 27,215	\$ 86,337	\$ 4,379,762	\$ 3,244,304	\$ 863,794	\$ 571,666
Deposits in transit:						
Beginning of year	-	-	79,980	79,980	179	1,471
End of year	-	-	0	79,980	1,191	179
Recorded receipts per Department	\$ 27,215	\$ 86,337	\$ 4,299,782	\$ 3,244,304	\$ 864,806	\$ 570,374

(Continued)

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	Tax Recovery		Federal Civil Preparedness		Bond Series "A"	
	Fund 310		Fund 497		Fund 553	
	2008	2007	2008	2007	2008	2007
Reported receipts by source:						
Federal aid reimbursements	\$ -	\$ -	\$ 881,311	\$ 1,287,985	\$ -	\$ -
Local governmental units	-	-	-	-	-	-
Highway traffic and sign permits	-	-	-	-	-	-
Fees and licenses	-	-	-	-	-	-
Fines and penalties	-	-	-	-	-	-
Other state agencies	-	-	-	-	-	-
Vehicle safety inspection	-	-	-	-	-	-
Damage claims	-	-	-	-	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	331,856	366,567	-	-	-	-
Sale of land	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-
Repayment of federally funded projects from grantees	-	-	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	-
Joint Improvements - II. Tollway & others	-	-	-	-	-	-
Loan repayments	-	-	-	-	-	-
Subscriptions or Publications	-	-	-	-	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	-	-	-	-
Reimbursement/recoveries - Private sector	-	-	-	-	-	-
Private organization/individuals	-	-	-	-	-	-
Other departmental funds	-	-	-	-	-	-
Deposits remitted to the Comptroller	\$ 331,856	\$ 366,567	\$ 881,311	\$ 1,287,985	\$ -	\$ -
Prior year refunds	-	4,279	-	-	890	1,041
Prior year expenditure adjustments	-	-	-	-	-	-
Deposit correction	-	-	-	-	-	-
Deposits recorded by the Comptroller	\$ 331,856	\$ 370,846	\$ 881,311	\$ 1,287,985	\$ 890	\$ 1,041
Deposits in transit:						
Beginning of year	-	17,860	-	-	-	-
End of year	15,060	-	-	-	-	-
Recorded receipts per Department	\$ 346,916	\$ 352,986	\$ 881,311	\$ 1,287,985	\$ 890	\$ 1,041

(Continued)

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	Bond Series "B" Fund 554		Trans. Safety Hwy Hire-Back Fund 589		Airport Land Loan Fund 669	
	2008	2007	2008	2007	2008	2007
	Reported receipts by source:					
Federal aid reimbursements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Local governmental units	-	-	-	-	-	-
Highway traffic and sign permits	-	-	-	-	-	-
Fees and licenses	-	-	-	-	-	-
Fines and penalties	-	-	274,523	376,385	-	-
Other state agencies	-	-	-	-	-	-
Vehicle safety inspection	-	-	-	-	-	-
Damage claims	-	-	-	-	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	-	-	-	-	-	-
Sale of land	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-
Repayment of federally funded projects from grantees	-	-	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	-
Joint Improvements - II. Tollway & others	-	-	-	-	-	-
Loan repayments	-	-	-	-	-	19,531
Subscriptions or Publications	-	-	-	-	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	-	-	-	-
Reimbursement/recoveries - Private sector	-	-	-	-	-	-
Private organization/individuals	-	-	-	-	-	-
Other departmental funds	-	-	-	-	-	-
Deposits remitted to the Comptroller	\$ -	\$ -	\$ 274,523	\$ 376,385	\$ -	\$ 19,531
Prior year refunds	5,484	139	-	-	-	-
Prior year expenditure adjustments	-	-	-	-	-	-
Deposit correction	-	-	-	-	-	-
Deposits recorded by the Comptroller	\$ 5,484	\$ 139	\$ 274,523	\$ 376,385	\$ -	\$ 19,531
Deposits in transit:						
Beginning of year	-	-	10,151	9,565	-	-
End of year	-	-	6,285	10,151	-	-
Recorded receipts per Department	\$ 5,484	\$ 139	\$ 270,657	\$ 376,971	\$ -	\$ 19,531

(Continued)

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**COMPARATIVE SCHEDULE OF CASH RECEIPTS**  
**AND RECONCILIATION OF CASH RECEIPTS TO DEPOSITS REMITTED TO THE STATE COMPTROLLER**  
For the Years Ended June 30, 2008 and 2007

Receipts	Federal Mass Transit Fund 853		State Construction Fund 902		Rail Freight Loan Repayment Fund 936	
	2008	2007	2008	2007	2008	2007
Reported receipts by source:						
Federal aid reimbursements	\$ 17,779,052	\$ 6,964,505	\$ -	\$ -	\$ -	\$ -
Local governmental units	-	-	-	-	-	-
Highway traffic and sign permits	-	-	-	-	-	-
Fees and licenses	-	-	-	-	-	-
Fines and penalties	-	-	-	-	-	-
Other state agencies	-	-	-	-	-	-
Vehicle safety inspection	-	-	-	-	-	-
Damage claims	-	-	-	-	-	-
Sale of used vehicles and equipment	-	-	-	-	-	-
Rental of real property	-	-	-	-	-	-
Sale of land	-	-	-	-	-	-
Miscellaneous	-	-	-	-	-	-
Repayment of federally funded projects from grantees	-	-	-	-	-	-
Repayment from Mass Transit Districts	-	-	-	-	-	-
Joint Improvements - II. Tollway & others	-	-	-	-	-	-
Loan repayments	-	-	-	-	504,366	917,957
Subscriptions or Publications	-	-	-	-	-	-
Reimbursement of costs incurred on behalf of the federal government	-	-	-	-	-	-
Reimbursement/recoveries - Private sector	18,184	-	-	-	-	-
Private organization/individuals	-	-	-	-	-	-
Other departmental funds	-	-	-	-	-	-
Deposits remitted to the Comptroller	\$ 17,797,236	\$ 6,964,505	\$ -	\$ -	\$ 504,366	\$ 917,957
Prior year refunds	-	-	89,040	164,766	-	-
Prior year expenditure adjustments	-	-	-	-	-	-
Deposit correction	-	(1,021,561)	-	-	-	-
Deposits recorded by the Comptroller	\$ 17,797,236	\$ 5,942,944	\$ 89,040	\$ 164,766	\$ 504,366	\$ 917,957
Deposits in transit:						
Beginning of year	-	-	-	-	-	294,096
End of year	-	-	-	-	-	-
Recorded receipts per Department	\$ 17,797,236	\$ 5,942,944	\$ 89,040	\$ 164,766	\$ 504,366	\$ 623,861

Footnotes:

1) Data taken from the State Comptroller have been reconciled to Department records

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES**  
For the Year Ended June 30, 2008

Significant variances in expenditures were determined to be changes of \$500,000 and at least 20% between fiscal years, and are explained below

**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES BETWEEN FISCAL YEARS 2008 AND 2007**

**Division of Highways and General Administration**

*Operations*

State Contribution to State Employees' Retirement System – The increase was due to State's contribution rate increasing from 11.525% in FY07 to 16.561% in FY08.

Commodities – The increase was due to the harsh winter conditions requiring a significant increase in the amount of road salt purchased.

Cars and Trucks – The increase was due to the replacement of heavy trucks which totaled around 66% of the purchases made. The remaining amounts were mainly spent for new light trucks used in activities related to maintaining and constructing roads.

Equipment – The decrease was due to budget constraints. As a result of the harsh winter, transfers from the equipment line were necessary to purchase road salt and fuel that were necessary for road maintenance. The Department deferred replacing some of its equipment until a future year.

Electronic Data Processing – The increase was due to purchases of personal computers and printers and plotters which are on a three year refresh cycle.

Operation of Automotives – The increase was due to more maintenance and operational costs due to the harsh winter. In addition, there was an increase in gas prices in FY08.

Shared Services Center – The majority of these expenditures were payroll related costs for staff expected to be working in the shared service center.

*Highway Construction*

General Revenue – This was the first year for this appropriation for grant projects for local governments including bike trails, matching grants for flood problems, and water main infrastructure.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES BETWEEN FISCAL YEARS 2008 AND 2007 (CONTINUED)**

**Division of Highways and General Administration (Cont.)**

*Highway Construction (Cont.)*

Bond Series "A" – Bond series "A" expenditures decreased in FY08 as the last new appropriation was in FY04. Spending for highway construction from this line item is wrapping up so expenditures continue to decline each year.

*Special Purposes*

Asbestos Abatement – The decrease was due to less activity and expenditures as a result of the program nearing completion.

Advance Demo Phase II – The decrease was due to the Cicero Avenue Smart Arterial project completing its final stages. The majority of expenditures occurred in prior fiscal years.

IDOT ITS Priority Program – Federal Reimbursement – The increase was due to an increase in spending for the Dynamic Message Sign Program (Program) by over \$500,000. The Program increases safety by placing signs on various roadways and highways as an alert to motorists. There was also an increase in construction billings from several areas such as Lake County whose billings for the program increased from \$293,210 in FY07 to \$644,841 in FY08.

IDOT ITS Priority Program – State – The increase was mainly due to spending for the State's purchase of dynamic message sign boards in FY08.

State Radio Communications (STARCOM) – This was the first year for this program. STARCOM is a radio communication system that allows the Department to communicate with the State Police and other entities. The Department purchased radio equipment for implementation of the program.

Federal Civil Preparedness – The decrease was due to further reductions in funding for the Homeland Security grants for security and local emergency management operations.

Environmental Protection Agency (EPA) Vehicle Inspections – There were no expenditures in FY08 as the Department no longer is involved in these vehicle inspections. EPA procured a contractor for the inspections in FY07.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES BETWEEN FISCAL YEARS 2008 AND 2007 (CONTINUED)**

**Division of Highways and General Administration (Cont.)**

*Special Purposes (Cont.)*

Enhance, Congest and Air Quality Projects – The decrease was due to decreased activity in the Chicago area for these projects. The city of Chicago locally lets all their projects and initially pays the costs. They then seek reimbursement from the Department for the federal portion.

Comprehensive Regional Planning – The increase was due to the Department providing grant funding, pursuant to the State Finance Act (30 ILCS 105/6z-69), effective October 11, 2007, to certain planning organizations and agencies.

Land and Buildings – The decrease was due to decreased funding available for work on Capitol Development Board (CDB) projects, so fewer projects were completed during FY08.

Grade Crossing Protection – The increase was due to costs incurred and paid related to the construction of the MacArthur Street extension in Springfield.

**Division of Traffic Safety**

*Special Purposes*

Impaired Driving Incentive Program – Local Government Projects – The increase was due to an increase in federal funding levels for the grant programs. The money was used to implement programs to reduce problems associated with individuals driving under the influence (DUI) including additional DUI enforcement.

Alcohol Safety Programs (410) – The increase was due to an increase in federal funding levels for the grant programs. The funds were used to implement programs to reduce problems associated with individuals driving under the influence (DUI) including funding for DUI courts, dedicated DUI prosecutors, and greater refinement of DUI enforcement.

Cycle Rider Safety Training Fund – The increase was due to an increase in federal funding which was used for expanding motorcycle related training courses and the public information, and education along with developing a media campaign to start seeing motorcyclists on the roadways.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES BETWEEN FISCAL YEARS 2008 AND 2007 (CONTINUED)**

**Division of Public Transportation**

*Special Purposes*

Rail Freight Loan Repayment –The decrease was due to the Department only having one active project that was closed in the beginning of FY08. A new contract was signed in FY08, but expenses will not be incurred until FY09.

Public Transportation Grant – FY 2006 – The increase was due to billings from the Chicago Transit Authority (CTA) totaling \$27,000,000 for capital projects which included the purchase of approximately 70 heavy duty buses.

Public Transportation Grant – FY 2004 – The decrease was due to fewer projects being paid due to a lack of Bond B funds. During FY07, outlay for several projects including an extension of the CTA Brown Line platforms and rehab of signals and track at Clark junction were paid.

Public Transportation Grant – FY 2003 – The decrease was due to less project activity as there was a lack of funding for Bond “B” projects.

Rail Freight Services Assistance – The decrease was due to no new projects being funded as the Governor’s office had not approved the release of funds since FY06, so the expenditures continued to decrease as the projects on the books prior to that time continue to get completed.

Federal Share of Capital and Operating Grants – The increase was due to a significant increase in the number of Section 5310-funded CVP (Consolidated Vehicle Procurement Program) vehicles purchased.

Chicago Regional Environmental and Transportation Efficiency (CREATE) – The CREATE program was first appropriated in FY07, but expenditures were only obligated and not paid until FY08. The federal funds were used on design and construction of CREATE program railroad projects.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN EXPENDITURES BETWEEN FISCAL YEARS 2008 AND 2007(CONTINUED)**

**Division of Aeronautics**

*Special Purposes*

Grants for Air Navigation Facilities – The decrease was due to a significant reduction in bond sales and appropriations. In addition, during FY07, numerous old projects were closed out and the final payments were made.

Federal/Local Airport – The decrease was due to fewer projects in FY08. In addition, during FY07, efforts were made to close out the backlog of 118 construction contracts and 525 airport projects, resulting in increased spending.

Airport Construction – The decrease was due to less activity resulting from a drop in Bond “B” sales that consequentially decreased spending.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS**  
For the Year Ended June 30, 2008

The following is a summary of explanations for significant fluctuations in receipts received by the Department for fiscal year ended June 30, 2008 as compared to the fiscal year ended June 30, 2007. Included are explanations for variances to the Road Fund greater than \$100,000 and 20% and explanations to other funds presented greater than \$50,000 and 20%. The Department's receipts are presented in the "Comparative Schedule of Cash Receipts and Reconciliation of Cash Receipts to Deposits Remitted to the State Comptroller."

**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS BETWEEN FISCAL YEARS 2008 AND 2007**

**General Revenue Fund – 001**

Repayment of Federally Funded Projects from Grantees

The increase was mainly due to a refund from the River Valley Metro Mass Transit District for an overpayment of an operating assistance grant in a prior year. The grantee was paid in advance for estimated costs on projects, and in this case, the costs were less than estimated, resulting in a refund.

Loan Repayments

The decrease was due to fewer loans in repayment due to two loans being paid in full in FY07.

**Road Fund – 011**

Federal Aid Reimbursements

The increase was due to a large increase of advanced construction which requires the State to use State funds on federally approved projects until such time as the federal funds are available and the Department then receives the reimbursements.

Sale of Land

The increase was due to the sale of a few pieces of high-value properties in the Chicago area including one parcel for over \$4.7 million.

Miscellaneous

The increase was mainly due to an increase in jurisdictional transfers, which is the release of assets (roads, etc.) to local agencies.

Joint Improvements – IL Tollway and Others

The decrease was mainly attributable to the receipt of a joint improvement payment from the State of Indiana totaling \$6.8 million in FY08 compared to a \$21.2 million payment in FY07.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS BETWEEN FISCAL YEARS 2008 AND 2007 (continued)**

**Road Fund – 011 (Cont.)**

Subscriptions or Publications

The decrease was due to the Department's elimination of the map sales area in FY08.

Reimbursement of Costs incurred on behalf of the Federal Government

The monies deposited for this account represent the administrative costs billed to the federal government on projects. The decrease was due to the FY07 receipt of additional reimbursements of administrative costs due to more projects closing than in FY08.

Reimbursement/Recoveries-Private Sector

The increase was due to an increase of \$1.2 million in the amount received for traffic signal maintenance for the private sector. This includes costs for signs that are invoiced after the traffic signal maintenance process was complete.

**Aeronautics Fund – 046**

Fees and Licenses

The increase was due to the receipts of pilot and aircraft registrations which occurs on a two year cycle.

**Federal / Local Airport Fund – 095**

Federal Aid Reimbursements

The decrease was due to four major projects that closed in FY07 which resulted in approximately \$31.8 million in additional funds received that year.

**General Obligation B.R. & I. Fund – 101**

Repayment from Mass Transit Districts

The decrease was due to the receipt of refunds of overpayments in FY07 on capital grants from PACE and Northeast Illinois Regional Computer Corporation that did not occur in FY08.

Other Departmental Funds

The decrease was due to a backlog of projects being closed out in FY07 and no State releases occurred during FY08. The backlog in FY07 was due to a vacancy in the position responsible for closing out projects.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS BETWEEN FISCAL YEARS 2008 AND 2007 (continued)**

**IDOT Special Projects Fund – 174**

Other State Agencies

The decrease was due to the agreement between the Department and Department of Commerce and Economic Opportunity (DCEO) that was executed in September 2005 having less activity because the DCEO budget was not restored in FY08 to accommodate payment on projects started in prior years.

**State Rail Freight Loan Repayment Fund – 265**

Loan Repayments

The increase was due to the loan with Adkins Energy LLC being paid off in FY08 totaling over \$1.6 million.

**Air Transportation Fund – 309**

Fees and Licenses

The increase was due to the receipts of license renewals which occurs on a two year cycle.

**Federal Civil Preparedness Fund – 497**

Federal Aid Reimbursements

The decrease was due to the elimination of programs for port security, transit security, and local emergency management operations which are now the responsibility of Illinois Emergency Management Agency.

**Transportation Safety Highway Hire –Back Fund – 589**

Fines and Penalties

The decrease was due to less collections of fines and penalties that are assessed to drivers for traffic noncompliance in work zone areas. There were 13,758 overall citations issued in FY07 versus 10,156 in FY08 which may be attributable to greater driver compliance. In addition, there was an increased use of photo enforcement activity instead of trooper and car activity. Especially in northern Illinois, many tickets were thrown out because the technology was found not adequate enough to identify the plates and drivers.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS**  
For the Year Ended June 30, 2008

**ANALYSIS OF SIGNIFICANT VARIATIONS IN RECEIPTS BETWEEN FISCAL YEARS 2008 AND 2007 (continued)**

**Federal Mass Transit Fund – 853**

Federal Aid Reimbursement

The increase was due to the two year cycle on the purchases of buses. In FY08, reimbursement was received for 177 buses totaling \$7.7 million.

**Rail Freight Loan Repayment Fund – 936**

Loan Repayments

The decrease was due to fewer loans in repayment and no additional loans being made through this fund in FY08.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT LAPSE PERIOD SPENDING**  
For the Year Ended June 30, 2008

Significant variances in lapse expenditures were determined to be at least \$50,000 and 20% between lapse period and total expenditures, and are explained below.

**FISCAL YEAR 2008**

**General Revenue Fund – 001**

*Construction*

Grants – FY 2008 – Grant payments for construction and infrastructure improvements in the Village of Downer’s Grove, the Lockport Township Park District, and Woods Lane in Dellwood Park were incurred during the fiscal year but not invoiced and paid until the lapse period.

*Public Transportation*

Intercity Rail Passenger Service – An amendment to subsidize agreement was not executed until June; therefore, the two voucher payments were not made until lapse period. The agreement was to Amtrak to provide passenger rail service for three downstate corridors - Chicago to St. Louis, Chicago to Quincy, and Chicago to Carbondale.

**Road Fund – 011**

*Central Administration and Planning*

Railroad Crossing Safety Monitoring – Illinois Commerce Commission (ICC) – No payments were made until the lapse period due to delays in processing the Intergovernmental Agreement between the Department and ICC to inventory Highway and Rail Grade Crossings for on-sight survey and aerial photos.

*Division of Traffic Safety*

Impaired Driving Incentive Program – Invoices from vendors for contractual services were not received until late in the fiscal year; therefore, they were paid during the lapse period. Payments included auditing and management consulting services for April through June 2008 totaling \$32,331, advertising for motorcycle awareness totaling \$35,000, and baseball sponsorships for the Division of Traffic Safety totaling \$3,750.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF SIGNIFICANT LAPSE PERIOD SPENDING**  
For the Year Ended June 30, 2008

**FISCAL YEAR 2008 (CONTINUED)**

**Road Fund – 011 (Cont.)**

*Division of Traffic Safety (Cont.)*

Alcohol Traffic Safety Program – 410 – The majority of lapse period expenditures were due to payments to a vendor, totaling \$274,634, for 12 consultants to provide services regarding the Statewide information technology hardware, the Crash Information System (CIS). CIS is responsible for processing all Illinois Crash Reports and provides crash data, analysis, and statistics to internal and external crash data stakeholders. It interfaces with the Traffic Safety imaging system that stores crash related documents. It also provides crash data and high accident data to the Geographical Crash Analysis System.

Department of Natural Resources - Impaired Driving Incentive Program – Payroll costs for the month of June, totaling \$66,223, were paid in the lapse period.

Secretary of State – Payroll costs incurred during June, totaling \$76,748, and payments totaling \$112,400 for public service announcement broadcast on 80 stations and 10 DVDs were received and paid during the lapse period.

Department of Public Health - Impaired Driving Incentive Program – The Department made payments totaling \$86,885 to Loyola University of Chicago, which includes EMS reporting systems for the accounting unit and reimbursement for service for data analysis of emergency records for the months of May and June. The invoices were not received until the lapse period.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF ACCOUNTS RECEIVABLE**  
(expressed in thousands)  
For the Year Ended June 30, 2008

	<u>Total</u>	<u>Current</u>	<u>1-30 days</u>	<u>31-90 days</u>	<u>91-180 days</u>	<u>181-365 days</u>	<u>Over 365 days</u>
<b>General Revenue Fund (001):</b>							
Due from Federal	\$ 1,427	\$ 1,427	-	-	-	-	-
Due from Local	11	11	-	-	-	-	-
Railroad Loans	978	978	-	-	-	-	-
Total receivables	<u>\$ 2,416</u>	<u>\$ 2,416</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Road Fund (011):</b>							
Reimbursement from Federal Aid programs							
Due from National Traffic Safety Administration	\$ 3,395	\$ 3,395	-	-	-	-	-
Due from Federal Transit Administration	396	396	-	-	-	-	-
Due from Federal Hwy Administration	160,463	160,463	-	-	-	-	-
Total reimbursement from Fed Aid programs	<u>\$ 164,254</u>	<u>\$ 164,254</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Reimbursement from counties and municipals under participation agreements							
Counties	\$ 648	\$ 307	\$ 209	\$ 77	\$ 55	\$ -	\$ -
Municipalities	9,798	4,352	1,256	1,224	269	1,739	958
Other receivables	19,758	369	362	171	14,698	334	3,824
Total receivables	<u>\$ 30,204</u>	<u>\$ 5,028</u>	<u>\$ 1,827</u>	<u>\$ 1,472</u>	<u>\$ 15,022</u>	<u>\$ 2,073</u>	<u>\$ 4,782</u>
<b>Federal/Local Airport (095):</b>							
Due from Federal	\$ 39,778	\$ 39,778	-	-	-	-	-
Due from Local	1,559	1,559	-	-	-	-	-
Total receivables	<u>\$ 41,337</u>	<u>\$ 41,337</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Bond Retirement and Interest Fund (101):</b>							
Railroad Loans	<u>\$ 17,061</u>	<u>\$ 17,061</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>State Rail Freight Loan Repayment (265):</b>							
Railroad Loans	<u>\$ 22,818</u>	<u>\$ 21,615</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ 1,203</u>
<b>Federal Mass Transit (853):</b>							
Reimbursements from Federal Transit Administration for Federal Aid programs							
	<u>\$ 2,506</u>	<u>\$ 2,506</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>State Construction (902):</b>							
Other Receivables	<u>\$ 47</u>	<u>\$ -</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>\$ 47</u>	<u>-</u>
<b>Rail Freight Loan Repayment (936):</b>							
Railroad Loans	<u>\$ 2,641</u>	<u>\$ 2,641</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF OPERATIONS**  
For the Year Ended June 30, 2008

**AGENCY FUNCTIONS**

The Department of Transportation (Department) was created by the 77th General Assembly with legislation effective January 1, 1972. The Department is responsible for administrating and supervising the State's transportation activities, including highways, public transportation and aeronautics. The Department is accredited by the federal government for receiving federal funds for transportation programs; is responsible for drafting a State Master Plan for transportation facilities; and also provides State assistance to local public transportation agencies.

