



State of Illinois



ILLINOIS Capital Budget Fiscal Year 2022 Governor JB Pritzker



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CAPITAL BUDGET



Governor JB Pritzker

Fiscal Year 2022
July 1, 2021 – June 30, 2022

Illinois State Capital Budget Fiscal Year 2022

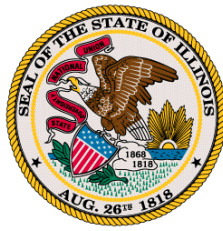
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NOTICE
For Release at 12:00 Noon, Wednesday,
February 17, 2021

There is a total embargo on the budget for fiscal year 2022 until 12:00 p.m., Wednesday, February 17, 2021. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2022*. There must be no premature release of this document, nor should any of its contents be paraphrased, alluded to, or commented upon prior to 12:00 p.m., February 17, 2021.

Alexis Sturm, Director
Governor's Office of Management and Budget

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Office of the Governor
207 State House, Springfield, Illinois 62706

February 17, 2021

To the Honorable Members of the General Assembly and the People of the State of Illinois:

I respectfully submit to you the proposed fiscal year 2022 capital budget.

In fiscal year 2020, we launched Rebuild Illinois, a historic, bipartisan \$45 billion capital plan to create and support jobs, repair Illinois' long-neglected infrastructure and invest in major projects like broadband expansion that are transforming and expanding the economic opportunities available in communities throughout our state.

Since its passage, Rebuild Illinois has funded capital investments in every region of the state to strengthen and repair and improve our infrastructure. In the most recent full fiscal year of 2020 and even with the onslaught of the COVID-19 Pandemic during the last half of the year, Rebuild Illinois delivered \$2.8 billion in improvements to over 1,700 miles of highway and over 120 bridges around the state. Throughout 2020, the Illinois Department of Transportation (IDOT) completed more than 600 highway projects, ranging from minor resurfacings to interstate and bridge reconstructions. The Capital Development Board (CDB) has invested \$431 million on state facility and higher education institution improvements. Indeed, capital programs made possible by the passage of Rebuild Illinois have so far provided for \$115 million in broadband infrastructure projects that have given thousands of residents online access, \$70 million for affordable housing grants and loans that will help shelter thousands of families, and \$500 million in additional bonded transportation funding for local governments.

In the face of the COVID-19 Pandemic, these efforts are more important than ever. Our roads and bridges allow families to bring necessities to their loved ones. Our public transit makes it easier for essential workers to get to work. Higher speed and more widespread broadband availability supports telehealth access, telework, virtual learning and e-commerce – and gives new access and new opportunity for those who have for too long been left out and left behind.

The fiscal year 2022 recommended capital budget funds the third year of this critically important multi-year program. Investments such as statewide broadband expansion, state of the art educational facilities, clean water infrastructure, affordable housing, and economic and community development will create needed growth in communities across Illinois and strengthen our state for generations to come.

As we continue to face the challenges of the COVID-19 Pandemic, the state's commitment to economic development and rebuilding our infrastructure is stronger than ever. Continued implementation of Rebuild Illinois will ensure that even in these uncertain times, capital investments that spur private sector job growth will make our state even more competitive nationally and globally.

I look forward to working with you as we continue to rebuild Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read "JB Pritzker".

JB Pritzker
Governor, State of Illinois

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The Governor’s Letter of Transmittal

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CHAPTER 1

CAPITAL READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2022

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Fiscal Year 2022 Illinois State Capital Budget Reader's Guide

WHAT IS THE CAPITAL BUDGET?

The capital budget is a long-term investment strategy for projects funded through both the issuance of bonds and current revenue streams. Projects include roads and bridges, transit and rail systems, aeronautics, schools, environmental protection, energy programs, information technology infrastructure and deferred maintenance.

State expenses for capital projects, from upgrading small drinking water systems to constructing major infrastructure, such as highways and rail lines, are included in the capital budget. These long-term investments are designed to improve the quality of life for all Illinois residents, promote economic development, increase state operating efficiencies and create jobs in every region of the state.

Capital budgets are enacted on an annual basis, often as part of multi-year, branded capital plans. Fiscal year 2020 was the inaugural year of a new capital plan, Rebuild Illinois.

This chapter details how an annual capital budget is planned, determined and executed. This process applies to all capital projects, revenues and appropriations. Please note that due to the multi-year nature of capital projects and appropriations, it is common to reference both calendar years and fiscal years. The following chapters reference calendar years unless otherwise denoted.

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor's Office presents a capital budget that details the current fiscal status of revenues and liabilities associated with the capital plan. By statute, the Governor's Office of Management and Budget (GOMB) is responsible for estimating revenues and developing recommendations that reflect the Governor's program and spending priorities. The Fiscal Year 2022 State of Illinois Capital Budget is available online at www.budget.illinois.gov.

The passage of the capital and operating budgets occurs in tandem for the same fiscal year and follows similar appropriation procedures. The annual operating budget provides funding for the day-to-day operations of the state while the capital budget funds long-term projects. Due to complex design phases, procurement processes and multi-year spending, capital appropriations are evaluated differently than operating appropriations. The major planning differences between capital and operating budgets are summarized in the table on the following page.

Key benefits of submitting a separate budget include:

ACCOUNTABILITY AND DISCLOSURE

Allows the public and legislators to see clearly how capital dollars are allocated.

PROJECT MONITORING

Facilitates tracking and management of projects over multiple fiscal years.

IDENTIFICATION OF REVENUE SOURCES

Details revenue streams used to pay for capital projects. These revenue streams are presented in the tables and charts in the Capital Budget Overview chapter.