The Department's main office is located in the Harry R. Hanley Building, 2300 South Dirksen Parkway, Springfield, Illinois. An average of 5,326 full-time employees worked for the Department during FY08.

The principal divisions of the Department are the Division of Highways, the Division of Traffic Safety, the Division of Public and Intermodal Transportation and the Division of Aeronautics. The principal offices of the Department are the Office of Finance and Administration, the Office of the Chief Counsel, the Office of Operations and Communications, the Office of Quality Compliance and Review, the Office of Business and Workforce Diversity, the Office of Governmental Affairs, and the Office of Planning and Programming. The functions performed by these Divisions and Offices are briefly summarized below:

**DIVISION OF HIGHWAYS**

The Division of Highways is responsible for developing, designing, maintaining and operating the State highway system in an efficient, timely and economical manner. It ensures Statewide uniformity of policy interpretation and compliance of program coordination with federal, State, and local agencies and administers the State's Motor Fuel Tax (MFT) local roads and streets program.

The State is divided into five regions consisting of nine districts, which are responsible for carrying out all of the Division of Highways' operational functions within their assigned geographical areas. The Division's central bureaus are responsible for developing policies, procedures, standards and guidelines to accomplish the Department's highway system improvement objectives.

**DIVISION OF TRAFFIC SAFETY**

The Division of Traffic Safety is responsible for providing Illinois motorists, cyclists and pedestrians with the safest possible highway environment by concentrating available resources in a cost-efficient manner and promoting the reduction of traffic fatalities, injuries and crashes. Additionally, the Division is responsible for the development and promulgation of regulations in

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DEPARTMENT OF TRANSPORTATION  
**ANALYSIS OF OPERATIONS**  
For the Year Ended June 30, 2008

**DIVISION OF TRAFFIC SAFETY (Cont.)**

areas of crash reporting, hazardous materials transportation, vehicle inspection, safety responsibility, and cycle rider training. The Division is also responsible for administering local agency traffic safety grants that assist the Department in achieving its traffic safety goals.

**DIVISION OF PUBLIC AND INTERMODAL TRANSPORTATION**

The Division of Public and Intermodal Transportation's mission is to support public transportation throughout Illinois by providing technical support and financial resources to local governments and transit operators. The Division's main roles include developing and recommending policies and programs; implementing and administering operating, capital, technical assistance and rail freight program; coordinating and participating in Statewide planning and programming activities; and conducting technical studies and engineering reviews of public transportation, rail freight projects and planning studies.

The Division ensures the maximization of federal funds received in Illinois for public and specialized transportation and rail projects and advocates for public and specialized transportation funding within the Department. The Division aims to enhance Illinois' transportation network and ensure that it is intermodal, interconnected, provides mobility options and supports the efficient movement of people, goods and services.

**DIVISION OF AERONAUTICS**

The Division is responsible for regulating and supervising aeronautical activity within the State, including the coordination and implementation of programs concerning air safety, airport construction and other aeronautical-related areas. Specific responsibilities include the following:

- Developing an Airport Master Plan and a new commercial service airport in Chicago's south suburbs with the coordination of the Federal Aviation Administration.
- Operating and maintaining the State-owned executive air service and providing emergency or disaster-related air service as needed using the State fleet of utility aircraft.
- Conducting a continuing inspection program to ensure adherence to minimum physical standards and safety criteria.
- Providing aviation and aerospace education through the conduct of seminars and conferences.
- Providing support for the Civil Air Patrol activities in Illinois.

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DEPARTMENT OF TRANSPORTATION  
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For the Year Ended June 30, 2008

**DIVISION OF AERONAUTICS (Cont.)**

- Ensuring that all airport improvement projects are designed and specified in a professional, cost effective manner and are in accordance with State and federal criteria.

**OFFICE OF FINANCE AND ADMINISTRATION**

The Office of Finance and Administration is responsible for developing and administering the Department's budget. It is broken into four sections that are responsible for its different Department-wide functions. The Bureau of Business Services is accountable for contract management and procurement tracking as well as Department-wide business services. The Bureau of Budget and Fiscal Management is accountable for directing the evaluation of Departmental funding through fiscal and budget analysis, managing federal accounts for highway program reimbursements, and performing contract and special audits. The Bureau of Information Processing is accountable for administering a comprehensive Statewide data processing system to meet Departmental administrative and engineering needs. The Bureau of Personnel Management is accountable for administering Departmental technical personnel policies and programs and overseeing the Labor Relations program.

**OFFICE OF THE CHIEF COUNSEL**

The Office of the Chief Counsel is responsible for providing legal counsel to the Department on both policy issues and proposed actions affecting any of its operations. The Office is also responsible for the prosecution and defense of all litigation involving the Department in cooperation with the Attorney General. The Office provides administration of tort liability claims, property damage claims and uncollectible receivables as well as processing lien and bond claims against contractors. The Office also administers the Bureau of Civil Rights and the self-insurance program.

**OFFICE OF OPERATIONS AND COMMUNICATIONS**

The Office of Operations and Communications is primarily responsible for developing and implementing the Department's public outreach policy, plans, and programs. The objective is to provide the traveling public with vital information necessary to make necessary informed decisions in transportation choices. It also communicates the status of various reconstruction projects to motorists affected. The Office is also responsible for preparing and disseminating news releases and information on transportation programs and policies. It works to establish Public-Private Partnerships as a source of alternate funding that helps to provide economic opportunities for the private sector to extend the reach of the Department's safety messages at a cost savings to taxpayers.

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For the Year Ended June 30, 2008

**OFFICE OF QUALITY COMPLIANCE AND REVIEW**

The Office of Quality Compliance and Review is responsible for the independent testing of the Department's internal control system and serving as the Department's law enforcement liaison. Performance of these functions provides assurance to the Secretary and the public that the Department's policies, procedures, and regulations are adequate. The Office is also responsible for facilitating the implementation of intra- and inter- Office/Division program improvements.

**OFFICE OF BUSINESS AND WORKFORCE DIVERSITY**

The Office of Business and Workforce Diversity is responsible for fostering equal opportunity for minority-owned, woman-owned and other disadvantaged small businesses in the Department's federal and State-funded highway, rail, transit and airport contracts. It monitors the Department's Disadvantaged Business Enterprise (DBE) program and the Equal Employment Opportunity / On-the-Job training (OJT) program. The Office is committed to the reaffirmation and support of equal employment opportunity and ADA requirements impacting personnel, policies, practices, and procedures.

**OFFICE OF GOVERNMENTAL AFFAIRS**

The Office of Governmental Affairs is responsible for developing the Department's policy goals and positions on State legislative programs and strategies. It ensures that Departmental policy consistently supports and enhances Illinois transportation interests. It develops and implements the Department's annual legislative program and analyzes all transportation-related legislation introduced by the General Assembly. The Office also assists legislators and the Office of the Governor with transportation related constituent inquiries while maintaining an effective internal and external liaison system to fulfill this responsibility.

**OFFICE OF PLANNING AND PROGRAMMING**

The Office of Planning and Programming is responsible for coordinating the long and short-range planning needs and assessment, analysis and development of transportation improvement programs. Specific responsibilities include:

- Developing the Department's positions for federal legislative programs and strategies.
- Developing annual and multi-year capital programs for highways, rail, public transportation, and airports.
- Implementing the rail freight and passenger programs.

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For the Year Ended June 30, 2008

**OFFICE OF PLANNING AND PROGRAMMING (Cont.)**

- Directing the metropolitan planning programs.
- Analyzing roadway condition information.
- Maintaining roadway and bridge data systems for the State.

**AGENCY PLANNING**

The Department, through the Office of Planning and Programming (Office), as noted above, is responsible for the identification of transportation needs and objectives, coordination and preparation of work plans to accomplish such objectives, and compilation of the costs to complete activities defined in the work plans. The Office is responsible for preparing annual and long-range plans to meet Departmental planning goals.

In accordance with Illinois Highway Code (605 ILCS 5/4-303), the Office prepares a Multiyear Proposed Highway Improvement Program and an Annual Proposed Improvements for Illinois Highways for the current fiscal year, which considers the State's highway needs and serves as the action plan for the coming fiscal year. This program is a listing of specific projects to constitute a reasonable year's work. The Office also prepares multi-year capital programs for Illinois airports, public transportation and rail systems.

In addressing general and specific planning issues, the Office works closely with Metropolitan Planning Organizations (MPOs). MPOs are comprised of representatives from local governments and transportation implementers. The MPOs provide an overall coordination role in planning and programming funds for transportation projects.

The Bureau of Budget and Fiscal Management in the Office of Finance and Administration is responsible for developing and administering the Department's budget. The Bureau also monitors expenditures and provides financial analysis for capital program proposals and transit funding proposals.

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**AVERAGE NUMBER OF FULL TIME EMPLOYEES**  
For The Year Ended June 30, 2008

	<u>2008</u>	<u>2007</u>
Cycle Rider Safety	2	2
Information Processing	77	76
Diesel Emissions	2	2
Central Division of Highways	415	434
Day Labor	19	21
Central Administration & Planning	317	318
Traffic Safety	105	106
Aeronautics	65	65
Local Roads & Streets	92	92
District 1	1,171	1,206
District 2	392	405
District 3	364	374
District 4	357	360
District 5	311	326
District 6	398	408
District 7	329	340
District 8	518	530
District 9	295	301
Intelligent Transportation System (ITS)	1	1
Public Trans & Rail	32	31
Subtotal, State Funded Positions	<u>5,262</u>	<u>5,398</u>
Federally Funded Positions:		
Traffic Safety -		
Highway Safety	17	15
Motor Carrier Safety	30	22
Central Administration & Planning -		
Metropolitan Planning	-	17
Transportation Equity Act (TEA-21)	15	15
Advance	-	-
Public Trans & Rail -		
Rural/Small Urban	2	2
Subtotal, Federally Funded Positions	<u>64</u>	<u>71</u>
<b>GRAND TOTAL</b>	<u><u>5,326</u></u>	<u><u>5,469</u></u>

STATE OF ILLINOIS  
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**ANALYSIS OF OPERATIONS**  
**ANNUAL COST STATISTICS BY MAJOR OBJECT CLASSIFICATION**  
For the Year Ended June 30, 2008

	2008
Operations	\$ 726,267,214
% of total expenditures	18.71%
Personal Services	\$ 385,758,556
% of operational expenditures	53.12%
Other Payroll Costs (FICA, retirement)	\$ 93,632,116
% of operational expenditures	12.89%
Contractual Services	\$ 118,531,864
% of operational expenditures	16.32%
All Other Operational Items	\$ 128,344,678
% of operational expenditures	17.67%
Grants	\$ 1,416,341,723
% of total expenditures	36.49%
Construction	\$ 1,733,775,930
% of total expenditures	44.68%
Capital Improvements	\$ 4,658,967
% of total expenditures	0.12%
Total expenditures (all funds)	\$ 3,881,043,834

STATE OF ILLINOIS  
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**ANALYSIS OF OPERATIONS**  
**EMERGENCY PURCHASES**  
For the Year Ended June 30, 2008

The Department reported the following emergency purchases to the Office of the Auditor General during FY08:

<u>DESCRIPTION OF EMERGENCY PURCHASE</u>	<u>Cost</u>
Repairs to the Pontiac Traffic Facility	\$ 153,507
Bridge Repairs on I-74, West of Downs IL	836,038
Replacement of Bridge Beams in Henderson County	47,785
Repairs for Sewer Collapse under US 52/IL 84 near Savanna	49,694
Bridge Rail Replacement for Structure 046-0108 on IL Route 115, Buckingham	44,983
Repairs to Structure 046-0065 on IL Route 102 over Rock Creek, Kankakee Co.	48,218
Purchase of Laser Printers due to Vendor Contract Default	55,500
Bridge Repairs to Structure 016-2042 Over Bishop Ford Expressway	30,007
Pavement Repairs East Bound I-80, Utica	442,326
Bridge Repairs to Structures 053-0150 and 053-0151, Livingston County	789,215
Bridge Repairs to Structures 027-0046 and 027-0075, Ford County	351,383
Emergency Bracing of Concrete Box Culvert Structure under IL 40	70,379
Emergency Repairs to Bridges on I-80 Bureau County	415,510
Emergency Road Repairs to Illinois 50 at I-55	752,531
Services to Relocate Concrete Barrier Wall to Protect the Keokuk Bridge Approach	<u>11,780</u>
<b>TOTAL COST</b>	<b><u>\$ 4,098,856</u></b>



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF ILLINOIS FIRST PROJECTS (NOT EXAMINED)**  
For the Year Ended June 30, 2008

Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
LAV1C	902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO NEGOTIATE ACQUISITION OF PROPERTIES REQUIRED FOR COMPLETION OF THE DUTIES ASSIGNED IN THE INDIVIDUAL WORK ORDERS	\$ 150,000	\$ 60,500	\$ 16,350
LAV1D	011-49442-7900-0027 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO NEGOTIATE ACQUISITION OF PROPERTIES REQUIRED FOR COMPLETION OF THE DUTIES ASSIGNED IN THE INDIVIDUAL WORK ORDERS	157,950	16,000	-
LAV1E	011-49442-7900-0027	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO NEGOTIATE ACQUISITION OF PROPERTIES REQUIRED FOR COMPLETION OF THE DUTIES ASSIGNED IN THE INDIVIDUAL WORK ORDERS	170,490	1,300	-
LAV1G	011-49442-7900-0027	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS OF PROPERTIES REQUIRED FOR COMPLETION OF THE DUTIES ASSIGNED IN THE INDIVIDUAL WORK ORDERS	136,800	6,800	-
LAV1J	902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE REVIEW APPRAISALS OF PROPERTIES REQUIRED FOR COMPLETION OF THE DUTIES ASSIGNED IN THE INDIVIDUAL WORK ORDERS	100,000	25,875	43,500
LAV1M	011-49442-7900-0027 902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS, SPECIALTY REPORTS AND NEGOTIATE ACQUISITION OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	500,000	203,970	70,975
LAV1N	011-49442-7900-0027 902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	300,000	109,350	3,225
LAV1O	902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE REVIEW APPRAISALS OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	100,000	41,720	17,665
LAV1P	902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE SPECIALTY REPORTS TO ASSIST APPRAISERS IN THE VALUATION OF PROPOSED ROW AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	100,000	37,150	30,175
LAV1Q	011-49442-7900-0027 902-49442-7700-0000	PARTIALLY OBLIGATE FUNDS FOR THE CONSULTANTS CONTRACT TO PERFORM ALL NECESSARY SERVICES TO NEGOTIATE ACQUISITION OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	200,000	51,050	76,650
LAV2A	011-49442-7900-0027 902-49442-7700-0026	OBLIGATE FUNDS TO PAY FOR ALL NECESSARY SERVICES TO PREPARE APPRAISALS AND/OR REVIEW APPRAISALS OF PROPERTIES REQUIRED FOR COMPLETION OF DUTIES ASSIGNED IN WORK ORDERS	250,000	3,900	30,300
LAV2C	011-49442-7900-0000 011-49442-7900-0027 902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS, APPRAISAL REVIEWS AND PROVIDE RELOCATION SERVICES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	200,000	60,850	44,850
LAV3B	902-49442-7700-0000 902-49442-7700-0026	PARTIALLY OBLIGATE FUNDS TO PAY FOR ALL NECESSARY SERVICES TO PREPARE APPRAISALS, REVIEW APPRAISALS, AND/OR NEGOTIATE ACQUISITION OF PROPERTIES FOR COMPLETION OF DUTIES ASSIGNED IN WORK ORDERS	164,200	32,800	53,425
LAV3C	902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS, APPRAISAL REVIEWS AND NEGOTIATE ACQUISITION OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	100,000	12,500	43,100
LAV6D	011-49442-7900-0027	PARTIALLY OBLIGATE FUNDS FOR THE CONSULTANTS CONTRACT TO PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS AND/OR REVIEW APPRAISALS AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	50,000	27,500	16,800

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF ILLINOIS FIRST PROJECTS (NOT EXAMINED)**  
For the Year Ended June 30, 2008

Project Identification Number	Project Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
LAV7A	011-49442-7900-0027 902-49442-7700-0024 902-49442-7700-0026	OBLIGATE FUNDS TO PAY THE CONTRACTOR TO PERFORM SERVICES SPECIFIED IN THE ATTACHMENT "DESCRIPTION OF SERVICES" IN ACCORDANCE WITH THE PROVISIONS OF THIS CONTRACT PROGRAM NO 7-82320-0000	810,000	2,000	62,400
LAV8D	011-49442-7900-0027 902-49442-7700-0025 902-49442-7700-0026	PARTIALLY OBLIGATE FUNDS TO PAY THE CONTRACTOR TO PERFORM SERVICES SPECIFIED IN THE ATTACHED "DESCRIPTION OF SERVICES" IN ACCORDANCE WITH THE PROVISIONS OF THIS CONTRACT PROGRAM NO 8-84381-4100	580,000	81,660	3,450
LAV9B	011-49442-7900-0027 902-49442-7700-0024 902-49442-7700-0026	OBLIGATE FUNDS TO PAY THE CONTRACTOR TO PERFORM SERVICES SPECIFIED IN THE ATTACHED "DESCRIPTION OF SERVICES" IN ACCORDANCE WITH THE PROVISIONS OF THIS CONTRACT PROGRAM NO 9-00190-0000	444,500	5,700	50,800
LA107	011-49442-7900-0027 902-49442-7700-0023 902-49442-7700-0025 902-49442-7700-0026	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	17,379,556	2,580,879	1,000
LA207	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	5,024,621	826,402	-
LA307	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	932,393	574,624	11,400
LA407	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	1,633,292	166,930	-
LA507	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	206,292	149,714	-
LA607	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	1,500,000	145,910	11,092
LA807	011-49442-7900-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	11,514,531	5,875,836	14
LA907	011-49442-7900-0027 902-49442-7700-0027	TO OBLIGATE FY2007 FUNDS FOR LAND ACQUISITION, INCIDENTAL EXPENSES AND RELOCATION PAYMENTS NECESSARY ON LAND ACQUIRED FOR HIGHWAY CONSTRUCTION, WIDENING AND REPAIR	4,084,958	218,124	-
LAV1D1	011-49442-7900-0027	PARTIALLY OBLIGATE FUNDS FOR THE CONSULTANTS CONTRACT TO PERFORM ALL NECESSARY SERVICES TO NEGOTIATE ACQUISITION OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	100,000	45,150	42,600
LAV1I1	902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE REVIEW APPRAISALS OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	200,000	89,700	15,025
LAV1K1	011-49442-7900-0027 902-49442-7700-0000 902-49442-7700-0026	THE CONSULTANT WILL PERFORM ALL NECESSARY SERVICES TO PREPARE APPRAISALS OF PROPERTIES AS ASSIGNED IN THE INDIVIDUAL WORK ORDERS	250,000	87,100	42,500
LAV8B1	011-49442-7900-0027 902-49442-7700-0000	PARTIALLY OBLIGATE FUNDS TO PAY THE CONTRACTOR TO PERFORM SERVICES TO PREPARE APPRAISALS AND/OR APPRAISAL REVIEWS OF PROPERTIES FOR COMPLETION OF ASSIGNED WORK ORDERS	250,000	111,000	130,000
AE03003	011-49442-7700-0023	FUNDING NECESSARY TO CONTINUE DATA RECOVERY IN CONJUNCTION WITH FAP 310, IL 140 TO FOSTERBURG RD MADISON, CO. IN ACCORDANCE WITH STATE AND FEDERAL LAWS	1,500,000	60,056	203,615

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF ILLINOIS FIRST PROJECTS (NOT EXAMINED)**  
For the Year Ended June 30, 2008

Project Identification Number	Project Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
AE06008	902-49442-7700-0026	FUNDING NECESSARY TO PROVIDE CULTURAL RESOURCE SURVEYS FOR FAP 315 ALONG PROPOSED PEORIA TO MACOMB CORRIDOR IN ACCORDANCE WITH STATE AND FEDERAL LAWS	750,000	298,901	171,081
AE06011	902-49442-7700-0026	FUNDING NECESSARY TO PROVIDE CULTURAL RESOURCE SURVEYS FOR VARIOUS LOCATIONS FOR IL 3 RELOCATION FROM VENICE TO SAUGET IN ST. CLAIR & MADISON COUNTIES IN ACCORDANCE WITH STATE AND FEDERAL LAWS	1,500,000	3,331	-
AE07003	011-49442-7900-0027	FUNDING NECESSARY TO PROVIDE CULTURAL RESOURCE SURVEYS FOR VARIOUS LOCATIONS FOR IL 3 RELOCATION FROM VENICE TO SAUGET IN ST. CLAIR & MADISON COUNTIES IN ACCORDANCE WITH STATE & FEDERAL LAWS	1,500,000	1,105,631	69
AL00143	011-49442-7700-0020	PH II PRELIMINARY ENGINEERING FOR THE RELOCATION & RECONSTRUCTION OF TORRENCE AVE. BETWEEN THE CALUMET RIVER & 130TH ST. & EXTENSION OF 126TH ST. IN CHICAGO, COOK CO., IL. D-88-044-99 99-B9368-00-PV	1,134,000	-	116,623
AL00380	011-49442-7700-0020	CONSTRUCTION OF LANDSCAPING ON MAIN STREET IN THE VILLAGE OF GLENWOOD, COOK CO, IL C91-546-99 99-00043-00-LS D1	75,000	-	75,000
AL01132	011-49442-7700-0021	IMPROVE NATOMA AVE VIADUCT OVER THE KENNEDY EXPRESSWAY IN CHICAGO, IL NHI-90-4(111)92 00-E0555-00-BR C91-128-98	1,980,000	-	193,289
AL01133	011-49442-7700-0021	TO IMPROVE THE RANDOLPH ST VIADUCT OVER THE KENNEDY EXPRESSWAY AND THE ADJACENT ENTRANCE EXIT RAMP JACKSON BLVD VIADUCT IN CHICAGO, IL 99-E0501-00-BR C88-010-00	16,060,000	3,046,245	3,740,033
AL01134	011-49442-7700-0021	RECONSTRUCTION AINSLIE STREET VIADUCT OVER THE KENNEDY EXPRESSWAY IN CHICAGO, IL NHI-90-4(108)9500-E0557-00-BR C91-299-97	2,900,000	-	504,677
AL01138	011-49442-7700-0021	PRELIMINARY ENGINEERING IMPROVEMENT OF LASALLE DR BETWEEN CLARK ST AND LAKE SHORE DR IN THE CITY OF CHICAGO, IL 00-B0259-00-PV P88-009-01	400,000	-	26,224
AL01386	011-49442-7700-0021	MODERNIZATION OF TRAFFIC CONTROL SIG. ALONG U. S. RTE. 41 (SO. SHORE DR.) @ 75TH ST. & @ 83RD ST. IN CHICAGO, IL.C-88-002-01 00-B0270-00-TL	300,000	-	1,295
AL01411	011-49442-7700-0021 011-49442-7700-0023	TO IMPROVE MILWAUKEE AVE. VIADUCT OVER THE KENNEDY EXPRESSWAY IN CHICAGO, IL. C-91-097-97 00-E0556-00-BR	5,045,000	-	1,094,710
AL01412	011-49442-7700-0021	TO IMPROVE THE ORIOLE AVE. VIADUCT OVER THE KENNEDY EXPRESSWAY IN CHICAGO, IL. C-91-129-98 00-E0554-00-BR	4,685,000	-	4,685,000
AL02222	011-49442-7700-0022	RECONSTRUCT TORRENCE AVE; EXTEND 126TH PLACE AND EXTEND A NORTH/SOUTH INDUSTRIAL RD. FROM 126TH PLACE IN CHICAGO, COOK CO., IL. C-88-044-99 99-B9368-00-PV	16,226,000	-	287,359
AL03067	011-49442-7700-0023	NEW INTERCHANGE CONNECTING US RT 45 WEST OF THE INTERSTATE 57 AND IL RT 130 EAST OF THE INTERSTATE IN COLES COUNTY, IL 99-00124-00-PV R-95-051-03	763,994	80,306	-
AL03201	011-49442-7700-0022 011-49442-7700-0023	PROVIDE A NEW INTERCHANGE W/FAI-57 IN CONJUNCTION W/NEW PUBLIC ROADS CONNECTING INTERCHANGE W/US RTE 45 IN COLES COUNTY, IL. 99-00124-00-ES D-95-025-97	1,202,200	7,791	-
AL03217	011-49442-7700-0023	CONSTRUCT BASE LINE RD. FROM ARSENAL RD. TO DRUMMOND RD. USING EDP FUNDS IN WILL CO., IL. C-91-419-00 00-00117-17-RP NOT TO EXCEED PER THE AGREEMENT	3,341,573	-	39,274
AL03235	011-49442-7900-1027	EDP FUNDS TO CONSTRUCT AN EAST ACCESS PARK ROAD TO IL. 53 ROAD IN THE VILLAGE OF ELWOOD, WILL CO., IL. C-91-356-01 01-00014-00-FP (SEE AGREEMENT WHEN PAYING BILLS FOR PROPER REIMBURSEMENTS)	1,430,075	168,363	-

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF ILLINOIS FIRST PROJECTS (NOT EXAMINED)**  
For the Year Ended June 30, 2008

Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
AL03254	011-49442-7700-0023	EDP FUNDS TO CONSTRUCT CENTER INDUSTRIAL PARK DR. (EAST ACCESS RD. TO DRUMMOND RD.) IN THE VILLAGE OF ELWOOD, WILL CO., IL. C-91-352-01 01-00009-00-FP	682,500	-	52,786
AL03257	011-49442-7700-0023 011-49442-7700-0024 011-49442-7700-0026 011-49442-7900-0000 011-49442-7900-1027	LAND ACQUISITION, RELOCATION ASSISTANCE, AND RELOCATION CONSULTANTS @ CC&P/STEARNS ROAD IN KANE CO., IL.98-00214-02-BR R-91-083-01 NOT TO EXCEED PER AGREEMENT FOR FEDERAL FUNDS	29,991,307	605,422	13,153,521
AL04126	011-49442-7700-0024	RECONSTRUCTION/CONST. ENGR. OF 75TH ST. OVER I-94 CHICAGO 01-E2005-00-BR C-91-121-97	5,060,000	-	1,459,720
AL04136	011-49442-7700-0024	REHABILITATION OF WASHINGTON AND MONROE ST. BRIDGES OVER I-90/94 / CHICAGO 01-E1001-00-BR C-88-031-00	14,827,500	2,787,893	1,575,525
AL04174	011-49442-7700-0024 011-49442-7900-1027	CONSTRUCTION AND CONSTRUCTION ENGINEERING FOR DRUMMOND RD FROM BASELINE RD TO DIAGONAL RD AND MISSISSIPPI AVE FROM DIAGONAL RD TO LINCOLN AVE ELWOOD 01-00008-00-FP C-91-351-01	3,583,500	-	203,596
AL04257	011-49442-7700-0024 011-49442-7900-0027	CONSTRUCTION & CONSTRUCTION ENGINEERING FOR MICHIGAN AVE. VIADUCT OVER BISHOP FORD EXPY./I-94 CHICAGO 02-E2010-00-BR C-91-314-97	7,025,000	3,628,348	2,165,238
AL04331	011-49442-7700-0023	CONSTRUCTION, CONSTRUCTION ENGINEERING AND LAND ACQUISITION FOR US 40 AT FORMOSA RD., FORMOSA RD. AT COLLINSVILLE RD. AND IL 162 AT TROY BLVD. TROY 02-00023-00-RP C-98-330-03 R-98-017-04	1,481,875	59,300	123,888
AL04374	011-49442-7700-0024	CONSTRUCTION ENGINEERING FOR BELVIDERE ROAD FROM IL 131 TO SHERIDAN ROAD WAUKEGAN 03-00225-00-TL C-91-097-03	83,515	-	83,515
AL05041	011-49442-7700-0024	CONSTRUCTION & CONSTRUCTION ENGINEERING FOR WPA STREETS SLEEPY HOLLOW PROJECT #2 CHICAGO 98-U8139-01-PV C-88-011-00	1,830,000	158,887	35,945
AL05044	011-49442-7700-0025	CONSTRUCTION & CONSTRUCTION ENGINEERING FOR 130TH ST AT TORRENCE AVE & 130TH ST AT NS TRACKS CHICAGO 99-B9369-02-PV C-88-025-04	36,667,000	-	36,667,000
AL05045	019-49446-7700-0027	CONSTRUCTION & CONSTRUCTION ENGINEERING FOR 14TH ST OVER NORFOLK SOUTHERN TRACKS TILTON 00-00026-00-BR C-95-091-01	10,404,157	2,942,665	2,219,640
AL05051	011-49442-7700-0025	CONSTRUCTION ON TOUHY AVE FROM KARLOV AVE TO EAST PRAIRIE RD LINCOLNWOOD 00-00044-00-CH C-91-198-02	350,000	332,500	17,500
AL05093	011-49442-7700-0025	CONSTRUCTION OF NEW ROAD FROM REDCO DR TO SKYLINE DR MARION 04-00096-00-FP C-99-500-05 D-99-501-05	1,391,900	-	121,470
AL05239	011-49442-7700-0025	PRELIMINARY ENGINEERING FOR BOUGHTON RD FROM KING RD TO WOODWARD RD BOLINGBROOK 04-00043-00-TL D-91-106-05	64,400	-	64,400
AL05242	011-49442-7700-0025	PRELIMINARY ENGINEERING FOR 87TH ST FROM WESTERN AVE TO I-90/94 CHICAGO 04-B4103-00-TL P-88-013-05	250,000	14,281	235,719
AL05246	011-49442-7700-0025	PRELIMINARY ENGINEERING FOR CICERO AVE FROM PETERSON AVE TO LEXINGTON AVE CHICAGO 04-B4105-00-TL P-88-012-05	560,000	184,078	375,922
AL05252	011-49442-7700-0025	CONSTRUCTION ON MATHEW RD FROM US 30 THEN WESTERLY 0.325 MILES WHITESIDE COUNTY 05-00177-00-RS C-92-039-05 P-92-043-05	1,287,870	190,727	332,798
AL05286	011-49442-7700-0025	CONSTRUCTION, CONSTRUCTION ENGINEERING & FORCE ACCOUNT WORK ON RACINE AVE AND ON 37TH ST CHICAGO 99-U9136-00-RS C-88-056-99	3,580,000	-	3,580,000
AL05288	011-49442-7700-0025	PRELIMINARY ENGINEERING FOR IL 56 AT KIRK RD/FARNSWORTH RD KANE COUNTY 01-00273-00-CH D-91-073-05	256,000	71,226	99
AL06026	011-49442-7700-0026	CONSTRUCTION ENGINEERING FOR RANDALL RD FROM IL 64 TO	1,100,000	1,100,000	-

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DEAN ST KANE COUNTY 99-00243-00-PV C-91-330-99					
AL06100	011-49442-7700-0023 011-49442-7700-0026 011-49442-7900-0027	CONSTRUCTION & CONSTRUCTION ENGINEERING ON 71ST STREET OVER I-94 CHICAGO 05-E2003-00-BR C-91-124-97	10,330,000	2,967,579	2,234,061
AL06197	011-49442-7700-0026	LAND ACQUISITION FOR EAST PLEASANT HILL RD FROM WALL ST TO GIANT CITY RD CARBONDALE R D/JACKSON COUNTY 99-02118-00-FP R-99-027-02	192,000	-	70,374
AL06244	011-49442-7900-0000	LANDSCAPING AND CONSTRUCTION OF ROADWAY TO MAINTAIN PLANTINGS ALONG EDENS EPWY COOK COUNTY 02-26347-02-LS 02-26347-03-LS C-89-001-02	5,000,000	1,500,000	-
AL07035	011-49442-7900-0027 011-49442-7900-1000	CONSTRUCTION ON KIRK RD AT IL 38 KANE COUNTY 01-00281-00-CH C-91-034-05	2,134,600	2,080,000	54,600
AL07061	011-49442-7900-1027	CONSTRUCTION & CONSTRUCTION ENGINEERING FOR TR 1000N FROM 900E TO CH 28 COLES COUNTY 99-00124-03-PV C-95-079-03	1,642,300	-	1,642,300
AL99286	011-49442-7700-0021 011-49442-7700-0023 011-49442-7700-0024	PRELIMINARY ENGINEERING FOR THE SYSTEM OF ACCESS ROADS	8,055,000	-	3,055,017
C910225	011-49405-7700-0023	DESIGN REPORT FOR IL 3 ON NEW ALIGNMENT ALONG THE EAST ST LOUIS RIVERFRONT FROM CAHOKIA TO BROADWAY	1,665,781	25,666	115,497
C950097	011-49405-7700-0022 011-49442-7700-0021	RECONSTRUCTION OF IL FROM WEST OF IL 59 TO WEST OF COUNTY FARM ROAD	242,489	-	771
C960087	011-49405-7700-0022 011-49442-7700-0021	DESIGN NEW PUMPING STATION AT US 41 AND DEERPATH ROAD IN LAKE COUNTY	460,887	14,749	73,742
C970025	011-49442-7900-0027	AMI	902,958	-	7,701
XP05017	011-49442-7700-0026 019-49446-7700-0027	PRELIMINARY ENGINEERING, LAND ACQUISITION & UTILITY RELOCATION ON CH 18 AT CN/IC RR TRACKS COLES COUNTY T04-0040	537,400	92,444	-
06T0307	902-49442-7700-0000	ESTABLISH OBLIGATION FOR \$2,770,000 FUNDED UNDER APPROPRIATION # 011-49442-7900-0000 FOR ILLINOIS STATE POLICE PROGRAM FOR "CHICAGO AREA PROJECTS AND NORTH SUBURBAN AREA PATROLS FY07 AGREEMENT	5,375,000	2,605,000	-
060B170	011-49442-7900-0027	CONSTRUCTION AT FAI-94, NB DAN RYAN EXP FROM 79TH ST TO 71ST ST IN CHICAGO	19,082,006	8,483,656	1,763
060B180	011-49442-7900-0027	CONSTRUCTION AT FAI-94, SB DAN RYAN EXP FROM 79TH ST TO 71ST ST IN CHICAGO	20,164,305	7,485,699	-
601840	011-49442-7700-0024 902-49442-7700-0023	CONSTRUCTION AT IL ROUTE 131 FROM WISCONSIN STATE LINE IN PLEASANT PRAIRIE, WISCONSIN TO IL ROUTE 173 IN ZION, ILLINOIS	2,609,154	32,877	-
602450	553-49444-7700-0024	CONSTRUCTION AT 127TH ST. (BURR OAK AVE.) FROM ART ESIAN AVE. TO PAULINA ST. OVER METRA/IOWA INT. RR LOCATED IN BLUE ISLAND & CALUMET PK	11,436,948	60,030	-
605370	011-49442-7700-0023	CONSTRUCTION AT ON FAI-55, WILMINGTON RD BRIDGE OVER I-55	3,479,049	-	88,039
606600	011-49442-7900-0027	CONSTRUCTION AT FAU-1382, FULLERTON AVE, IN VILLAGE OF RIVER GROVE	298,225	21,992	-
607370	902-49442-7700-0023	CONSTRUCTION AT IL ROUTE 64 (NORTH AVENUE) FROM 4-LANES TO 6-LANES FROM EAST OF IL ROUTE 53 TO ADDISON ROAD IN LOMBARD.	29,113,396	139,612	-
607380	902-49442-7700-0023	CONSTRUCTION AT IL ROUTE 64 (NORTH AVENUE) FROM 4-LANES TO 6-LANES BEGINNING AT ADDISON ROAD AND CONTINUING EAST TO VILLA AVE	9,400,998	-	122,428

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607980	902-49442-7700-0024	CONSTRUCTION AT FAP-559 & 341, 2.7MI OF IL 58 & 2M I OF IL 72; W OF MOON LAKE RD TO ROSELLE RD & W OF FAIRMOND RD TO ROSELLE RD	596,419	-	38,529
608590	553-49444-7700-0024	CONSTRUCTION AT IL 22 FROM IL 21/US 45 TO WEST OF HEWITT DR IN LINCOLNSHIRE IL 22 OVER INDIAN CREEK IL 22 OVER DES PLAINES RIVER	12,222,345	-	17,792
608810	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAP-337, W OF IL 83 EXTENDING E ALONG IL 22 (HALF DAY RD)	23,522,912	5,148,709	2,001,428
609300	011-49442-7900-0027	CONSTRUCTION AT LEHIGH AVE; HOWARD ST; OAKTON AVE; CARPENTER AVE IN VILLAGES OF SKOKIE, NILES, MORTON GROVE, LINCOLNWOOD & CHICAGO	3,390,217	1,033,396	-
609610	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAP-575, US 30, JOLIET & CREST HILL BETWEEN STATEVILLE RD & A POINT W OF LARKIN AVE & @ ROCK RUN CREEK & SUNNY LAND DRAIN	11,380,580	414,014	155,837
609970	011-49442-7900-0027	CONSTRUCTION AT FAP-337, IL RT 22 FROM W OF US RT 12 TO E OF BUESCHING RD; & @ IL RT 22 & ELA RD/WHITNEY RD IN VILLAGE OF LAKE ZURICH	28,688,955	3,700,745	247,298
620300	902-49442-7700-0026	CONSTRUCTION AT FAP-337, IL RT 22 FROM E OF BEUSCHING RD TO QUENTIN RD; OAKWOOD RD/OLD MILL RD & QUENTIN RD IN VILLAGE OF LAKE ZURICH	13,785,713	1,233,348	1,120,768
620560	011-49442-7900-0026	CONSTRUCTION AT FAP-541, GRAND AVE FROM IL 131 (GREEN BAY RD) TO SHERIDAN AVE WITHIN CITY OF WAUKEGAN	1,487,921	1,104,512	-
620970	011-49442-7700-0023	CONSTRUCTION AT ON FAU-313, U.S. 6 OVER THE DESPLAINES RIVER IN THE CITY OF JOLIET	6,923,485	159,684	-
620980	902-49442-7700-0026	CONSTRUCTION AT FAP-575, US30 @ LILY CACHE RD & OVER LILY CACHE CREEK IN VILLAGE OF PLAINFIELD, 0.5MI NW OF I-55	4,954,563	462,528	223,915
621030	902-49442-7700-0024	CONSTRUCTION AT FAI-94, VILLAGES OF SOUTH HOLLAND UNDER 170TH ST	4,702,706	92,421	-
621040	902-49442-7700-0025	CONSTRUCTION AT FAI-80, E OF THE TOLLWAY OASIS TO W OF IL 83 IN THE VILLAGE OF LANSING	23,145,073	124,766	-
621050	011-49442-7900-0027	CONSTRUCTION AT FAI-80/94, FROM E OF THE TOLLWAY'S OASIS TO W OF IL 83 IN VILLAGES OF LANSING, SOUTH HOLLAND & THORNTON	16,526,465	1,111,470	4,564
621070	011-49442-7900-0027	CONSTRUCTION AT FAI-94& FAP-332, FROM S OF 159TH ST TO S OF THORNTON-LANSING RD. IN VILLAGE OF LANSING & SOUTH HOLLAND	37,224,022	1,145,194	69,213
621080	011-49442-7700-0026 011-49442-7900-0027	CONSTRUCTION AT FAI-94 & FAP-332, I-94 EB, IL 394 SB FROM S OF 159TH ST TO S OF THORNTON-LANSING RD IN LANSING & SOUTH HOLLAND	43,961,181	4,679,766	1,079,636
621090	553-49444-7700-0024	CONSTRUCTION AT FAI-80, I-80/94/IL83 IN VILLAGE OF LANSING. 178TH ST TO BERNICE RD	48,099,974	494,253	-
621100	902-49442-7700-0025	CONSTRUCTION AT FAI-80, I-80/94/US-6; W/O IL 83 TO E/O BURNHAM AVE, VILLAGE OF LANSING	21,082,018	156,451	14,299
621110	902-49442-7700-0026	CONSTRUCTION AT FAI-80/94, FROM W OF IL 83 TO E OF BURNHAM RD IN LANSING	32,513,168	250,996	128,856
621130	902-49442-7700-0025	CONSTRUCTION AT FAI-80, I-80/94/US 6, FROM E/O BURNHAM TO US 41, LANSING IN COOK CO, CITY OF HAMMOND, IL & MUNSTER, IN (LAKE CO)	19,110,179	1	-
621140	011-49442-7700-0026 011-49442-7900-0027	CONSTRUCTION AT I-80/94 OVER HOHMAN AVENUE, LITTLE CALUMET RIVER, HARRISON AVENUE AND I80/94/US6 FROM BURNHAM ROAD TO US41 IN LANSING, IL AND HAMMOND AND MUNSTER, IN	70,867,718	6,983,399	464,260
621240	011-49442-7900-0026	CONSTRUCTION AT FAU-2831, KEDZIE AVE FROM 103RD ST TO 127TH ST IN CHICAGO, VILLAGE OF MERRIONETTE PK & CITY OF BLUE ISLAND	814,500	26,130	31,967

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622060	011-49442-7900-0027	CONSTRUCTION AT FAP-351, HARVEY, IL US RT 6 (159TH ST)	6,747,548	933,572	-
622910	902-49442-7700-0026	CONSTRUCTION AT FAU-3545, IL 56 FROM W OF SUMMIT RD TO IL 83 WITHIN VILL. OF OAKBROOK & OAK BROOK TERRACE IN DUPAGE CO	7,970,081	327,258	-
622950	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAU-3537, US RT 20 (LAKE ST) FROM E OF ROHLWING RD TO W OF ADDISON RD	19,611,984	1,032,898	6,743
623000	011-49442-7900-0027	CONSTRUCTION AT FAI-94/90, DAN RYAN EXPWY BETWEEN 71ST ST AND 31ST ST IN CHICAGO	75,058,383	3,608,360	22,639
623020	011-49442-7900-0027	CONSTRUCTION AT FAI-94/90, DAN RYAN EXPWY BETWEEN 71ST ST & 31ST ST IN CHICAGO	71,459,612	2,288,384	-
623040	011-49442-7900-0027	CONSTRUCTION AT FAI-94, NB DAN RYAN EXP FROM 79TH ST TO I57 INT & ALONG I57 TO HALSTED IN CHICAGO	76,210,140	31,144,513	292,939
623490	553-49444-7700-0024	CONSTRUCTION AT FAI-80/94, IL 394 TO US 41 LOCATED IN LANSING & SOUTH HOLLAND	2,748,080	-	30,137
623500	902-49442-7700-0025	CONSTRUCTION AT FAI-80, I-80/94 FROM E/O IL 83 TO W/O WENTWORTH AVE IN VILLAGE OF LANSING	32,918,439	104,323	1,100
623520	553-49444-7700-0024	CONSTRUCTION AT FAI-80, VILLAGES OF LANSING & SOUTH HOLLAND I80/94	7,680,681	-	5,850
623530	553-49444-7700-0024 902-49442-7700-0027	CONSTRUCTION AT FAI-80, I-80/94/294/IL394. LOCATED OVER IL394 AND I-94 AND OVER THORN CREEK ONE MILE N OF I-80	31,127,536	1,761,891	3,458
623760	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAU-1487, MAPLE/CHICAGO AVE FROM CUMNOR RD TO IL 83 IN VILL. OF WESTMONT & CLARENDON HILLS	10,176,429	582,754	12,836
623890	902-49442-7700-0025	CONSTRUCTION AT FAI-55, @ IL-53 WITHIN VILLAGE OF BOLINGBROOK	5,525,912	627,164	-
625870	553-49444-7700-0024	CONSTRUCTION AT FAI-94/90, WELL ST, DAN RYAN/SKYWAY INTERCHANGE RECONSTRUCT & REPLACE FOR WENTWORTH AVE OVER DAN RYAN EXPWAY	13,078,708	765	-
625930	011-49442-7900-0027	CONSTRUCTION AT FAI-94, SB DAN RYAN EXP FROM 79TH ST TO I-57 INT & ALONG I57 TO HALSTED ST IN CHICAGO	62,655,566	26,614,127	-
626640	553-49444-7700-0024 902-49442-7700-0000	CONSTRUCTION AT FAI-80, VILLAGE OF LANSING (COOK CO) & HAMMOND & MUENSTER (LAKE CO) FROM IL 394 IN IL TO US 41 IN INDIANA	16,596,777	2,581,034	5,066,616
626940	902-49442-7700-0024 902-49442-7700-0026	CONSTRUCTION AT FAI-94, HALSTED, MICHIGAN, 95TH & 87TH ST ENT/ EXT RAMP ON DAN RYAN EXPWY BTWN I-57 INT. & 71ST NB IN CHICAGO	33,510,555	1,115,607	10,879
626950	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAI-94, HALSTED, WENTWORTH, 95TH & 87TH ENT/EXT RAMP ON DAN RYAN EXPWY BTWN I-57 & 71ST ST SB IN CHICAGO	37,410,031	935,116	341
627280	011-49442-7700-0020	CONSTRUCTION AT FAP-372, BEGINS @ NORTH BR JOINT OF I-290 & EXTENDS NORTHERLY TO W LAKE ST IN MAYWOOD, IL171 (FIRST AVE)	1,017,621	552,660	13,068
627440	902-49442-7700-0025	CONSTRUCTION AT IL 394 (NB) OVER I80 & I80/94 WB TO IL 394 (SB) IN LANSING AND SOUTH HOLLAND	5,384,767	21,468	-
627980	902-49442-7700-0025	CONSTRUCTION AT FAI-94/90, ALONG S WENTWORTH AVE & S WELLS ST FROM 59TH ST TO 47TH ST IN CHICAGO (DAN RYAN EXPRESSWAY)	97,738	-	35,547
628050	902-49442-7700-0025	CONSTRUCTION AT FAI-94/90, DAN RYAN EXPRESSWAY (FRONTAGE RD) 59TH ST & 47TH ST IN CHICAGO	203,853	91,772	-
628150	902-49442-7700-0026	CONSTRUCTION AT FAI-57, NB OVER I-94 WB CONNECTOR BRIDGE IN CHICAGO	292,807	17,984	-
628530	902-49442-7700-0026	CONSTRUCTION AT FAP-305, W FRNTG RD OVER PALATINE RD, WISCONSIN CENTRAL RR, E FRNTG RD OVER PALATINE RD & WOLF RD IN WHEELING	1,200,193	11,125	-

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628780	902-49442-7700-0025	CONSTRUCTION AT FAP-305, W OF IL 83 EASTERLY ALONG PALATINE RD S OF IL 68 IN PROSPECT HEIGHTS	5,337,414	111,887	209
064B010	011-49442-7900-0027	CONSTRUCTION AT FAP-595, IL5/MILAN BELTWAY/52ND AVE INTERCHANGE	241,758	5,428	2,253
064C320	011-49442-7700-0026	CONSTRUCTION AT FAP-505, IL 75 FROM 0.3MI N OF US 20 NE OF FREEPORT TO 0.1MI W OF ROCK CITY RD IN ROCK CITY	4,080,593	256,149	3,824,444
064D060	011-49442-7700-0026	CONSTRUCTION AT FAP-595, IL 5/MILAN BELTWAY/52ND AVE INTERCHANGE IN ROCK ISLAND	356,793	301,450	55,343
645320	011-49442-7700-0025	OBLIGATION RE-ESTABLISHED PER ATTACHED CHANGE AUTHORIZATIONS 033	4,461	4,461	-
645600	902-49442-7700-0027	CONSTRUCTION AT FAP-17, E OF PLUM RIVER @ SAVANA TO E OF MT CARROLL US 52/IL64	15,941,607	4,222,126	11,719,481
645770	011-49442-7900-0027	CONSTRUCTION AT FAP-301, US 20 FREEPORT BYPASS FROM E OF IL 75 TO W OF SPRINGFIELD RD & E OF IL 26 TO E OF IL 75	11,191,875	4,502,444	24,087
645940	902-49442-7700-0026	CONSTRUCTION AT FAP-303, IL 173 IN LOVES PARK 3MI S OF ROSCOE	19,668,839	1,593,536	508
646120	011-49442-7700-0026	CONSTRUCTION AT FAP-309, US 30 FROM IL 78 (N) TO JACKSON ST IN MORRISON	796,975	23,790	-
646320	902-49442-7700-0025	CONSTRUCTION AT FAP-17, FROM IL 251 TO PEACE RD IN WEST OF SYCAMORE W/ RE-ALIGNMENT OF S-CURVE IN DEKALB	4,009,132	(7,467)	-
646400	902-49442-7700-0026	CONSTRUCTION AT FAP-22, IL78 & IL 81 IN KEWANEE	3,315,211	482,161	200
646470	011-49442-7900-0027	CONSTRUCTION AT FAP-595, OVER THE ROCK RIVER TO JOHN DEERE RD & BLACKHAWK AV (52ND AVE EXTENSION)	13,337,381	626,901	199,530
649690	902-49442-7700-0026	CONSTRUCTION AT FAP-309, US 30 FROM 0.2MI E OF JACKSON ST IN MORRISON TO FRENCH CREEK, ONE MI E OF MORRISON	5,200,260	2,662,861	198,189
661000	553-49444-7700-0024	CONSTRUCTION AT ON FAU-6194,IL 113, RIVERSIDE HOSPITAL TO IL 17 IN KANKAKEE RR BRIDGE RECONSTRUCTION	2,347,865	2,645	-
662250	902-49442-7700-0025	CONSTRUCTION AT FAU-6108, 0.29 MI S OF CIVIC RD TO FIFTH ST IN LASALLE. IL 351	5,003,499	722,474	-
663500	553-49444-7700-0024	CONSTRUCTION AT FAP-591, REMOVE & REPLACE STRUCTURE CARRYING US 34 OVER LITTLE ROCK CREEK 2.2 MI E OF SANDWICH	1,434,558	-	9,117
663620	902-49442-7700-0026	CONSTRUCTION AT FAP-653, IL 18 IN STREATOR	1,809,312	281,287	7,859
666170	902-49442-7700-0027	CONSTRUCTION AT FAP-623, OVER LITTLE VERMILLION RIVER ON US 6 EASTSIDE OF LASALLE	3,475,097	3,058,131	46,077
681940	553-49444-7700-0024	CONSTRUCTION AT ON FAI-74, BETWEEN ARMSTRONG AVE AND ADAMS ST IN PEORIA	24,523,212	-	932
681950	553-49444-7700-0024 902-49442-7700-0023	CONSTRUCTION AT ON FAI-74, RIVER FRONT DR INTERCHANGE, IL RIVER TO TP&W RR	33,344,902	106,803	51,179
681960	902-49442-7700-0025	CONSTRUCTION AT FAI-74, FROM MONROE AVE TO 0.4KM W OF INDUSTRIAL SPUR, INCLUDING MURRAY BAKER BRIDGE	58,002,013	5,447	28,240
681980	011-49442-7900-0027	CONSTRUCTION AT FAI-74, FROM NEBRASKA AVE TO MONROE AVE IN PEORIA	68,781,094	874,396	93,907
681990	902-49442-7700-0025	CONSTRUCTION AT FAI-74, FROM IL RIVER TO E OF WASHINGTON ST INCLUDING STRUCT OVER MAIN ST, WASHINGTON ST, CAMP ST, & TP&W RR; EAST PEORIA	31,561,960	78,604	-



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				Current Year Expended	Reappropriated
682000	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAI-74, FROM W OF STERLING AVE TO NEBRASKA AVE & WAR MEMORIAL DR INTERHCNG FROM STERLING TO W OF UNIVERSITY AVE	48,726,893	2,033,008	692,103
682010	011-49442-7700-0026 902-49442-7700-0026	CONSTRUCTION AT FAI-74, WB LANES FROM IL RIVER TO E OF WASHINGTON ST INCLUDE CAMP ST, MAIN ST, WASHINGTON N ST & STRUCTURES OVER RT	38,030,354	2,913,935	1,126,632
725260	902-49442-7700-0026	CONSTRUCTION AT OLD US 66 FROM WEIR ST IN LITCHFIELD LD TO E MAIN, E OF STAUNTON	6,027,449	59,757	-
725350	553-49444-7700-0024	CONSTRUCTION AT ON FAP-75, FROM 2.1 MI N OF CHRISTIAN CO LN TO JOHN ST IN ROCHESTER	17,024,121	-	-
725360	902-49442-7700-0025	CONSTRUCTION AT FAP-75&753, IL 29 FROM 1.2 MI S OF EDINBURG TO CHENEY ST IN TAYLORVILLE	24,788,743	25,208	3,825
725410	011-49442-7900-0027 019-49446-7700-0027	CONSTRUCTION AT @ I71, NEW SEGMENT OF MACARTHUR BLVD, & RELOCATED PORTION OF RECREATION DR	23,205,812	13,594,512	7,235,111
741270	011-49442-7900-0027	CONSTRUCTION AT FAP-774, 1.4MI LANDSCAPING ON IL32 /33 FROM JUST W OF JCT IL 32/33 TO NAZARENE CHURCH RD; NW OF EFFINGHAM	65,653	64,193	785
741280	011-49442-7900-0027	CONSTRUCTION AT FAP-774, IL 32/33 FROM NAZARENE CHURCH RD TO FORD AVE IN EFFINGHAM	598,479	232,115	46,692
741290	011-49442-7900-0027	CONSTRUCTION AT FAP-774, IL RT 32/33 FROM NAZARENE CHURCH RD TO FORD AVE	69,649	66,209	1,940
741300	011-49442-7900-0027	CONSTRUCTION AT FAP-774, IL 32/33 FROM JUST W OF NAZARENE CHURCH RD TO SHUMWAY WYE; 3MI NW OF EFFINGHAM	4,271,364	1,231,574	-
741330	011-49442-7900-0027	CONSTRUCTION AT FAP-774, IL 32/33 & FORD AVE	190,200	171,867	-
076A710	902-49442-7700-0027	CONSTRUCTION AT FAP-310, IL 255 IN GODFREY, IL (US 67/IL 267)	291,189	290,513	676
760120	553-49444-7700-0024	CONSTRUCTION AT FAP-600, FROM N OF I-55/70 TO S OF IL RT 162 LOCATED IN MARYVILLE	5,654,997	108,281	13,161
760130	553-49444-7700-0024	CONSTRUCTION AT ON FAP-600, IL RT 159 FROM IL RT 1 62 TO GLEN CROSSING RD IN GLEN CARBON AND MARYVILLE	7,077,222	150,471	-
760140	902-49442-7700-0024 902-49442-7700-0025	CONSTRUCTION AT ON FAP-600, IL RT159 FROM I-270 TO HARVARD DR (EDWARDSVILLE); IL 159 FROM KETTLE RIVER DR TO N OF CENTER GROVE RD	11,664,883	-	143,109
763000	011-49442-7700-0026 902-49442-7700-0026	CONSTRUCTION AT FAP-103, GREENMOUNT RD TO PEABODY RD, IL13/15	15,097,173	4,903,297	6,228,027
763010	553-49444-7700-0024 902-49442-7700-0025	CONSTRUCTION AT FAP-586, IL RT 162 IN TROY FROM WEST OF FORMOSA RD TO US 40	6,683,286	2,118,372	2,974,526
763210	011-49442-7900-0027	CONSTRUCTION AT FAP-310, FROM W OF FOSTERBURG RD TO WEST OF SEMINARY RD. IL 255	4,988,399	1,391,465	10,010
763840	011-49442-7700-0023	CONSTRUCTION AT ON FAP-310, IL RT 255 FROM IL RT 1 43 TO IL RT 140	25,417,882	23,451	505,497
764290	553-49444-7700-0024	CONSTRUCTION AT FAI-64, FROM IL RT 157 TO GREENMOUNT RD (IL159) TO LINCOLN TRAIL EXIT	55,573,062	2,637,377	973,953
765430	011-49442-7900-0027	CONSTRUCTION AT FAP-310, FROM IL 140 TO FOSTERBURG RD	12,320,747	179,673	-
765470	553-49444-7700-0024	CONSTRUCTION AT ON FAP-310, NEW BRIDGE STUTZ LANE OVER IL 255 N OF ALTON	1,327,235	-	37,634
768030	902-49442-7700-0025	CONSTRUCTION AT PARK ROADS, IMPROVEMENTS FOR IDNR'S PROPOSED WORLD SHOOTING COMPLEX, 3MI NORTH OF SPARTA	2,182,032	353	-

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				Current Year Expended	Reappropriated
769440	011-49442-7900-0027	CONSTRUCTION AT FAI-70, MARYVILLE WEIGH STATION-IN STALL HIGH SPEED WEIGH-IN MOTION SCALE APPROX 425' FROM I-55/70 WB RAMP OFF IL 159	273,699	263,199	-
769860	902-49442-7700-0025	CONSTRUCTION AT FAP-310, IL 255, 4LN ROADWAY FROM W OF FOSTER-BURG RD TO W OF SEMINARY RD. V 10N12 03/23/2007	8,866,977	6,493,653	2,373,324
837530	011-49442-7700-0023	CONSTRUCTION AT PEDESTRIAN UNDERPASS UNDER THE BNSF RAILROAD LOCATED AT CLAUSEN AVE. AND HILLGROVE AVE	717,386	140,404	-
837820	011-49442-7700-0026 011-49442-7900-1027	CONSTRUCTION AT INTERSECTIONS OF ILLINOIS ROUTE 64 AT RANDALL ROAD AND AT DEAN STREET	17,169,074	3,487,681	1,376,168
848410	902-49442-7700-0026	CONSTRUCTION AT FAP-309, US 30 MISSISSIPPI RIVER @ FULTON	3,524,585	1,158,235	12,230
906320	902-49442-7700-0026	CONSTRUCTION AT US ROUTE 136 - EAST OF PINE STREET TO WEST SIDE OF STONEY CREEK BRIDGE IN DANVILLE	6,991,129	2,181,608	25,923
909600	902-49442-7700-0023	CONSTRUCTION AT ON FAI-74, UNDER PRAIRIEVIEW RD 1. 9 MI E OF IL 47 (E OF MAHOMET)	1,531,736	-	26,932
912920	011-49442-7700-0026 019-49446-7700-0027	CONSTRUCTION AT 0.40 MILES WEST OF U.S. 45 ALONG EXISTING CH 18	7,750,871	2,385,270	-
913530	011-49442-7700-2027 011-49442-7900-1027 011-49442-7900-2027 902-49442-7700-0026	CONSTRUCTION AT FAS 642 AT INTERSTATE 57 NORTH OF MATTOON	11,336,655	4,708,727	10,641
933460	011-49442-7700-0024	CONSTRUCTION AT MEREDITH DRIVE FROM BUSINESS ROUTE 55 TO FIRST STREET IN SHERMAN	3,101,643	-	1,285
947000	011-49442-7700-0026 902-49442-7700-0026	CONSTRUCTION AT FAP-327/322, 2.5MI ON US 50 FROM THE CLINTON CO LN TO US51 IN SANDOVAL & ON US 51 FROM THE N CITY LIMITS S TO TEXAS ST	6,756,525	3,910,346	987,098
948270	011-49442-7700-0023	CONSTRUCTION AT FAP-774, IL 32/33 FROM THE SHUMWAY WYE TO FORD AVE IN EFFINGHAM	10,040,384	707,788	1
954730	011-49442-7700-0026	CONSTRUCTION AT TECHNOLOGY DRIVE, ALTHOFF DRIVE, WILLENBORG STREET AND FITZPATRICK WAY ALL IN EFFINGHAM	731,149	113,052	-
967450	553-49444-7700-0024 902-49442-7700-0027	CONSTRUCTION AT ON FAP-310, IL RT 255 OVER IL RT 140	8,714,902	53,881	-
967650	902-49442-7700-0024	CONSTRUCTION AT FAP-592, IL 157 FROM SCHWARZ ST TO N OF LEWIS RD & S OF CENTER GROVE RD TO SIUE S ACCESS RD IN EDWARDSVILLE	13,837,881	581,690	-
986300	553-49444-7700-0024	CONSTRUCTION AT FAP-332, US 45, 1.4 MI THRU VILLAGE OF MUDDY FROM MIDDLE FORK SALINE RIVER TO N EDGE OF MUDDY	4,118,902	-	12,025
986310	011-49442-7900-0027 902-49442-7700-0026	CONSTRUCTION AT FAP-332, CITY OF ELDORADO FROM TROLLEY RD TO IL 142	5,244,579	1,356,833	8,491
992190	011-49442-7900-1027	CONSTRUCTION AT FROM 300' EAST OF WALL STREET TO GIANT CITY ROAD NEAR CARBONDALE	2,769,832	1,480,084	1,289,747
AD990006	011-49442-7700-0020	PH 1 AND PH 2 FOR IL-64 FROM IL-59 TO KAUTZ RD FA-307 1998-0191 DUPAGE CO	1,315,000	-	301,368
AL042135	011-49442-7700-0024	PRELIMINARY ENGINEERING FOR LASALLE DRIVE FROM STOCKTON DR. TO LAKE SHORE DR. (PHASE II) CHICAGO 00-B0259-00-PV D-88-001-04	800,000	-	255,153
JJ100476	902-49442-7700-0023	FAU-1321 (IL-19) 321-3 DUPAGE C-91-476-99 IMPROVEMENT OF INTERSECTION OF IL-19 AT WOOD DALE ROAD	2,000,000	-	1,000,000

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JN100256	011-49442-7700-0026	FAU 3756 2000-060R COOK C-91-256-00 JOINT AGREEMENT CONSTRUCTION OF NEW HIGHWAY TO BE KNOWN AS ORLAND PARKWAY	3,659,320	433,380	1,620
JN102515	011-49442-7700-0023	FAP 345 (US-20), SECTION 7Y-N-3, COOK CO C-91-249-01. MAKE SURVEYS, OBTAIN ROW, PREPARE PLANS AND SPECS, RECEIVE BIDS, ENGINEERING INSPECTION	600,000	-	30,000
JN102516	902-49442-7700-0023	FAI 94 (EDENS EXPRESSWAY) SEC 2001-136L, COOK CO C-91-442-01. NOISE ABATEMENT FEASIBILITY STUDY	25,000	-	25,000
JN104031	902-49442-7700-0024	IL 22, SEC Y-R-2, C-91-209-03, LAKE CO, DEVELOP COMPENSATORY STORAGE SITE TO COMPENSATE FOR FILL IN THE FLOOD PLAIN AS A RESULT IF IL 22 IMPROVEMENTS	450,000	-	64,372
JN105520	902-49442-7700-0026	DEMOLISHING TWO (2) HOMES, FAP 338/ILLINOIS ROUTE 59 @ 100 & 102 CHANNAHON STREET IN WILL COUNTY, STATE JOB # C-91-222-05, SECTION # 2005-029DM	9,000	-	2,275
JN107068	011-49442-7900-0026	FAI 94(I-94/90), COOK CO, C-91-068-07, RELOCATION OF NATIVE SOILS FROM DAN RYAN RIGHT OF WAY	19,000,000	3,741,176	9,024,715
JN117800	011-49442-7700-0021 011-49442-7700-0026 011-49442-7700-3025	FAP 347 (IL-38) LY-N DUPAGE C-91-178-00 RAILROAD GRADE SEPARATION WORK	590,504	-	281,157
JN303014	902-49442-7700-0024	OR 170, CH 50 & CH 18, SEC (32-15D)W&RS, (70-15D)W&RS, IROQUOIS CO, C-93-101-03, JURISDICTIONAL TRANSFER, PLANS, SPECS, SURVEYS, RECEIVE BIDS, MAKE AWARDS	904,000	-	169,570
JN602017	011-49442-7700-0023 902-49442-7700-0026	FAI 72 (MACARTHUR BLVD), SEC (84-9-4)HBK:BY,BY-1, SANGAMON CO, C-96-523-04. PRELIMINARY ENGINEERING ONLY FOR PROPOSED EXTENSION OF MACARTHUR BLVD	2,386,000	334,548	169,224
PR200402	902-49442-7700-0024 902-49442-7700-0026	COMMUNITY RELATIONS FOR THE DAN RYAN/KINGERY EXPRESSWAY RECONSTRUCTION	3,107,534	348,450	943,012
PR200501	902-49442-7700-0024 902-49442-7700-0026	PUBLIC RELATIONS CONTRACT FOR SUPPLIES AND/OR SERVICES FOR THE DAN RYAN/KINGERY EXPRESSWAY	3,752,071	369,747	456,607
PR200502	902-49442-7700-0025 902-49442-7700-0026	PUBLIC RELATIONS CONTRACT FOR SUPPLIES AND/OR SERVICES FOR THE DAN RYAN/KINGERY EXPRESSWAY	1,474,980	198,828	551,758
RR100326	902-49442-7700-0025	FAP 337 (IL 22), SEC 19R-1, LAKE CO, C-91-326-00, FED PROJ#NHF-0337 (006) PREPARE CIRCUIT DRAWINGS, ASSEMBLE, INSTALL OR RELOCATE WARNING DEVICES & THEIR OPERATING CIRCUITS	300,756	43,372	25,740
RR100327	902-49442-7700-0025	FAU 3504 (OLD RAND RD), SEC 19R-1, LAKE COUNTY, C-91-326-00, FED PROJ #NHF-0337 (006), PREPARE CIRCUIT DRAWINGS, PS&E, ASSEMBLE & INSTALL WARNING DEVICES, REMOVE XING, RAISE TRACK, ETC	318,669	76,664	109,128
RR100328	011-49442-7700-0025 902-49442-7700-0025	FAP 337 (IL 22), SEC 19R-1, LAKE CO, C-91-326-00, ALL TEMP AND PERM ALTERATIONS OR RELOCATIONS OF COMM & SIGNAL WIRE LINES, SIGNALS & APPURTENANCES, FURNISHING & PLACEMENT OF BALLAST, REMOVE TRACK	305,024	-	8,999
RR101013	902-49442-7700-0025	FAI 94 (IL 394), SEC {(0204.1 & 0312-708W) & R-3}, COOK CO, C-91-013-01, RELOCATION OF COMM AND SIGNAL WIRE LINES, SIGNALS AND RAILROAD APPURTENANCES, ENGINEERING AND INSPECTION	75,356	-	4,500
RR103009	902-49442-7700-0024	FAI 80/94, SECTION (0303.6 & 0303.6A) B, COOK COUNTY, C-91-514-01, ALTERATION OR RELOCATION OF COMMUNICATION AND SIGNAL WIRE LINES, SIGNALS AND RAILROAD APPURTENANCES ON ITS RIGHT OF WAY AS NECESSARY	4,500	-	4,500
RR103072	011-49442-7700-0023	FAP 360 (IL-56), SEC 2003-25T, KANE CO. C-91-072-03. REMOVE/	20,000	-	4,113

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				Current Year Expended	Reappropriated
		RELOCATED ELECTRIC SERVICE POLE SERVING RR PROTECTION DEVICE, REINSTALL METER, CONNECT ELEC SERVICE. BACH-0360 (006)			
RR103221	902-49442-7700-0024	FAP 360 & FAU 2503 (IL 56&IL 25), SEC 2002-070N, KANE CO., C-91-211-02, PREPARE CIRCUIT DRAWINGS, LENGTHEN CROSSINGS, RELOCATE INSTRUMENT HOUSE, REMOVE SIGNAL, RELOCATE GATE ARMS, INSTALL FLASHING LIGHT SIGNALS	426,271	-	20,448
RR103552	902-49442-7700-0026	FAP 337 (IL 22), SEC 20R-5, LAKE CO, C-91-552-99, PREPARE CIRCUIT DRAWING ESTIMATE AND SPECS, REMOVE EXISTING GRADE XING, RAISE TRACK, INSTALL PREFAB CROSSING, TRAFFIC CONTROL	361,795	311,506	50,289
RR193354	011-49442-7700-0023	REPLACE CIRCUITRY AT RR CROSSING AT IL 120 IN MCHENRY FAP-333 2001-125R MCHENRY CO C-91-354-93	244,348	-	91,214
RR195438	011-49442-7700-0023	FAP 344 (127TH ST/BURR OAK AVE), SEC 0101.1 BR-2, COOK CO, C-91-438-96, TEMPORARY OR PERMANENT ALTERATION OR RELOCATION OF COMMUNICATION AND SIGNAL WIRE LINES, SIGNALS, APPURTENANCES.	3,313	-	3,313
RR196438	902-49442-7700-0023	FAP 344 (127TH ST/BURR OAK AVE), SEC 0101.1 BR-2, COOK CO, C-91-438-96, TEMPORARY AND PERMANENT ALTERATIONS OR RELOCATIONS OF COMMUNICATIONS AND SIGNAL WIRE LINES, SIGNALS, APURTENANCES	42,149	-	32,454
RR197194	011-49442-7700-0023	FAP 344 (127TH ST/BURR OAK AVE), SEC 0101.1 BR-2, COOK CO, C-91-438-96, REPLACEMENT OF PORTIONS OF EXISTING XING EXTENSIONS WITH PREFAB MATERIALS, RELOCATION OF WARNING DEVICES, TEMP SIGNAL & GATE	218,514	-	56,939
RR197363	902-49442-7700-0024	FAP 870 (IL 53), SEC (22-5&533) WRS-2, DUPAGE COUNTY, C-91-363-97, LENGTHEN EXISTING CROSSING, RELOCATE EXISTING FLASHING LIGHT SIGNAL, TRAFFIC CONTROL	145,936	54,017	-
RR199149	902-49442-7700-0023 902-49442-7700-0024	FAP 307 (IL-64), SEC 131-WRS-1, DUPAGE CO C-91-149-99. DRAWINGS, ESTIMATES, SPECS, INSTALL CROSSING, ETC.	929,396	-	80,323
RR199249	011-49442-7700-0026 011-49442-7900-0027	FAP 351 (US 6), SEC 3277R, COOK CO, C-91-249-99, REVIEW PS&E, REVIEW MAIN CONTRACT DESIGN PLANS, RELOCATE GAS HOUSE, MAKE TIE-INS, CONSTRUCTION INSPECTION, FLAGGING	1,987,139	164,773	1,277,134
RR200080	902-49442-7700-0025	FAP 505 (IL 75), SEC (76,77) RS-4, WINNEBAGO COUNTY, C-92-118-05, REMOVE EXISTING GRADE XING, INSTALL CROSSING, RAILS, TIES, BALLAST, ETC., REPLACE EXISTING SIGNALS WITH LED SIGNALS, ETC.	184,713	-	3,389
RR301021	011-49442-7700-0023	FAU 6194. REPLACE STRUCTURE CARRYING THE RR OVER IL-113 IN THE CITY OF KANKAKEE, KANKAKEE CO SEC (109S) VBR C-93-021-01	480,500	-	74,368
RR303067	902-49442-7700-0023	FAS 317 (US-45), SEC (36,37) RS-2, IROQUOIS CO C-93-067-02 SIGNAL PROTECTION OF GRADE CROSSING, RELOCATE LIGHT SIGNALS AND GATES	18,060	-	18,060
RR502003	902-49442-7700-0026	FAP 729 (US 136), SEC 34Z-4, VERMILION COUNTY, C-95-034-98, INSTALL NEW FLASHING LIGHT SIGNAL AND GATE UNITS ON NEW FOUNDATIONS, UPGRADE ALL FLASHER UNITS RELOCATE EXISTING CANTILEVERS, ETC.	230,700	51,225	6,998
RR503001	902-49442-7700-0026	FAP 729 (US 136), SEC 34Z-4, VERMILION CO, C-95-034-98, CONSTRUCTION ENGINEERING & INSPECTION	1,900	-	1,900
RR604505	902-49442-7700-0025	FAP 310 (US 67) SECT 31-10;69-12-1;86-11 (11HVB), MORGAN, SCOTT AND GREENE COUNTIES,C-96-505-04,ICC ORDER #T03-0062, INSTALL CROSSING SURFACES, RELOCATE UTILITIES AND FACILITIES, REMOVE CROSSING, P.E.	114,547	-	24,989
RR604523	902-49442-7700-0024	FAI 72(MACARTHUR EXTENSION), SEC 84-9-4, SANGAMON CO, C-96-523-04, PRELIMINARY & CONSTRUCTION ENGINEERING, FLAGGING	325,000	206,620	115,916
RR604524	902-49442-7700-0025	FAI 72 (MACARTHUR EXTENSION), SEC 84-9-4, SANGAMON CO, C-96-523-04, ALTERATION OR RELOCATION OF COMMUNICATION &/OR SIGNAL	65,700	1,814	58,944

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		WIRELINES, SIGNALS AND RR APPURTENANCES, PRELIMINARY & CONSTRUCTION ENG			
RR705001	011-49442-7700-0026	FAP 322/327 (US 50/51), SEC 18Z & 18Y, RS & 28Z, MARION CO, C-97-072-02, RELOCATION OF SIGNAL STANDARDS & GATES, SIGNAL REPLACEMENT, PREFAB XING INSTALLATION,	176,652	71,850	18
RR800920	011-49442-7700-0020 902-49442-7700-0026	FAP 14 (IL-3) SEC (520-1,2) R, ST. CLAIR COUNTY C-98-142-0 PLANS FOR EXISTING RR TRACKAGE AND STRUCTURES, INCLUDING ROW, ETC.	329,800	1,076	2,503
RR800921	902-49442-7700-0024	FAP14 (IL3), SO DESIGN PT 2, ST CLAIR COUNTY, C-98-142-01, PRELIMINARY AND FINAL DESIGN PLANS, SPECIFICATIONS AND CONSTRUCTION COST ESTIMATE FOR ALL WORK TO BE PERFORMED	62,000	-	60,769
RR801002	902-49442-7700-0024	FAP 600 (IL 159), SEC 129R, ST CLAIR CO, C-98-002-01PRELIMINARY AND CONSTRUCTION ENGINEERING & INSPECTION (SN 082-0208)	22,908	-	17,802
RR801919	902-49442-7700-0024	FAP 14 (IL 3), SEC (520-1,2) R, ST CLAIR CO, C-98-142-01, PRELIMINARY AND FINAL DESIGN PLANS, SPECIFICATIONS AND CONSTRUCTION COST ESTIMATES	175,000	309	97,842
RR801921	011-49442-7700-0021 902-49442-7700-0026	FAP 14 (IL-3), SEC (65-510)-1, ST. CLAIR CO C-98-142-01. PLANS FOR RR TRACK, STRUCTURES, CRITERIA FOR DESIGN/CONSTRUCTION OF TRACK	20,000	-	10,947
RR801924	902-49442-7700-0024	FAP 14 (IL 3), PART II-SOUTH DESIGN, MADISON COUNTY C-98-142-01, DESIGN PLANS, SPECIFICATIONS AND CONSTRUCTION COST ESTIMATES	175,000	-	125,071
RR801929	902-49442-7700-0024	FAU 9105, SEC 119BR, MADISON CO, C-98-023-02, ALL TEMPORARY AND PERMANENT ALTERATIONS OR RELOCATIONS OF COMMUNICATION AND SIGNAL WIRE LINES, ETC., PRELIMINARY & CONSTRUCTION ENGINEERING & INSPECTION	37,400	-	37,148
RR803023	902-49442-7700-0024	FAU 9105, SEC 119BR, MADISON CO, C-98-023-02, ALTERATION OR RELOCATION OF COMM AND SIGNAL WIRE LINES, SIGNALS & APPURTENANCES ON ITS R.O.W., PRELIMINARY AND CONSTRUCTION ENGINEERING AND INSPEC.	22,400	-	8,043
RR803066	902-49442-7700-0023	FAP 788 (IL-3) SEC (520-1,2), ST. CLAIR CO C-98-142-01 RELOCATION OF POWER SWITCH, CONSTRUCT TRACK, CROSSOVER, INSTALL CIRCUITRY	247,000	-	5,503
RR804900	902-49442-7700-0024	FAP 788 (IL 3), SEC 520-2, 83-1-1HB (B), MADISON & ST CLAIR COS, C-98-051-04, RELOCATION OF AN EQUIPMENT TRACK AND TEAM TRACK	2,700,000	-	2,700,000
RR805900	902-49442-7700-0025	FAP 788, SEC 520-2-1, MADISON CO, C-98-004-04, DEMOLITION OF A PORTION OF VENICE HIGHLINE FROM EASTERN ABUTMENT OVER EXISTING IL 3 TO THE WESTERN ABUTMENT OVER MADISON YARD OF THE FIRM	500,000	-	187,008
RR902001	902-49442-7700-0023	FAP 322 (US-51), SEC 9R-1, JACKSON CO C-99-023-00 REMOVE CROSSING SURFACES, INSTALL NEW CROSSING	557,566	-	32,240
UT101003	011-49442-7700-0021	FAP 338 (IL-59) SEC 113R-2 WILL C-91-010-94 EXTENDING STEEL CASING TO PROPOSED ROW - FROM 111TH STREET TO 143RD STREET	59,375	-	59,375
UT101011	011-49442-7700-0021	FAP 338 (IL-59), SEC 113R-2, WILL, C-91-010-94 RELOCATING BURIED CABLE, VARIOUS LOCATIONS	14,062	-	14,062
UT101012	011-49442-7700-0021	FAP 338 (IL-59), SEC 113R-2, WILL, C-91-010-94 RELOCATING A DRIVEWAY AND SECURITY FENCE	11,820	-	11,820
UT103001	011-49442-7700-0023	FAI 290 (I-190/IL-53), SEC (22-1-2,0103-301&0305-3 ETAL), COOK CO C-91-316-97 REMOVAL OF RETIRED GAS MAIN	43,416	-	17,376
UT104003	902-49442-7700-0024	FAU 1611 (I-94/IL 394), SEC 2001-166B, COOK COUNTYC-91-009-01, ADJUST A 12" WATER MAIN TO AVOID CONFLICT WITH PROPOSED STORM SEWER	4,963	-	4,963

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Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
UT104008	902-49442-7700-0024	FAP 332&FAI 80/94, SEC {0303(.1,(.6&.6A))}B, COOK CO, C-91-514-01, RELOCATION OF A COMPANY AND U.S. SPRINT FIBER OPTIC CABLE WHICH IS IN CONFLICT WITH PIER NUMBER ONE ON CANADIEN NATL RR R.O.W.	36,281	-	13,380
UT104009	902-49442-7700-0024	FAP 332 & FAI 80/94, SEC (0303(.1,.6&.6A))B, COOK CO, C-91-514-01 RELOCATION OF FIBER OPTIC CABLE IN CONFLICT WITH CONSTRUCTION OF PIER NUMBER ONE OF PROPOSED STRUCTURE	44,299	-	10,697
UT104010	902-49442-7700-0024	FAI 90/94, SEC 2323-R-1, COOK CO, C-91-089-03, WENTWORTH J BRIDGE AT I-90/94, BRIDGE ATTACHMENT & APPROACH ROADWAY, CABLE RELOCATIONS TO UNDERGROUND CROSSINGS OF DAN RYAN EXPRESSWAY	224,928	-	224,928
UT104016	902-49442-7700-0024	FAI 80 (I-80/94/US 6), SEC 2425R-3 & 2425-711B, COOK COUNTY, C-91-015-01, EXTENSION OF EXISTING CASING PIPE	199,279	-	279
UT104017	902-49442-7700-0024	FAP 870 (IL 53), SEC (22-5&533)WRS-2, DUPAGE CO, C-91-363-97, RELOCATION OF APP 720' OF 6" STEEL PIPE ALONG FULLERTON AVE AND 105' OF 6" STEEL PIPE ALONG IL 53	108,689	-	53,313
UT105004	902-49442-7700-0025	FAP 332 & FAI 94/ILLINOIS ROUTE 394/I-94 IN COOK COUNTY, INTERCHANGE & ROADWAY RECONSTRUCTION, NEW BRIDGE CONSTRUCTION AND RELOCATION OF FIBER OPTIC CABLES	167,292	-	90,767
UT105005	902-49442-7700-0025	FAP 337/ILLINOIS ROUTE 22 FROM WEST OF U.S. ROUTE 12 TO EAST OF BUESCHING ROAD, RELOCATION OF 23 POWER POLES AND AERIAL CABLE	169,166	-	19,234
UT105007	902-49442-7700-0025	FAP ROUTE 337/ILLINOIS ROUTE 22 FROM WEST OF U.S. ROUTE 12 TO EAST OF BUESCHING ROAD. MAKING ADJUSTMENTS TO EXISTING FACILITIES LOCATED WITHIN LIMITS. STATE JOB #C-91-326-00, SECTION #19R-1	217,396	-	51,211
UT105009	902-49442-7700-0025	FAP ROUTE 337/ILLINOIS ROUTE 22: WEST OF U.S. ROUTE 12 TO EAST OF BUESCHING ROAD IN LAKE COUNTY. RELOCATION OF AERIAL FACILITIES, SECTION 19R-1 STATE JOB # C-91-326-00	16,990	-	16,990
UT105010	902-49442-7700-0025	FAP 337 (IL 22), SEC 19R-1, LAKE CO, C-91-326-00, RELOCATION OF FACILITIES ON PROP IL 22, MOVE AERIAL PLANT, RELOCATE BURIED PLANT AND LOWER DUCT	218,138	218,138	-
UT105012	902-49442-7700-0025	FAP 870/ILLINOIS ROUTE 53: ARMY TRAIL ROAD TO ILLINOIS ROUTE 64 RELOCATION OF 670 LF OF BURIED CABLE, DUPAGE COUNTY, SECTION # (22.5-533)WRS-2, STATE JOB # C-91-363-97	17,961	-	17,961
UT105015	902-49442-7700-0026	FAU 1487, SEC 66R, DUPAGE COUNTY, C-91-025-02, RELOCATING SANITARY SEWERS AND REPLACING MAN-HOLES	207,753	-	4,501
UT105017	902-49442-7700-0026	UTILITY ADJUSTMENTS FOR FAP 575/U.S. ROUTE 30 FROM STATEVILLE ROAD/ESSINGTON ROAD TO LARKIN AVENUE IN WILL COUNTY, STATE JOB # C-91-217-00, SECTION # (B & 14) R-3	42,791	25,470	17,322
UT105018	902-49442-7700-0026	UTILITY ADJUSTMENTS FOR FAP 337/ILLINOIS ROUTE 22 FROM EAST OF BUESCHING ROAD TO EAST OF QUENTIN ROAD IN LAKE COUNTY, STATE JOB # C-91-431-00, SECTION # 20WRS-6	98,880	91,626	7,254
UT106001	902-49442-7700-0026	UTILITY ADJUSTMENTS FOR FAP 575/U.S. ROUTE 30 AT LILY CACHE RD AND AT LILY CACHE CREEK IN WILL COUNTY, STATE JOB # C-91-002-01, SECTION # 14-B-R-1 & 15N-3	27,470	-	3,175
UT106002	902-49442-7700-0026	UTILITY ADJUSTMENT FOR FAP 575/U.S. ROUTE 30 FROM STATEVILLE ROAD/ESSINGTON ROAD TO WEST OF LARKIN AVENUE IN WILL COUNTY, STATE JOB # C-91-217-00, SECTION # (B & 14) R-3	153,876	-	122,357
UT106004	011-49442-7900-0027	UTILITY ADJUSTMENTS ON FAP 351/U.S. ROUTE 6-159TH STREET AT C.N. RAILROAD IN COOK COUNTY, STATE JOB # C-91-068-05, SECTION #3277B	160,050	126,634	33,416

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				Current Year Expended	Reappropriated
UT107002	011-49442-7700-0026 011-49442-7900-0027	UTILITY RELOCATION ON FAP 351/US ROUTE 6 (159TH STREET) FROM I-294 TO ILLINOIS ROUTE 1 (HALSTED AVENUE) IN COOK COUNTY STATE JOB# C-91-219-99 SECTION # 3277R	201,878	-	201,878
UT200005	011-49442-7700-0020	FA 561 31-3 LEE C-92-061-00 RELOCATION OF 2" AND 16" GAS MAIN	312,702	-	212,702
UT203006	011-49442-7700-0023	FAP 615 (US6/IL-26), SEC (35-CS)RS-2, BUREAU CO C-92-065-03. RELOCATE ELECTRIC POWER POLES AND REPLACEMENT OF WATER MAIN	65,800	-	65,800
UT206004	011-49442-7900-0027	RELOCATE GAS PIPE ADJACENT TO IL 40 IN WHITESIDE COUNTY. FA ROUTE 646, SECTION 102 BR-2. PROJECT # C-92-111-03	33,274	33,274	-
UT206005	011-49442-7900-0027	RELOCATE 4" MAIN ALONG US 30(FA 573) FROM 355' WEST OF SOMONAUK RD TO THE SOUTH WEST CORNER OF SOMONAUK RD. ROUTE: FA 573 SECTION: 116RS-7 COUNTY: DEKALB JOB NO.: C-92-090-05	90,755	90,755	-
UT206006	011-49442-7900-0027	RELOCATE UNDERGROUND FIBER OPTIC CABLE ALONG NORTH SIDE OF IL 173 FROM STATION 142+00 TO 233+00	75,955	-	75,955
UT207001	011-49442-7900-0027	RELOCATE SERVICES NEAR BRIDGE CARRING IL 38 OVER SOUTH BRANCH OF KISHWAUKEE RIVER. FA 567 FROM STATION 139+60 TO STATION 142+00	150,000	150,000	-
UT304004	902-49442-7700-0024	FAU 6194 (IL 113), SEC (109) R, RS-4, KANKAKEE CO, C-93-175-03, RELOCATION OF APP 590' OF 4"STEEL GAS MAIN FROM STA 82+00 LT TO 85+00 RT AND FROM STA 103+00 TO 106+00 RT	64,882	-	15,935
UT407002	011-49442-7900-0027	FAP1379 (IL91);SECTION (108-B-1)BR; STARK COUNTY; JOB#C-94-011-05; RELOCATING BURIED FIBER OPTIC AND COPPER CABLE.	26,055	26,055	-
UT407003	011-49442-7900-0000 011-49442-7900-0027	FAP310 (US67); SECTION (41-A) BR; MCDONOUGH COUNTY; JOB#C-94-103-99 RELOCATING A AERIAL ELECTRIC FACILITY ALONG THE E SIDE OF US67.	46,197	46,197	-
UT407004	011-49442-7900-0027	FAP310 (US67); SECTION (41-A) BR; MCDONOUGH COUNTY; JOB#C-94-103-99 RELOCATING A BURIED TELEPHONE FACILITY ALONG THE E SIDE OF US67	6,451	6,451	-
UT601009	011-49442-7700-0021	FAP-326 (IL-16) SEC 18 (RS-3,B-1) & 19 (RS-5,B-3) MONTGOMERY C-96-528-96. ADJUSTMENTS TO EXISTING UTILITY FACILITIES	121,645	-	42,621
UT603005	902-49442-7700-0023	FAI 72 PIKE CO. RELOCATE FIBER OPTIC CABLE ALONG I-72. C-96-515-04	4,412	4,412	-
UT604009	902-49442-7700-0024	FAP 310 (US 67), 31-10;69-12-1;86-11 (11HVB), MORGAN SCOTT & GREENE COS, C-96-505-04, RELOCATION AND REPLACEMENT OF AN 8" GAS MAIN	119,938	-	46,194
UT604020	902-49442-7700-0024	FAP 75 (IL 29), SEC 11-2 (2B,B-1) 143 (RS-5,W-2), CHRISTIAN CO, C-96-507-04, LOWERING OF A 14 INCH PIPELINE AT MAINLINE ROADWAY STATION 1299+00	195,415	87,309	108,107
UT604023	902-49442-7700-0025	FAP 75/753 (IL 29/104), SEC 11-2 (2B,B-1) & 143 (RS-5, W-2), CHRISTIAN CO C-96-507-04, REMOVAL AND REPLACEMENT OF EXISTING POWER POLES AND LINE, WITH PARTIAL REPLACEMENT BEING UNDERGROUND LINE	163,287	-	58,010
UT607006	011-49442-7900-0027	FAU 8071 (MACARTHUR BLVD) SECTION 84-9-4 HBK BY BY-1 JOB NO C-96-523-04 SANGAMON COUNTY RELOCATING & REPLACEMENT OF FIBER OPTIC LINE	96,895	69,572	27,323
UT704008	902-49442-7700-0024	FAP 774 (IL 32/33), SEC 107 WRS-1, 107BY, 107 BY-1, 107B-2, EFFINGHAM CO, C-97-099-01, RELOCATION OF EXISTING COPPER DISTRIBUTION CABLE	9,845	-	9,845
UT705001	902-49442-7700-0025	FAP 322 & 327 (UWS 50 & 51) SECTION 18Z & 18Y, RS & 28Z C-97-072-02 CONTRACT 94700 WATERLINE REIMBURSEMENT	201,631	6,804	6,341
UT705003	902-49442-7700-0026	RELOCATION OF PETROLEUM PIPELINE AT THE LOCATION OF 32/33 SPLIT TO FORD AVENUE IN EFFINGHAM COUNTY - CONTRACT NO. 94827 PPS# 7-77710-1103	106,842	-	49,398
UT705005	902-49442-7700-0025	RELOCATE AND LOWER FIBER OPTIC CABLE ON IL 185. CONTRACT 94927 JOB NUMBER C-97-070-01	32,259	-	3,875

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UT706002	902-49442-7700-0026	UTILITY-FAP95 IL 33 SECTION (6,7) Y, RS-1 6BR-2 JOB NUMBER C-97-021-00 CONTRACT ON ACTUAL COST OF PROJECT	15,200	-	9,690
UT706004	902-49442-7700-0026	REQUESTING PARTIAL FUNDS FOR COST OF PROJECT TO RELOCATE PHONE LINE, FAP 327(US RT 50) IN MARION COUNTY, SECTION 18Z & 18Y, RS & 28Z JOB NO. C-97-072-02 SANDOVAL 94700	9,559	-	9,559
UT706008	902-49442-7700-0026	FAP 327 (US 50), SEC 18Z & 18Y, RS&28Z, MARION CO, C-97-072-02, REMOVAL OF 2" NATURAL GAS MAIN	8,533	3,163	5,370
UT707005	011-49442-7900-0027	IMPROVEMENT OF FAP 774 (IL RT 32/33), SECTION 107WRS-2, L JOB NO. C-97-006-06 EFFINGHAM COUNTY	2,650	-	1,162
UT801008	902-49442-7700-0024	FAP 310 (IL-255), SEC 60-12HB-2,60-12-1, MADISON C-98-032-01 REMOVAL AND RELOCATION OF WATER MAIN	640,000	-	8,144
UT801018	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-12HB-4, MADISON CO C-98-033-01 RELOCATION OF BURIED TELEPHONE CABLE AND REMOVE AERIAL TELEPHONE CABLES	58,250	-	58,250
UT801019	011-49442-7900-0027	FAP 310 (IL-255), SEC 60-12HB-2,60-12-1, MADISON CO. C-98-032-01. REMOVAL AND RELOCATION OF BURIED TELEPHONE CABLES	141,027	27,127	-
UT802004	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-12HB-4, MADISON CO C-98-033-01. REMOVAL AND RELOCATION OF WATER MAIN	165,200	-	22,150
UT802006	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-12HB-4, MADISON CO C-98-033-01. REMOVAL AND RELOCATION OF SANITARY SEWERS	130,000	-	13,479
UT802007	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-12HB-2, MADISON C-98-033-01. REMOVAL AND RELOCATION OF SANITARY SEWERS	34,000	-	5,607
UT803020	011-49442-7700-0023	PAYMENT TO THE WATER DISTRICT FOR MOVING THE WATER LINES ALONG IL 255 FA 310 60-14HB-1 MADISON CO C-98-165-01	142,200	-	32,819
UT803024	902-49442-7700-0024	FAS 752 (IL 3), SECTION 101-1-RS-1, JERSEY COUNTY C-98-041-99, RELOCATION OF BURIED TELEPHONE CABLES	3,660	-	3,660
UT803040	902-49442-7700-0024	FAP 592 (IL 157), SEC 65R,65BR,65-1B, MADISON CO. C-98-085-01,RELOCATION OF GAS DISTRIBUTION MAIN	245,000	-	245,000
UT803041	011-49442-7900-0000	FAP 592 (IL 157), SEC 65R,65BR,65-1B, MADISON CO., C-98-085-01, REMOVAL OF APPROXIMATELY 68 POWER POLES AND ASSOCIATED EQUIPMENT, INSTALLATION OF APP 61 POLES AND ASSOCIATED EQUIPMENT	399,729	27,729	-
UT803046	011-49442-7700-0023	FAP 310 (IL-255), SEC 60-13, MADISON CO. C-98-006-02 RELOCATION OF WATER MAIN	71,290	-	18,034
UT803047	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-13HB, MADISON CO C-98-009-02. RELOCATION OF GAS DISTRIBUTION MAIN	93,000	-	586
UT803055	011-49442-7900-0027	FAP 592 (IL 157), SEC 65R,65BR,65-1B, MADISON COUNTY C-98-085-01, RELOCATE 8" WATER MAIN	126,000	-	9,709
UT803061	902-49442-7700-0023	FAP 310 (IL-255), SEC 60-13, MADISON CO C-98-006-02. RELOCATION OF GAS TRANSMISSION MAIN	135,800	-	54,013
UT804009	902-49442-7700-0025	FAP 103 (IL 13/15), SEC 27-1R-1, ST CLAIR CO, C-98-090-03, REMOVAL & RELOCATION OF ELECTRICAL LINES DUE TO THE PROPOSED WIDENING OF IL 15/13	276,000	9,779	6,395
UT804011	902-49442-7700-0024	FAP 103 (IL 13/15), SEC 27-1R-1, ST CLAIR COUNTY, C-98-090-03, ABANDONMENT OF APP 900' OF 1.25" GAS DIST MAIN & INSTALLATION OF APP 950' OF 2" GAS DISTRIBUTION MAIN AND ASSOCIATED EQUIPMENT	57,098	-	57,098
UT805004	902-49442-7700-0025	FAP 103, SEC 27-1R, ST CLAIR CO, C-98-089-03 REMOVAL OF EXISTING WATER MAIN. INSTALLATION OF WATER MAIN AND ALL ASSOCIATED EQUIPMENT.	604,000	-	65,482



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UT805006	902-49442-7700-0025	FAP 310, SEC. 60-12, MADISON COUNTY, C-98-034-01 REMOVAL AND INSTALLATION OF POWER POLES AND ASSOCIATED EQUIPMENT	53,633	-	53,633
UT805008	902-49442-7700-0025	FAP 103, SEC. 27-1R, ST CLAIR COUNTY, C-98-089-03 REMOVAL AND INSTALLATION OF POWER POLES AND ASSOCIATED EQUIPMENT	210,000	-	210,000
UT805009	902-49442-7700-0025	FAP 103, SEC. 27-1R, ST CLAIR COUNTY, C-98-089-03 REMOVAL AND INSTALLATION OF GAS DISTRIBUTION MAIN	5,342	-	5,342
UT806008	902-49442-7700-0026	FAP 314, SEC 110-1VBR-1, MADISON COUNTY C-98-062-05 RELOCATION OF 13 POWER POLES AND ASSOCIATED EQUIPMENT	104,000	-	332
UT903014	902-49442-7700-0024	FAP 312 (IL 3), SEC 102RS-5,(102-B-Y)-1, UNION & ALEXANDER COUNTIES, C-99-005-04, RELOCATION OF TELEPHONE LINES ADJACENT TO WORK ON FAP 312	7,172	-	7,172
UT904001	011-49442-7700-0024	FAS 903/FAU 9588, SEC (39Q,36-1)W-1,RS-1, WILLIAMSON CO, D-99-044-01, RELOCATION OF CATHODIC PROTECTION ANODES, PIPELINE MARKERS AND TEST STATIONS, AND ADD'L PROTECTION OF CONCRETE CAPS	78,600	-	78,600
UT904002	902-49442-7700-0025	RELOCATION OF EXISTING TELEPHONE LINES FAS/FAU ROUTE 903/9588	18,802	-	18,802
UT904003	902-49442-7700-0025	RELOCATION OF EXISTING TELEPHONE LINES FAS/FAU ROUTE 903/9588	146,982	-	146,982
UT905003	902-49442-7700-0025	RELOCATION OF FIBER OPTIC LINE ALONG RAILROAD RIGHT-OF-WAY ON US 51	40,615	-	14,697
PSB078013	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0025	PTB 078-013, PHASE II, START-UP AGR. D-94-008-97 PLAN PREPARATION FOR RESURFACING A 2 LANE ADDITION ON US-24 FROM W OF PEYTON CREEK TO KINGSTON MINES	2,537,026	61,784	514,855
PSB086017	011-49405-7700-0022 902-49405-7700-0025	PTB 086-017, PH 2, STARTUP AGMT, D-93-054-03,AP FAP 704, SEC (1)N&TS-1, MCLEAN COUNTY, PS&E FOR RECONSTRUCTION, RELOCATION AND TRAFFIC SIGNAL INSTALLATION	662,197	-	45,415
PSB103004	011-49405-7700-0022 011-49405-7700-0023 011-49442-7700-0021 011-49442-7900-0027 902-49405-7700-0024	PTB 103-004, PHASE II, START-UP AGR. D-91-263-97 FAI 55, WILL CO. CONTRACT PLANS FOR NEW STRUCTURE RAMP	3,058,262	822,945	30,506
PSB109025	011-49405-7700-0022	PTB 109-025, PH II, STARTUP, D-93-047-03, REALIGNMENT AND GEOMETRIC REVISIONS TO THE EAST-BOUND I18 CONNECTORS IN STREATOR, IL	156,350	6,545	1,060
PSB110032	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0025	PTB 110-032, PHASE II, START-UP AGR. EFFINGHAM CO D-97-012-01 FAP 774 CONSTRUCTION PLANS FOR REHAB OF FAP 774 FROM W OF THE SHUMWAY WYE INTER-SECTION TO IL-32/33 TO FORD COUNTY	950,825	-	40,368
PSB110042	902-49405-7700-0024	PTB 110-042, PH 2 STARTUP, D-98-168-99, FAP 103, ST CLAIR CO, DRAINAGE STUDY, ROADWAY PLANS, STRUCTURE PLANS, ROW PLANS AND DOCUMENTS FOR WIDENING OF IL 13/15	1,101,171	-	300
PSB112031	011-49405-7700-0023 902-49405-7700-0024	PTB 112-031, PHASE II, START-UP D-98-102-99 FAI-64, PLANS, SPECS, ESTIMATES FOR WIDENING OF I-64	1,259,407	1,163	26,842
PSB114034	011-49442-7900-0027 902-49405-7700-0025	PTB 114-034, PH 2, STARTUP, D-94-069-00, IL94/IL116 SEC (109B) BR-2, BR-3, HENDERSON CO, PLANS & CONTRACT DOCUMENTS FOR RECONSTRUCTION OF STRUCTURES OVER DIXON & WOLF CREEKS & ROADWAY APPROACHES	201,537	4,105	5,663
PSB114046	011-49405-7700-0023 011-49405-7700-0026 902-49405-7700-0025	PTB 114-046, PH 2, STARTUP, D-97-057-05, FAP 805 (IL 161), SEC (101, 102)R, MARION CO, CONTRACT PLANS/SPECS AND R.O.W. PLATS/PLANS FOR UPGRADING THE EXISTING 2 LANES TO MULTI LANES	1,486,338	246,751	390,199
PSB115027	011-49405-7700-0023 902-49405-7700-0024	PTB 115-027, PH2 STARTUP AGMT, D-93-033-03, FAS 250 LASALLE CO., CONTRACT PLANS, SPECS AND ESTIMATES FOR RESURFACING, GRADING AND SHOULDER RECONSTRUCT OF US 52/IL 251 FROM N OF I80 TO S OF MENDOTA	404,174	-	6,065

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PSB116019	011-49442-7900-0027	PTB 116-019, PH 2, STARTUP, D-94-072-00, FAU 6757, SEC (105B)BR-3, HENDERSON CO, PLANS AND CONTRACT DOCUMENTS FOR RECONSTRUCTION OF STRUCTURES OVER LITTLE FARM CREEK AND ROADWAY APPROACHES	165,831	146,049	18,447
PSB890135	011-49405-7700-0023 902-49405-7700-0024 902-49405-7700-0025	PTB 890-135, PHASE II, START-UP AGR. MADISON CO FAU 9105 ROADWAY AND STRUCTURE PLANS FOR RECONSTRUCTION AND REHAB OF MCKINLEY BRIDGE	3,812,714	2,419	41,717
PTB080009	011-49405-7700-0022	PTB 080-009, PRIME AGR. PHASE II. ROCK ISLAND CONTRACT PLANS AND SPECS FOR MILAN BELTWAY PROJECT D-92-096-84	1,981,560	336	-
PTB085021	011-49405-7700-0022 011-49405-7700-0023	PTB 085-021, PRIME AGR. PHASE II. PUTNAM D-93-098-99, PRELIMINARY ENGINEERING FOR IL-71FROM E OF I-180 TO IL-89	372,425	-	31,960
PTB094008	011-49442-7700-0021	PTB 094-008, START-UP AGREEMENT, PHASE II, FAP-753 MORGAN RECONSTRUCTION OF A SEGMENT OF ROADWAY AND STRUCTURE NEAR REES STATION ON IL-104	371,174	16,003	-
PTB102014	011-49442-7700-0021 011-49442-7900-0027	PTB 102-014, PRIME AGR. PHASE II. FAP-781, CRAWFORD COUNTY D-97-035-97, RECONSTRUCTION IL-33 FROM 950 M E. OF JASPER/CRAWFORD CO LINE TO 954 M EAST OF TOWNSHIP ROAD 900E	961,585	-	10,240
PTB104004	011-49405-7700-0022 011-49405-7700-0023 011-49442-7700-0021	PREPARATION OF PLANS FOR THE REHAB OF I-90/94 AT WASHINGTON BLVD AND MONROE ST. PH-2	519,472	-	10,717
PTB106011	011-49405-7700-0022 011-49405-7700-0023	PTB 106-011, PRIME AGR. PHASE II. FAI-90 D-91-300-98, COOK. PLANS, SPECS AND ESTIMATES FOR ROADWAY IMPROVEMENT AND STRUCTURE REHAB AT FAI-90 AT CENTRAL AVENUE	343,443	41,810	1,768
PTB108022	011-49405-7700-0022	PTB 108-022, PRIME AGR. PHASE II. D-98-115-99, WORK ORDERS ON VARIOUS PROJECTS IN DISTRICT 8. PRELIMINARY ENGINEERING	500,000	10,701	11,390
PTB108037	011-49442-7700-0021 902-49405-7700-0025	PTB 108-037, START-UP AGR. PHASE I. IL-53, P-91-145-99, DUPAGE. COMBINED DESIGN REPORT AND ECAD FOR IMPROVEMENT OF IL-53 FROM IL-64 TO S OF IL-56 IN DUPAGE CO	2,384,817	5,311	50,366
PTB108038	011-49405-7700-0022 011-49442-7900-0027	PTB 108-038, START-UP AGR. PHASE I. P-91-146-99 DUPAGE CO. IL-56. COMBINED DESIGN REPORT AND ECAD FOR IL-59 TO NAPERVILLE ROAD	1,401,189	21,162	1,111
PTB108042	011-49405-7700-0022 902-49405-7700-0025	PTB 108-042, START-UP AGREEMENT, PHASE I. COOK P-91-147-99, PREPARE ECAD AND COMBINED LOCATION/DESIGN REPORT FOR DES PLAINES RIVER ROAD FAP-2710	1,285,416	123,473	273
PTB108047	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0025	PTB 108-047, START-UP AGR. PHASE I, IL-31, P-91-13 5-99, MCHENRY, PROFESSIONAL SERVICES IN CONNECTION WITH IL-31 FROM BULL VALLEY ROAD TO IL-171 - PHASE I STUDY	1,735,830	78,195	207,293
PTB108050	011-49405-7700-0022 011-49442-7700-0021	PTB 108-050, PRIME AGR. PHASE II, PART ONE, COOK D-91-222-99, SN 016-518, 0208. US-12/20/45 FAP-330 PRELIMINARY ENGINEERING FOR US-45 (LAGRANGE ROAD) FROM IL-171 TO 87TH STREET	1,971,844	-	43,475
PTB108060	011-49405-7700-0022	PTB 108-060, PRIME AGR. PHASE I. IL-163, ST. CLAIR P-98-105-99, PROJECT REPORT FOR REHABILITATION OF IL-163 FROM IL-157 TO IL-158	745,190	95,338	59,265
PTB109004	011-49405-7700-0022 011-49405-7700-0026 011-49442-7900-0027	PTB 109-004, PRIME AGR. PHASE II, FA-351, COOK ENGINEERING FOR RECONSTRUCTION OF US-6 FROM I-294 TO IL-1	2,942,996	635,860	159,318
PTB109006	011-49405-7700-0022 011-49442-7700-0021 902-49405-7700-0025	PTB 109-006, PRIME AGR. PHASE II. IL-83, LAKE D-91-341-96. SN 049-0004. PLANS FOR REHAB OF IL-83 FROM WISCONSIN STATE LINE TO PETITE LAKE RD. PARTIAL OB \$500,000. TOTAL AGR. = \$1,023,555	1,425,253	-	28,482
PTB109007	011-49405-7700-0022 011-49405-7700-0026	PTB 109-007A&B, PRIME AGR. PHASE II, FAI-90. COOK. D-91-096-97, D-91-300-97. CONTRACT PLANS FOR SUPERSTRUCTURE REMOVAL AND REPLACEMENT SN 016-0708, 016-0836	919,234	-	5

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PTB109017	011-49442-7700-0021	PTB 109-017, PRIME AGREEMENT, PHASE II. FAI-90/94 COOK. REHABILITATION OF THE ROOT STREET STRUCTURE OVER I-90/94	307,422	-	182
PTB109024	011-49405-7700-0023	PTB 109-024, START-UP AGR. PHASE I, P-91-283-99 DUPAGE CO. IL-19, PRELIMINARY ENGINEERING AND ENVIRONMENTAL STUDIES FOR IMPROVEMENT OF IL-19 IRVING PARK ROAD FROM E OF I-290 TO PROSPECT AVE	1,373,945	-	81
PTB109030	011-49405-7700-0023 011-49442-7900-0027	PTB 109-030, START-UP AGREEMENT, PHASE II. FAI-74 PEORIA. D-94-095-99. CONSTRUCTION PLANS FOR RECONSTRUCTION OF I-74 FROM FORREST HILL AVE TO W OF SHERIDAN ROAD IN PEORIA	5,828,532	70,242	-
PTB109033	011-49405-7700-0022	PTB 109-033, PRIME AGR. PHASE II, D-94-103-89, MISC ENGINEERING WORK ON VARIOUS PROJECTS, VARIOUS ROUTES IN DISTRICT 4 - WORK ORDERS	315,000	-	30,601
PTB109034	011-49405-7700-0022	PTB 109-034, PRIME AGR. PHASE II. VARIOUS ROUTES VARIOUS COUNTIES, DISTRICT FOUR. WORK ORDERS FOR MISCELLANEOUS ENGINEERING. D-94-104-99	635,000	51,965	158,422
PTB110001	011-49405-7700-0022	PTB 110-001, PRIME AGR. PHASE II. FAP-305, COOK D-91-298-99. PLANS FOR WILLOW ROAD FROM US-45 TO I-294	2,251,583	-	7,673
PTB110002	011-49405-7700-0023 902-49405-7700-0024	PTB 110-002, PRIME AGR. PHASE II. COOK. FA-305 PLANS, SPECS, ESTIMATES FOR RECONSTRUCTION OF PALATINE ROAD W OF IL-83. PARTIAL OB. \$800,000 TOTAL AGR. = \$2,859,596	5,394,524	11,681	548,220
PTB110007	011-49405-7700-0022	PTB 110-007, PRIME AGR. PHASE II. FAI-94 COOK D-91-322-99. PUMP STATION REPORT AND PLANS, SPECS, ESTIMATES FOR REHAB OF EXISTING STORM SEWER PARTIAL OB. BAL IN FY-2002. TOTAL = \$603,601	662,165	-	202,291
PTB110009	011-49442-7900-0027 902-49405-7700-0024	PTB 110-009, PHASE I, START-UP AGR. IL-47, MCHENRY P-91-195-99. DESIGN REPORT AND ECAD FOR IMPROVEMENT OF IL-47 FROM REED RD TO KRUEZER ROAD	1,195,972	-	92,704
PTB110025	011-49405-7700-0022	PTB 110-025, PRIME AGR. PHASE II, WORK ORDERS D-94-001-00, ENGINEERING FOR PHASE II WORK ON VARIOUS ROUTES, VARIOUS COUNTIES IN DISTRICT FOUR	1,000,000	-	74,515
PTB110026	011-49405-7700-0022	PTB 110-026, PRIME AGR. PHASE I. WORK ORDERS FOR MISC ENGINEERING. VARIOUS. P-94-003-00	1,000,000	10,022	44,218
PTB110036	011-49405-7700-0022 011-49405-7700-0023 011-49405-7700-0026 011-49442-7900-0027 902-49405-7700-0025	PTB 110-036, ADVANCED AGR. PHASE II D-98-013-00, FA-999, ST. CLAIR/MADISON. CONSTRUCTION PLANS AND DOCUMENTS FOR NEW MISSISSIPPI RIVER BRIDGE AND ROAD WAY WORK	21,393,632	603,098	2,642,032
PTB110037	011-49405-7700-0022 011-49442-7700-0021	PTB 110-037, PRIME AGR. PHASE II. FAI-70, ST. CLAIR. D-98-014-00. PLANS FOR SEISMIC AND RETROFITTING OF PIGGOTT AND TUDOR RAMPS	1,455,125	11,394	33,652
PTB110038	011-49405-7700-0022 011-49442-7700-0021	PTB 110-028, PRIME AGR. PHASE II. FAP-310, MADISON. D-98-008-00, WORK ORDERS FOR UTILITY COORDINATION WORK ON FAP-310. PARTIAL OBLIGATION OF \$500,000. TOTAL AGR = \$1,000,000	1,009,622	19,912	372
PTB110044	011-49405-7700-0022 011-49405-7700-0023 011-49442-7700-0021	PTB 110-044, PRIME AGR PHASE I. FAP-42, JACKSON P-99-100-00 PROJ ACHPD-HPD-0712(1) COMBINED DESIGN REPORT/ECAD IMPROVEMENT OF IL-13/172 TO 4-LANE PARTIAL OB. BAL OF \$250,164 IN FY-2002	2,377,817	56,492	47,392
PTB111023	011-49405-7700-0023 011-49442-7700-0021 902-49405-7700-0025	PTB 111-023, FAP-310, MORGAN. D-96-508-00 START-UP AGREEMENT, PHASE II. CONSTRUCTION OF SEGMENT OF US-67, A NEW 4-LANE EXPRESSWAY ON NEW ALIGNMENT BETWEEN GREENE COUNTY LINE AND I-72	2,732,067	-	47,324
PTB111025	011-49405-7700-0023 011-49442-7900-0027 902-49405-7700-0025	PTB 111-025, PRIME AGR. PHASE II, FAP-310 MADISON D-98-037-92 PLANS, SPECS, ESTIMATES FOR CONSTRUCTION OF IL-255 FROM W OF FOSTERBURG RD TO W OF SEMINARY RD. PARTIAL OB. BAL = \$391,235	2,066,749	-	13,439
PTB111026	011-49405-7700-0023 011-49442-7700-0021	PTB 111-026, PRIME AGR. PHASE II. FAP-310 D-98-038-92, MADISON. PREPARE CONTRACT PLANS FOR CONSTRUCTION OF 4-LANE HIGHWAY	2,451,845	106,801	24,755

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	011-49442-7900-0027	FROM SEMINARY ROAD TO IL-267. PARTIAL OBLIGATION. BAL = \$1,052,731			
PTB111027	011-49405-7700-0023 902-49405-7700-0024	PTB 111-027 PRIME AGR. PHASE II, D-98-034-00 FAP-310 MADISON PRELIMINARY ENGINEERING FOR REHAB OF IL-267 FROM 3 MILES NORTH OF GODFREY TO JERSEYVILLE	3,416,448	1,294	82,601
PTB111028	902-49405-7700-0024	PTB 111-028, PRIME AGR. PHASE I. P-98-169-99 MADISON. FA-586. PROJECT REPORT AND CONGESTION MANAGEMENT ON IL 162. PARTIAL OB. REMAINING BALANCE = \$704,446	1,802,754	-	5,081
PTB112001	011-49405-7700-0022 902-49405-7700-0024	PTB 112-001, PRIME AGR. PHASE II, LAKE. FAP-337 D-91-531-99. PLANS, SPECS, ESTIMATES INCLUDING STRUCTURE PLANS FOR RECONSTRUCTION AND WIDENING OF IL-22 FROM E OF I-94 TO W OF US 41	1,342,993	-	31,720
PTB112002	011-49405-7700-0022 011-49442-7700-0021 902-49405-7700-0024	PTB 112-002, START-UP AGR. PHASE II, FAI-290 COOK. D-91-316-97. CONTRACT PLANS, SPECS, ESTIMATES, SIGNING PLANS, SURVEY, DRAINAGE DESIGN, DEVON AVE TO IL-72	3,508,318	-	380,854
PTB112004	011-49405-7700-0023	PTB 112-004, START-UP AGREEMENT, PHASE I US-20 P-91-502-99. KANE. PROFESSIONAL SERVICES FOR US-20 AT MCLEAN BOULEVARD PHASE I STUDY	609,194	-	1,218
PTB112005	011-49405-7700-0022 011-49442-7700-0021 011-49442-7900-0027	PTB 112-005 B, C. START-UP AGR. PHASE II. FAI-57 COOK. D-91-533-99. D-91-534-99. PLANS, SPECS, ESTIMATES FOR REHAB OF STRUCTURES CARRYING 125TH STREET AND CICERO AVE OVER FAI-57	735,661	74,038	48,743
PTB112028	011-49405-7700-0023 902-49405-7700-0025	PTB 112-028, ADVANCED AGR. PHASE II. FAP-788 ST. CLAIR/MADISON. D-98-066-00. RELOCATION OF IL-3 FROM MONSANTO AVE IN SUGET TO BROADWAY INVENICE.	8,941,679	268,267	1,533,152
PTB112029	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0024 902-49405-7700-0025	PTB 112-029, ADVANCED AGR. PHASE II. ST. CLAIR D-98-067-00 FOR I-55/70 INTERCHANGE	13,768,866	99,401	315,714
PTB112036	011-49442-7700-0021	PTB 112-036, PRIME AGR. PHASE I. FAS-752 JERSEY P-98-042-99 PROFESSIONAL SERVICES FOR LAND SURVEYS AND ROW PLATS FOR IL-3 FROM IL-100 TO GRAFTON TO IL-109	386,848	29,220	72,139
PTB113005	011-49405-7700-0022 011-49405-7700-0023 011-49405-7700-0026 011-49442-7700-0021 902-49405-7700-0025	PTB 113-005, START-UP AGR. PHASE II. FAI-57, COOK D-91-110-00. PLANS SPECS ESTIMATES, TS&LS FOR RESURFACING I-57 FROM LITTLE CALUMET RIVER TO I-90/94 AND REHAB OF 10 STRUCTURES	5,036,211	8,428	110,085
PTB113007	011-49405-7700-0023 011-49442-7700-0021 902-49405-7700-0025	PTB 113-007, START-UP AGR. PHASE II. LAKE. D-91-552-99. WIDENING AND RECONSTRUCTION OF 2 LANE ROADWAY OF IL-22 FROM IL-83 TO US-45	1,245,916	1,806	1,809
PTB113008	011-49405-7700-0022 011-49442-7700-0021 011-49442-7900-0027	PTB 113-008, START-UP AGR. PHASE II. LAKE. FAP-337 D-91-530-99 ENGINEERING FOR WIDENING AND RECONSTRUCTION OF EXISTING 2-LANE ROADWAY OF IL-22 FROM US-45 TO E OF I-94	3,602,569	160,167	14,521
PTB113026	011-49405-7700-0023	PTB 113-026, START-UP AGR. PHASE I & II, STEPHENSON, P-92-037-00. ENGINEERING FOR UPGRADING A PARTIALLY CONSTRUCTED EXPRESSWAY TO A FREEWAY	1,564,433	-	56,830
PTB113044	011-49405-7700-0023	PTB 113-044, PHASE I, PRIME AGR. FAS-747 JERSEY P-98-031-00. PROFESSIONAL ENGINEERING FOR LAND SURVEYS 90 PARCELS ALONG IL-109 FROM IL-3 TO IL-267 IN JERSEYVILLE	318,448	4,294	2,262
PTB114003	011-49405-7700-0026 011-49442-7700-0021	PTB 114-003, PHASE II, START-UP AGR. US-45 LAKE D-91-209-00. CONTRACT PLANS, SPECS, ESTIMATES FOR RECONSTRUCTION OF US-45 FROM IL-137 TO S OF IL-120	616,135	89,333	11,958
PTB114004	011-49405-7700-0022 011-49405-7700-0023 011-49442-7700-0021	PTB 114-004A,B, START-UP AGR. PHASE II. WILL D-91-222-00(A) D-91-223-00 (B) PLANS, SPECS, ESTIMATES RECONSTRUCTION FROM E OF I&M CANAL TO I-55 INTERCHANGE	1,249,377	-	62,086

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PTB114026	011-49405-7700-0023	PTB 114-026, PHASE I, PRIME AGR. FAP-332 KANKAKEE P-93-081-97 PROJECT REPORT FOR REHAB OF IL-1/17 FROM NORTH CORPORATE LIMITS OF MOMENCE TO IL-114 IN MOMENCE	272,652	-	19,709
PTB114039	011-49442-7700-0021	PTB 114-039, START-UP AGR. PHASE II. D-96-001-01 MISCELLANEOUS ENGINEERING FOR VARIOUS PROJECTS IN VARIOUS COUNTIES IN DISTRICT SIX - WORK ORDERS	1,000,000	3,422	55,801
PTB114046	902-49405-7700-0025	PTB 114-046, PRIME I, PRIME AG. R FA-805 MARION P-97-008-00 ENGINEERING UPGRADING IL-161 FROM 2 LANES TO MULTI-LANES FROM PARK LANE IN CENTRALIA EAST TO I-57. PARTIAL OB. REMAINING BAL=\$1,665,018	2,665,018	-	339,957
PTB115004	011-49405-7700-0023 011-49442-7900-0027	PTB 115-004, PHASE II, START-UP AGREEMENT. LAKE. FAP-337 D-91-326-00. ENGINEERING FOR WIDENING AND RECONSTRUCTION OF IL-22 FROM US-12 TO BEUSCHING ROAD	1,960,124	43,652	10,191
PTB115006	011-49405-7700-0023 011-49442-7700-0021	PTB 115-006, PHASE I, START-UP AGR. COOK P-91-239-99, FAU-3512, ENGINEERING FOR PHASE I STUDY FOR RE-ALIGNMENT OF US-14 AT WISCONSIN CENTRAL AND UNION PACIFIC RAILROADS	526,236	-	46,626
PTB115025	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0024	PTB 115-025, PHASE I - START-UP AGR. FAI-57 KANKAKEE P-93-093-98, ENGINEERING FOR PROJECT REPORT I-57 INTERCHANGE AT MANTENO SN 046-0058 CARRYING CH-9 OVER I-57	326,330	10,647	-
PTB115039	011-49442-7700-0021	PTB 115-039, PHASE II, PRIME AGR. WORK ORDERS VARIOUS ROUTES, DISTRICT SIX ENGINEERING SERVICES FOR PHASE I AND/OR PHASE II WORK	1,000,000	18,391	45,062
PTB115041	011-49405-7700-0026	PTB 115-041, PRIME AGR. PHASE I, WORK ORDERS R-96-015-01, ENGINEERING FOR SURVEYING, VARIOUS ROUTES, VARIOUS COUNTIES, DISTRICT SIX	100,000	-	5,626
PTB115044	011-49442-7700-0021	PTB 115-044, PRIME AGR. PHASE I, ST. CLAIR P-98-139-00, FAP-103, BRIDGE CONDITION REPORT AND TS&L	36,111	-	2,820
PTB116001	011-49405-7700-0022 011-49442-7700-0021 902-49405-7700-0024	PTB 116-001, PHASE II, START-UP AGR. COOK D-91-148-93 FAP-308. PROF SERVICES FOR RECONSTRUCTION OF PALATINE ROAD FROM E OF US-12 TO W OF IL-83 IN VILLAGE OF PALATINE	796,947	-	58,824
PTB116003	011-49442-7700-0021 902-49405-7700-0025	PTB 116-003, START-UP AGR. PHASE II D-91-431-00 PROFESSIONAL SERVICES FOR WIDENING, RECONSTRUCTION OF IL-22 FROM E OF BEUCHING RD TO QUENTIN RD	606,326	14,587	871
PTB116029	011-49442-7900-0027	PTB 116-029, PHASE II, START-UP AGR. FAP-870 DUPAGE. D-91-323-00. ENGINEERING FOR RECONSTRUCTION OF IL-53 FROM IL-64 TO S OF IL-56	658,511	252,378	247,622
PTB117003	011-49405-7700-0023 011-49442-7900-0027 902-49405-7700-0024	PTB 117-003, PHASE II, START-UP AGR. D-91-018-01 ENGINEERING SERVICE FOR CONTRACT PLANS FOR RECONSTRUCTION OF KINGERY EXPRESSWAY/BORMAN EXPRESSWAY	12,085,805	258,349	52,129
PTB117004	902-49405-7700-0024	PTB 117-004, PHASE II, START-UP AGR. D-91-015-01 COOK. CONTRACT PLANS FOR RECONSTRUCTION OF KINGERY EXPRESSWAY	13,422,051	3,137	4,177
PTB117005	011-49442-7900-0027 902-49405-7700-0024	PTB 117-005, PHASE II, START-UP AGR. D-91-009-01 CONTRACT PLANS FOR RECONSTRUCTION OF EXISTING 6 LANE INTERSTATE. COOK CO. I-80/194	10,690,293	123,555	170
PTB117006	011-49405-7700-0023 011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 117-006, PHASE II, START-UP AGR. D-91-012-01 FAI-94/FAP-332, COOK, ENGINEERING FOR CONTRACT PLANS FOR RECONSTRUCTION OF 4-LANE EXPRESSWAY	11,905,028	71,710	76,536
PTB117013	011-49405-7700-0022 902-49405-7700-0025	PTB 117-003(A)(B), START-UP AGR. PHASE II. COOK A=ROOSEVELT RD. D-91-534-00, B=5TH AVE D-91-022-01 PROF. SERVICES FOR REMOVE/ REPLACE ROOS. RD OVER ADDISON CREEK & 5TH AVE OVER SILVER CREEK	314,824	-	31,427
PTB117021	011-49405-7700-0023 011-49442-7900-0027	PTB 117-021(B), PHASE II, START-UP AGR. LAKE D-91-031-01. PROFESSIONAL SERVICES - CONTRACT PLANS, SPECS AND ESTIMATES FOR JOLIET ROAD OVER B&O AND IHB RAILROADS	460,575	149,627	32,394

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PTB118010	902-49405-7700-0025	PTB 118-010, PHASE II, START-UP AGR. D-91-533-00 DUPAGE US-20 LAKE STREET. PROFESSIONAL SERVICES FOR RECONSTRUCTION OF US-20 FROM WALNUT STREET TO YORK ROAD AND I-290 INTERCHANGE	615,601	22,000	3,372
PTB118012	011-49405-7700-0022 011-49405-7700-0023	PTB 118-012, PHASE II, START-UP AGR. D-91-184-01 KANE, FAP 307, IL-64, PROFESSIONAL SERVICES FOR WIDENING AND RESURFACING IL-64 FROM 7TH AVE. TO DUNHAM ROAD	650,087	-	81,816
PTB118022	011-49405-7700-0022	PTB 118-022, PRIME AGR. PHASE II, R-91-069-00 FAP-870 DUPAGE PROF. SERVICES - FIELD AND OFFICE ASSISTANCE FOR LAND SURVEYING	423,211	-	95,684
PTB118026	011-49405-7700-0022	PTB 118-026, PHASE I/II, START-UP AGR. P-92-088-01 VARIOUS ROUTES, COUNTIES, WORK ORDERS PLANS, SPECS, FOR CONSTRUCTION IMPROVEMENTS, DISTRICT 2	1,000,000	102,990	45,320
PTB118044	011-49405-7700-0023 902-49405-7700-0025	PTB 118-044, PHASE III, START-UP AGR. ST. CLAIR CO C-98-002-01 FAP-600 CONSTRUCTION SURVEYS, STAKING AND INSPECTION, IL-159 BETWEEN COLLINSVILLE AND FAIRVIEW HEIGHTS	999,734	-	3,423
PTB119017	011-49405-7700-0022	TB 119-017, PHASE I, START-UP AGR. WORK ORDERS R-92-047-01. VARIOUS, ROUTES, COUNTIES. PROFESSIONAL SERVICES IN CONNECTION WITH ROUTE SURVEYS	200,000	17,032	83,254
PTB119028	011-49405-7700-0022	PTB 119-028, PHASE II, START-UP AGR. D-95-010-99 FAI-74, CHAMPAIGN. ENGINEERING SERVICES FOR SURVEY AND PS&E FOR REPLACEMENT OF 2 STRUCTURES OVER I-74 AT IL-49	322,735	-	5,986
PTB119030	011-49405-7700-0022 011-49405-7700-0023	PTB 119-030, PHASE I, START-UP AGR. P-95-006-95 ENGINEERING FOR PROJECT REPORT FOR REHAB OF ATWOOD -ARTHUR ROAD. FAP-816, DOUGLAS COUNTY	473,497	-	39,246
PTB120002	011-49405-7700-0022 011-49442-7700-0021 011-49442-7900-0027	PTB 120-002, PHASE I, START-UP AGR. P-91-065-01 US-45, LAKE CO. PHASE I STUDY	1,973,299	147,920	910,375
PTB120004	011-49405-7700-0023 011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 120-004 STARTUP AGR. PREP OF PLANS FOR I-90/94 FROM 16TH ST TO 70TH ST	30,696,201	353,039	2,739,208
PTB120005	011-49405-7700-0023 011-49405-7700-0026 011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 120-005, PH 2 STARTUP AGMT, D-91-421-01, COOK CO, I-94, PLANS, SPECS ESTIMATES FOR COLLECTOR-DISTRIBUTOR ROADWAY, DAN RYAN EXPRESSWAY	16,359,151	652,864	1,483,935
PTB120006	011-49405-7700-0022	PTB 120-006, PHASE II, START-UP AGR. D-91-397-97 FAP 870 (IL-53), DUPAGE CO. PROFESSIONAL SERVICES FOR RECONSTRUCTION OF IL-53 FROM ARMY TRAIL ROAD TO ELGIN O'HARE EXPRESSWAY	1,546,984	68,962	328,209
PTB120007	011-49405-7700-0023 011-49442-7700-0021 902-49405-7700-0024	PTB 120-007, PHASE II, START-UP AGR. COOK CO D-91-285-01, FAU 2710. ENGINEERING AND GEOTECHNICAL INVESTIGATION AND REPORT, SURVEY, TS&LS AND PLAN PREPARATION	1,495,521	-	747,736
PTB120008	011-49405-7700-0022 011-49405-7700-0026 902-49405-7700-0025	PTB 120-008, PHASE II, START-UP AGREEMENT. DUPAGE CO. D-91-281-02, US-20. PROFESSIONAL SERVICES FOR RECONSTRUCTION OF US-20 FROM E OF ROHLWING ROAD TO W OF ADDISON ROAD	875,879	23,495	8,532
PTB120009	011-49405-7700-0022 011-49405-7700-0023 011-49442-7700-0021	PTB 120-009, PHASE II, START-UP AGR. D-91-384-01 PLANS, TS&L PLANS, DRAINAGE PLANS, SURVEY, TRAFFIC STAGING, LIGHTING FOR REHAB OF IL-43	959,586	-	138,157
PTB120010	902-49405-7700-0025	PTB 120-010, PHASE II, START-UP AGR. D-91-386-01FAU 3545, DUPAGE CO. PLANS, SPECS, ESTIMATES FOR RECONSTRUCTION AND ROADWAY WIDENING	354,399	1,522	-

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				Current Year Expended	Reappropriated
PTB120020	011-49405-7700-0023 011-49442-7900-0027	PTB 120-020, PHASE II, START-UP AGR. KENDALL COUNTY D-93-025-01. PLANS, SPECS, ESTIMATES FOR RECONSTRUCTING EXISTING 2 AND 3 LANE RURAL AND URBAN PAVEMENT	1,354,815	1,101	52,189
PTB120024	902-49405-7700-0024	PTB 120-024, PHASE III, START-UP AGR. C-94-004-02 TAZEWEEL CO. CONSTRUCTION INSPECTION ON I-74 IN EAST PEORIA	2,448,654	-	3,253
PTB120025	902-49405-7700-0024	PTB 120-025, PHASE II, START-UP AGR. D-94-043-02 FAP 313, WARREN. CONTRACT PLANS FOR 4-LANE IMPROVEMENT OF PROPOSED US-34 FROM KIRKWOOD TO US-67 INTERCHANGE AT SW EDGE OF MONMOUTH	1,844,018	165,844	370,532
PTB121021	011-49405-7700-0022	PTB 121-021, PRIME AGMT, PH 3, C-98-034-01, FAP310 MADISON CO., CONSTRUCTION INSPECTION	1,624,467	-	178,658
PTB122003	011-49405-7700-0022 011-49405-7700-0023 902-49405-7700-0025	PTB 122-003(A)(B), PHASE III, START-UP AGR. A = C-91-149-99, B = C-91-150-99. CONSTRUCTION INSPECTION. DUPAGE COUNTY	3,087,123	23,536	6,589
PTB122005	011-49405-7700-0022 011-49405-7700-0023	PTB 122-005, PH 2 STARTUP, D-91-025-02, FAU 1487, DUPAGE CO, RECONSTRUCTION OF MAPLE AVE FROM CUMNOR RD TO IL 83 TO INCLUDE SUPPLEMENTAL SURVEY AND PRELIMINARY PLAN PREPARATION	944,463	3,382	39,072
PTB122034	011-49405-7700-0023 902-49405-7700-0025	PTB 122-034, PHASE III, START-UP AGR. C-98-085-01 MADISON CO, FAP 592. CONSTRUCTION INSPECTION	1,119,749	11,165	3,224
PTB122036	011-49442-7900-0027	PTB 122-036 STARTUP AGR. ENG SERVICES REQUIRED FOR INSPECTION SERVICES FOR 3 STRUCTURES ALONG IL 255	539,423	2,419	-
PTB122037	011-49405-7700-0023	PTB 122-037 PRIME, PROVIDE ENG SERVICES FOR CONSTR INSP FOR VARIOUS ROUTES IN DISTRICT 8 VARIOUS CO C-98-049-02	300,000	-	53
PTB123005	011-49405-7700-0022	PTB 123-005, PHASE II, START-UP AGR. D-91-127-02 FAP 365, DUPAGE CO. CONTRACT PLANS FOR RECONSTRUCTION AND WIDENING OF IL-56	200,000	-	3,433
PTB123022	011-49405-7700-0026 902-49405-7700-0024 902-49405-7700-0025	PTB 123-022, PH I STARTUP AGMT, P-94-025-00, FAP 315, PEORIA CO, CORRIDOR STUDY, NEW HIGHWAY	10,719,502	3,049,310	2,071,252
PTB124004	011-49405-7700-0022 011-49442-7700-0021	PTB 124-004, PH 2 STARTUP, D-91-385-01, PREP OF CONTRACT PLANS FOR RECONSTRUCTION AND WIDENING OF IL19 FROM I-290 TO WEST OF PROSPECT AVE IN DUPAGE CO.	171,781	2,066	-
PTB124011	902-49405-7700-0025	PTB 124-011 START UP AGR. ENG SERVICES FOR IL 5 FROM 16TH ST TO 70 TH ST IN MOLINE.	1,590,838	2,256	44,819
PTB124017	011-49405-7700-0026	PTB 124-017 STARTUP AGR. PREP OF STUDY FOR US 20 FROM MERIDIAN RD TO ROCKTON AVE IN ROCKFORD.	1,210,988	-	72,876
PTB124024	011-49405-7700-0022 011-49405-7700-0023	PTB 124-024, PHASE II, WORK ORDER D-96-007-03 VARIOUS ROUTES, COUNTIES, DISTRICT 6. MISCELLANEOUS ENGINEERING	500,000	69,170	14
PTB125004	011-49405-7700-0023	PTB 125-004, PH 1, PRIME AGMT, P-91-016-02, I-57 STUENKEL ROAD, WILL COUNTY, LOCATION/DESIGN REPORT FOR IMPROVEMENT OF I-57 AT STUENKEL RD	839,723	54,313	327,187
PTB125013	011-49405-7700-0023	PTB 125-013 STARTUP AGR. VARIOUS PH I & II WORK AT VARIOUS LOCATIONS IN DISTRICT 2.	500,000	23,407	3,617
PTB125016	011-49405-7700-0023	PTB 125-016 PH 1&2 STARTUP, D-96-009-03, VARIOUS COUNTIES AND ROUTES, MISCELLANEOUS ENGINEERING	500,000	14,909	48,390
PTB125017	011-49405-7700-0022 011-49405-7700-0023	PTB 125-017 PH 2 STARTUP, D-96-010-03, VARIOUS RTS VARIOUS COUNTIES IN D-6. MISCELLANEOUS ENG. FOR VARIOUS WORK ORDER PROJECTS	500,000	43,958	20,927
PTB125019	011-49405-7700-0023	PTB 125-019 STARTUP AGR. PERFORM PHASE I & II WORK ON VARIOUS PROJECTS IN DISTRICT 8	500,000	67,112	12

STATE OF ILLINOIS  
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Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
PTB125020	011-49405-7700-0026 011-49442-7900-0027 902-49405-7700-0024	PTB 125-020, PH 3, PRIME AGMT, C-98-023-02,FAU9105 (SALISBURY ST), SEC 119BR, 92-00042-00-BR, MADISON CO, CONSTRUCTION INSPECTION FOR REHABILITATION OF MCKINLEY BRIDGE IN VENICE	2,948,895	743,975	23,141
PTB125021	011-49405-7700-0023	PTB 125-021, PH 1, PRIME AGMT, P-98-015-03,VARIOUS ROUTES, SECTIONS AND COUNTIES IN D8, LAND SURVEYS FOR VARIOUS ROADWAY PROJECTS. WORK ORDERS.	150,000	-	2,653
PTB125022	011-49405-7700-0023	PTB 125-022, PHASE III, START-UP AGR. C-98-006-03 FAP-310, MADISON CO. CONSTRUCTION INSPECTION	1,505,603	-	414,536
PTB125023	011-49405-7700-0023	PTB 125-023, PHASE III, PRIME AGR. WORK ORDERS FOR CONSTRUCTION INSPECTION, VARIOUS ROUTES IN DISTRICT 8 C-98-008-03	300,000	-	154
PTB125024	011-49405-7700-0026 011-49405-7900-0027	PTB 125-024 STARTUP AGR. ENG SERVICES FOR WASTE ASSESSMENT INVESTIGATIONS ETC.	4,669,517	33,395	52,787
PTB126001	011-49405-7700-0023 011-49405-7700-0026 011-49442-7900-0027	PTB 126-001, PH 2, STARTUP, FAU 2843, DIXIE HWY @ BUTTERFIELD CREEK, SEC 3249B-R, COOK CO. D-91-358-02,BRIDGE REMOVAL & REPLACEMENT, CONST. OF RETAINING WALLS, APPROACH RECONSTRUCTION	409,834	14,643	43,440
PTB126002	011-49405-7700-0022 011-49405-7700-0026 902-49405-7700-0025	PTB 126-002, PH 2, STARTUP, D-91-351-02, FAP 336 (IL 31), SEC 112R-N, MCHENRY CO, RECONSTRUCTION & WIDENING OF IL 31 AT IL 176 & AT TERRA COTTA RD	587,829	92,984	140,564
PTB126003	011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 126-003, PH 2, STARTUP AGMT, D-91-356-02, FAP 348(IL 43) OVER I-94 SPUR, SEC 3271B-R, COOK CO, PS&E TO REPLACE BRIDGE DECK	459,376	54,631	33
PTB126010	011-49405-7700-0023	PTB 126-010, PHASE III, PRIME AGR. C-92-035-03 ROCK ISLAND. CONSTRUCTION INSPECTION FOR MILAN BELTWAY EXTENSION, PARTIAL OB BAL = \$2,097,254	4,097,254	389,929	76,913
PTB126012	011-49442-7900-0027 902-49405-7700-0025	PTB 126-012, PH 1, STARTUP AGMT, P-93-066-02,FAP 591 (US 34), KENDALL CO, PREPARE LOCATION DESIGN REPORT FOR REHABILITATION OR RECONSTRUCTION OF US 34 FROM IL 47 TO ORCHARD ROAD	702,390	15,840	12,500
PTB126016	011-49405-7700-0023	PTB 126-016, PH 2, STARTUP AGMT D-94-040-03, VARIOUS ROUTES, SECTIONS AND COUNTIES IN DISTRICT 4, WORK ORDERS	500,000	22,537	66,182
PTB126020	011-49405-7700-0023	PTB 126-020, PH 1, PRIME AGREEMENT, P-30-013-03, VARIOUS ROUTES, SECTIONS AND COUNTIES, PERFORM NOISE ANALYSES STATEWIDE	225,000	13,054	54,907
PTB127001	902-49405-7700-0024	PTB 127-001, PHASE III, C-91-512-01, FAI-80/94 START-UP AGREEMENT CONSTRUCTION ENGINEERING	5,421,092	359,427	5,257
PTB127002	902-49405-7700-0025	PTB 127-002, PH III, STARTUP AGMT, C-91-209-02, I-80/94; IL 394 TO US 41, COOK COUNTY CONSTRUCTION ENGINEERING FOR KINGERY ADVANCE CONTRACT B	7,570,427	528	-
PTB127003	011-49442-7900-0027	PTB 127-003, I-80/94; IL 394 TO US 41 (KINGERY ADVANCE CONTRACT C), COOK COUNTY, C-91-018-01, CONSTRUCTION ENGINEERING FOR RECONSTRUCTION OF I80 /94 IL 394 TO US 41	6,921,298	449,377	917,504
PTB127013	011-49405-7700-0023	PTB 127-013, PHASE I, START-UP AGR. WORK ORDERS FOR LAND SURVEYS, DISTRICT TWO. R-92-013-03	198,223	34,296	-
PTB127024	011-49405-7700-0023	PTB 127-024, PHASE II, START-UP AGR. D-96-024-03 MISCELLANEOUS ENGINEERING VARIOUS PROJECT, VARIOUS ROUTES, WORK ORDERS	200,000	1,211	12,583
PTB127025	011-49405-7700-0023	PTB 127-025, PH 2, STARTUP AGMT, D-96-025-03, WORK ORDERS	200,000	-	866
PTB127029	011-49405-7700-0026 902-49405-7700-0024	PTB 127-029, PH 3, STARTUP AGMT, C-98-088-01, FAI-70, SEC (82-3HVB-2R-1)-2/82-3HVB-3R-3, ST CLAIR CO CONSTRUCTION INSPECTION	3,114,644	754,202	244,798
PTB128001	902-49405-7700-0024 902-49405-7700-0025	PTB 128-001, PH 3, STARTUP AGMT,C-91-085-03, CONSTRUCTION ENGINEERING FOR THE RECONSTRUCTION OF I-94/90: 31ST TO I-57	11,909,566	245,321	689,764
PTB128002	011-49405-7700-0023	PTB 128-002, PH 3, STARTUP, I-94/90: 31ST TO I-57, SEC (1919&1919.15A)	8,665,864	220,142	14,051



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Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
	011-49405-7700-0026 011-49442-7900-0027 902-49405-7700-0025	K/2323-R-1, ETC..., COOK COUNTY CONSTRUCTION ENGINEERING FOR RECONSTRUCTION OF I-94/90, C-91-092-03			
PTB128003	902-49405-7700-0024 902-49405-7700-0025	PTB 128-003, PH 3, STARTUP, I-94/90, 31ST ST TO I-57, SEC 2003-032T/(1717 & 1818)K, COOK CO., C-91-093-03 & C-91-096-03, CONSTRUCTION ENGINEERING FOR THE RECONSTRUCTION OF I-94/90	5,184,037	141,943	679,346
PTB128008	011-49405-7700-0022	PTB 128-008, PH 2, STARTUP, FA 309(US 30), SEC 16RS-3, WHITESIDE CO, D-92-016-04, CONTRACT PLANS FOR REHAB OF US 30 FROM .2M E OF JACKSON ST TO FRENCH CREEK IN MORRISON	596,749	-	156
PTB128010	902-49405-7700-0024 902-49405-7700-0025	PTB 128-010, PH I, STARTUP, FA 309(US 30), SEC 16 RS-2, WHITESIDE CO, R-92-035-01, PREPARE PROPOSED R.O.W. DOCUMENTS FOR US 30 FROM FRENCH CREEK TO JACKSON STREET IN MORRISON	561,285	31,217	90,871
PTB128026	902-49405-7700-0024	PTB 128-026, PH 2 STARTUP, D-98-061-03, VARIOUS RTES, SECTIONS, MADISON & ST CLAIR COUNTIES, WORK ORDERS, NEW MISSISSIPPI RIVER BRIDGE WORK	500,000	47,080	36,576
PTB129013	011-49405-7700-0022	PTB 129-013, PH 3, STARTUP, C-94-007-02, I-74, SEC 72(7,8,9,9-1)R-2, PEORIA COUNTY, INSPECTION, SUPERVISION, CHECKING OF CONST STAKING, LAYOUT, QAFIELD MATERIALS INSPECTION, DOCUMENTATION, ETC	6,070,732	665,913	228,979
PTB129016	902-49405-7700-0024	PTB 129-016, PH 2, STARTUP, D-96-003-04, VARIOUS RTES, SECTIONS AND COUNTIES IN D-6. WORK ORDERS.	500,000	-	336
PTB130004	011-49405-7700-0022 011-49405-7700-0026 011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 130-004, PH 2, STARTUP, FAP 301(US 20), SEC 46 JO DAVIESS CO, FIELD SURVEY, GEOTECHNICAL INVESTIGATIONS, DEVELOPING CONTEXT SENSITIVE SOLUTIONS STRATEGIES, REFINEMENT OF ALIGNMENT FOR GALENA BPS	5,217,021	1,218,296	687,755
PTB130010	902-49405-7700-0024	PTB 130-010, PH 2 STARTUP, D-96-008-04, VARIOUS ROUTES, SECTIONS & COUNTIES, WORK ORDERS FOR MISCELLANEOUS ENGINEERING SERVICES IN D-6.	500,000	108,448	40,935
PTB130012	902-49405-7700-0024	PTB 130-012, PH 2, PRIME AGMT, D-96-007-04, VARIOUS RTES, SEC & COS, WORK ORDERS, VARIOUS PH I/II ENGINEERING	500,000	39,472	1,386
PTB131016	011-49442-7900-0027 902-49405-7700-0024	PTB 131-016, PH 2, STARTUP, VARIOUS RTES, SECS, COS, D-98-023-04, VARIOUS PROJECTS, D-8, WORK ORDERS	403,350	3,147	1,034
PTB131018	902-49405-7700-0024	PTB 131-018, PH 1, STARTUP, P-98-017-04, VARIOUS RTES, SEC & COS, WORK ORDERS, MISCELLANEOUS SURVEY WORK, VARIOUS LOCATIONS IN D-8	200,000	-	90,430
PTB131023	011-49405-7700-0026 011-49405-7900-0027	PTB 131-023, PH 1, STARTUP, VARIOUS RTES, SECS, COS, P-30-003-04, WASTE ASSESSMENT	5,000,000	824,210	756,124
PTB132001	011-49405-7700-0022 011-49405-7700-0026 011-49442-7900-0027	PTB 132-001, PH 3, PRIME AGMT, C-91-016-01, CONSTRUCTION INSPECTION FOR KINGERY MAINLINE, PARTIAL OB, BALANCE = \$3,421,450.00, I-80/94, COOK COUNTY, SEC (2425 & 2626)R-1/(2425 & 2626)R-2	4,835,339	155,538	3,081
PTB132002	011-49405-7700-0026 902-49405-7700-0025	PTB 132-002, PH 3 PRIME, I-80/94 (KINGERY), COOK CO, SEC (0203.1&0304)R5/(0203.1&0304)R-5, C-91-010-01, CONSTRUCTION INSPECTION, PARTIAL OB, REMAINING BALANCE = \$2,774,422	4,274,922	20,776	159,904
PTB132003	011-49405-7700-0026 902-49405-7700-0025	PTB 132-003, PH 3, PRIME AGMT, C-91-019-01, COOK CO, FAI 80/94, SEC 2626.2-R-1/2626.2-R-2, PARTIAL OBLIGATION, REMAINING BAL = \$4,141,537 CONSTRUCTION INSPECTION FOR KINGERY MAINLINE	6,646,591	1,139,441	64,531
PTB132004	011-49442-7900-0027 902-49405-7700-0024	PTB 132-004, PH 3 PRIME, FAI 94, SEC (0203.1 & 0312-708W)ETC., COOK CO, CONSTRUCTION INSPECTION PARTIAL OB, REMAINING BAL=\$4,775,331	7,031,541	626,625	8,696
PTB132008	011-49405-7700-0022 902-49405-7700-0025	PTB 132-008, PH 2, STARTUP, IL 97(CLEAR LAKE AVE)/IL 29/I-72/DIRKSEN PKWY, SANGAMON CO, D-96-538-97, DESIGN PROJECT REPORT FOR	536,679	69,109	42,376

STATE OF ILLINOIS  
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Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
		IMPROVEMENT OF CLEAR LAKE AVE FROM MAGNOLIA TO .4M E OF I-55			
PTB132011	011-49405-7700-0022 011-49442-7900-0027 902-49405-7700-0024	PTB 132-011, PH 3, PRIME AGMT, C-98-087-03, FAP586 (IL 162), SEC 60R-2, 37R-1, MADISON CO, CONSTRUCTION INSPECTION FOR IL 162 FROM E OF FORMAOSA ROAD TO U.S. 40 IN TROY	578,512	286,447	8,946
PTB133013	011-49405-7700-0026 902-49405-7700-0025	PTB 133-013, PH 3, PRIME AGREEMENT, C-94-010-02, FAI 74(I-74), SEC (90-11) R-2,90(13,14,14-1)R-1, PEORIA CO, CONSTRUCTION INSPECTION, PARTIAL OB ON PRIME, BALANCE OF PRIME = \$2,754,507.00	3,354,507	198,184	318,493
PTB134002	902-49405-7700-0025	PTB 134-002, PH 3, PRIME, C-91-064-05, FAP 305 (PALATINE RD OVER IL 83), COOK CO, SEC 0913.1 RS-1 CONSTRUCTION INSPECTION	297,736	-	25,755
PTB134005	902-49405-7700-0025	PTB 134-005, PH 3, C-91-096-97, STARTUP, COOK CO., SEC 1314B, I-90 @ NAGLE AVE, CONSTRUCTION INSPECTION	329,499	-	8,945
PTB134010	902-49405-7700-0024 902-49405-7700-0025	PTB 134-010, PH 3, STARTUP, C-94-009-02, I-74, SEC (72-7)R3, PEORIA CO, CONSTRUCTION INSPECTION	3,481,168	157,473	101,540
PTB135001	011-49405-7700-0022 011-49405-7700-0026 902-49405-7700-0025	PTB 135-001, PH 3, STARTUP, C-91-217-00, US-30/LINCOLN HIGHWAY, SEC (B&14)R-3, WILL CO, CONSTRUCTION INSPECTION	1,066,727	288,122	-
PTB135018	011-49405-7700-0022 011-49442-7900-0027 902-49405-7700-0024 902-49405-7700-0025	PTB 135-018, STARTUP, PH 2, VARIOUS RTES, COS AND SECS, D-96-511-05, WORK ORDERS, MISCELLANEOUS ENGINEERING FOR VARIOUS PROJECTS IN D-6	600,000	145,934	98,980
PTB135027	902-49405-7700-0025	PTB 135-027, PH I, PRIME AGMT, VARIOUS RTES, SECS, COS, P-98-003-05, LAND AND ROUTE SURVEYS FOR VARIOUS WORK ORDER PROJECTS IN D-8	250,000	35,268	8,397
PTB136003	011-49405-7700-0026 902-49405-7700-0024	PTB 136-003, PH 3, STARTUP, C-91-552-99, FAP337 (IL-22/HALF DAY ROAD) SEC 20R-5, LAKE COUNTRY, CONSTRUCTION INSPECTION FOR IMPROVEMENT OF IL-22 FROM E OF IL-83 TO W OF US-45/IL-21	1,728,623	530,041	107,889
PTB137011	011-49405-7700-0026 011-49442-7700-0021	PTB 137-011, PH 3, STARTUP, C-92-098-05, FAP 303 (IL 173/I-90), SEC 129K, WINNEBAGO CO, PH III ENGINEERING SERVICES FOR IL 173/I-90 PROJECT IN WINNEBAGO CO	1,686,187	246,754	664,487
PTB138006	011-49405-7700-0026	PTB 138-006, PH 3, STARTUP, C-92-020-06, FA 309, SEC 7BR-P, WHITESIDE CO, BRIDGE PAINTING INSPECTION	478,501	91,826	-
PTB139012	011-49405-7700-0026 011-49442-7900-0027	PTB 139-012, PH 1, STARTUP, R-92-121-01, FAP 303 (US BR 20), SEC (40R,41)R, WINNEBAGO CO, R.O.W. PLATS, ETC., FOR PROJECT ON US BR 20 FROM APP 1000 FEET W OF PIERPONT AVE TO KILBURN AVE IN ROCKFORD	1,051,690	4,716	880,802
PTB140004	011-49442-7900-0027	PTB 140-004, PH 3, STARTUP, C-91-207-01, US-6 EAST OF PARK AVE UNDER CANADIAN NAT'L RR BRIDGE, COOK CO, SEC 3277R, CONSTRUCTION ENGINEERING	760,807	333,396	25
PTB140030	011-49405-7700-0026 011-49442-7900-0027	PTB 140-030, PH 3, STARTUP, C-98-167-01, FAP 310 (IL 255), SEC 60-14, 60-14-1B, 60-14-2, 60-14-2B, MADISON CO, CONSTRUCTION OF IL 255 FROM FOSTERBURG ROAD TO SEMINARY ROAD	1,374,529	598,165	395,796
PTB142001	011-49442-7900-0027	PTB 142-001, PHASE II, PRIME AGR. R-91-018-01 IL-47, MCHENRY CO., REED RD TO KRUEZTER RD. LAND SURVEYING TO PREPARE LAND ACQ DOCUMENTS	342,763	334,466	8,297
PTB890008	902-49405-7700-0024	PTB 089-008, PRIME AGR. PHASE II FAU-5952 GRUNDY. D-93-049-00. PLANS, SPECS, ESTIMATES FOR RECONSTRUCTION OF US-6 FROM W OF SARATOGA ROAD TO IL-47	1,011,217	26,877	-
PTB980095	011-49405-7700-0023 902-49405-7700-0024	PREPARATION OF PLANS FOR THE I-255 VISITORS CENTER PTB 980-095 ST CLAIR CO D-98-041-00	673,882	-	320,679

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Project Identification Number	Appropriation Account Code	Brief Description of Project per Appropriation	Project Award Amount	Amount	
				Current Year Expended	Reappropriated
RR800920A	902-49442-7700-0024	SAFETY IMPROVEMENTS FOR THE IL-3 OVERPASS IN THE CITY OF EAST ST LOUIS FA-14 (520-1.2)R ST CLAIR CO C-98-142-01	74,000	-	31,539
UT6007003	011-49442-7900-0027	UTILITY AGREEMENT FAU ROUTE 8071 (MAC ARTHUR BLVD) SECTION (84-9-4) HBK, BY,BY-1 JOB NO C96-523-04 SANGAMON COUNTY RELOCATING AND REPLACING OF FIBER OPTIC LINE	17,366	11,647	5,719
TOTAL			<u>\$2,517,478,442</u>	<u>\$ 266,972,308</u>	<u>\$ 184,961,727</u>

STATE OF ILLINOIS  
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**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	2008	2007
<b>Maintenance:</b>		
<b>Inputs:</b>		
Total repair/maintenance expenditures (000s)	\$ 423,053	\$ 375,335
Overall numbers of personnel	2,393	2,473
<b>Outputs:</b>		
Tons of asphalt applied for pavement repair	29,109	15,472
Tons of road salt applied (snow/ice control)	840,749	508,204
Acres mowed	155,452	220,643
Number of lane miles of pavement maintained	42,875	42,774
<b>Outcome Indicators:</b>		
Percent of roads rated "fair to excellent"	85.6 %	86.7 %
Percent of bridges rated "fair to excellent"	90.6 %	90.3 %
<b>Efficiency/Cost Effectiveness:</b>		
Roadway maintenance cost per lane mile (in dollars) (a,b)	\$ 4,431	\$ 3,100
Total snow removal cost per lane mile hour (in dollars) (a,b)	\$ 2,065	\$ 808
Mowing cost per lane mile (in dollars) (a,b)	\$ 233	\$ 239

**Footnotes**

- (a) Indicators measure "cost per lane mile" in order to reflect the effects of changing weather on costs for pavement maintenance, snow removal and mowing.
- (b) Cost targets are based on a 5-year historical average cost. Actual costs can vary greatly depending on the extent of variances in weather and costs of commodities, including motor fuel, in any particular year.

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**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	<u>2008</u>	<u>2007</u>
<b>Construction:</b>		
<b>Inputs:</b>		
Overall expenditures (000s)	\$2,698,535	\$2,918,204
State construction capital program expenditures (000s)	\$1,679,866	\$1,894,921
Numbers of personnel	2,610	2,656
<b>Outputs:</b>		
Miles of pavement maintained/improved	933	908
Number of bridges maintained/improved	272	274
Highway safety improvements accomplished	202	189
Percentage of annual program under contract	74 %	92 %
<b>Outcome Indicators:</b>		
Percent of State roads in acceptable condition	85.6 %	86.7 %
Percent of roads in need of repair	14.4 %	13.3 %
Percent of bridges in acceptable condition	90.6 %	90.3 %
Percent of bridges in need of repair	9.4 %	9.7 %
<b>Efficiency/Cost Effectiveness:</b>		
Construction investment/lane mile of State-controlled road (Ill.) (in dollars)	\$ 39,295	\$ 44,326
<b>External Benchmarks:</b>		
U.S. construction investment per lane mile of State-controlled highway	N/A	\$ 31,891
<b>Explanatory Information:</b>		
Lane miles of State-controlled highways in Illinois (2007) - 42,875. U.S. capital road construction funds, not including local road funds (000s, 2006) - \$58,990,805; Lane miles of State-controlled highways in U.S., not including local roads and streets, (2006) - 1,849,764.		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	<u>2008</u>	<u>2007(a)</u>
<b>Traffic Safety:</b>		
<b>Inputs:</b>		
Traffic safety expenditures, overall (000s)	\$ 48,707	\$ 46,540
Traffic safety personnel	152	150
<b>Outputs:</b>		
Commitments from law enforcement agencies within specified counties (grantees) (b)	179	166
Commitments from law enforcement agencies during mobilizations within specified counties (grantees) (b)	120	118
Total commitments from law enforcement agencies during holiday mobilizations	507	363
Number of motor carrier/hazmat compliance or Notice of Apparent Violation reviews	551	320
<b>Outcome Indicators:</b>		
Statewide fatality rate per 100 million VMT in IL (c)	1.1	1.1
Statewide safety belt usage rate in Illinois (c)	90.5 %	90.1 %
Alcohol-related fatalities in IL (c,d)	594.0	590.0
<b>External Benchmarks:</b>		
U.S. fatality rate / 100 million VMT (c)	1.4	1.4
Statewide alcohol-related fatality rate/100M VMT (c)	0.5	0.5
<b>Efficiency/Cost Effectiveness:</b>		
	-8.8 %	-3.0 %
Percent change in fatal crashes compared to previous 5-year average in Illinois (c)		
Percent change in traffic fatalities compared to previous 5-year average in Illinois (c)	-8.8 %	-2.5 %
Percent change in alcohol-related fatal crashes compared to 5-year average in Illinois (c)	-3.0 %	-5.0 %

**Footnotes**

- (a) All State and federal crash data reflect totals for the preceding calendar year.
- (b) Based on federal fiscal year - Oct. 1 through Sept. 30.
- (c) Data used to generate outcome indicators, external benchmarks, and efficiency/cost effectiveness is contained within the following: Fatal Analysis Reporting (FARS), U.S. Census, Road File (IDOT), Annual IDOT Safety Belt Surveys, and Annual IDOT Public Op
- (d) Data on alcohol-related fatalities come from imputed numbers based on federal guidelines because not all fatally injured occupants or non-occupants are tested.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	2008	2007
<b>Public Transportation:</b>		
<b>Inputs:</b>		
Public Transportation expenditures, overall (000s)	\$ 560,332	\$ 525,386
Public Transportation personnel	23	22
<b>Outputs:</b>		
Capital/Operating expenditures (Northeast Illinois) (000s)	\$ 465,453	\$ 455,810
Capital/Operating expenditures (Downstate Illinois) (000s)	\$ 94,879	\$ 69,577
Percent of annual program complete	96 %	87 %
<b>Outcome Indicators:</b>		
Bus Ridership (Northeast Illinois, millions)	357	341
Rail Ridership (Northeast Illinois, millions)	244	242
Bus Ridership (Downstate Illinois, millions)	36	28
Rail-car miles (Northeast Illinois, millions)	103	102
Bus miles (Northeast Illinois, millions)	123	114
Bus miles (Downstate Illinois, millions)	32	28
<b>Efficiency/Cost Effectiveness:</b>		
Overall capital/operating investment per bus and rail rider (in dollars)	\$ 0.93	\$ 0.86

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	2008	2007
<b>Aeronautics:</b>		
<b>Inputs:</b>		
Aeronautics expenditures, overall (000s)	\$ 116,081	\$ 168,550
Aeronautics personnel	64	66
 <b>Outputs:</b>		
Airport Safety Inspections	112	130
Percent of annual airport program under contract (a)	36 %	55 %
Total airport improvement projects under contract (a)	40	142
 <b>Outcome Indicators:</b>		
Commercial air passengers enplaned at Chicago airports (b)	47,780,440	47,575,300
Commercial air passengers enplaned outside Chicago (b)	1,354,923	1,302,000
Percent of public airport runway pavements rated satisfactory or better	86 %	95 %
Percent of taxiways rated satisfactory or better	77 %	97 %
Percent of airport aprons rated satisfactory or better	76 %	78 %
Air operations (takeoffs/landings) at Chicago airports ( c )	1,232,000	1,258,000
Air operations (takeoffs/landings) at public airports with traffic control towers other than Chicago O'Hare and Midway ( c )	395,000	474,000
Percent compliance following IDOT airport safety inspections	68 %	61 %
 <b>Efficiency/Cost Effectiveness:</b>		
State capital investment per commercial air passenger (in dollars)	\$ 2.36	\$ 3.45

**Footnotes**

- (a) The accomplishment rate refers only to projects programmed for, funded and placed under contract in the same fiscal year. Because the federal and State fiscal years overlap for only three quarters, the percent of program under contract is artificially low.
- (b) Commercial air passenger enplanements reflect actual enplanements during preceding calendar year.
- (c) Air operations reflect actual operations during preceding calendar year at reporting airports.



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
**SERVICE EFFORTS AND ACCOMPLISHMENTS (NOT EXAMINED)**  
For the Year Ended June 30,

	2008	2007
<b>Rail:</b>		
<b>Inputs:</b>		
Rail expenditures, overall (000s)	\$ 34,308	\$ 31,179
Rail personnel	8	10
 <b>Outputs:</b>		
High-speed rail track improvements (1st phase) (a)	N/A	100 %
Positive Train Control technology improvements (a)	N/A	100 %
Rail freight service projects accomplished (a)	33 %	78 %
Percent of annual program under contract	39 %	32 %
State capital investments in Amtrak downstate service (in thousands)	\$ 28,700	\$ 24,250
 <b>Outcome Indicators:</b>		
On-time performance of passenger rail service (Amtrak)	58 %	60 %
Amtrak ridership	1,474,800	1,177,649
 <b>Efficiency/Cost Effectiveness:</b>		
State capital investment per Amtrak rider (in dollars)	\$ 19.46	\$ 20.59

**Footnotes**

(a) Output indicator represents percent of overall project category programmed and completed in the fiscal year.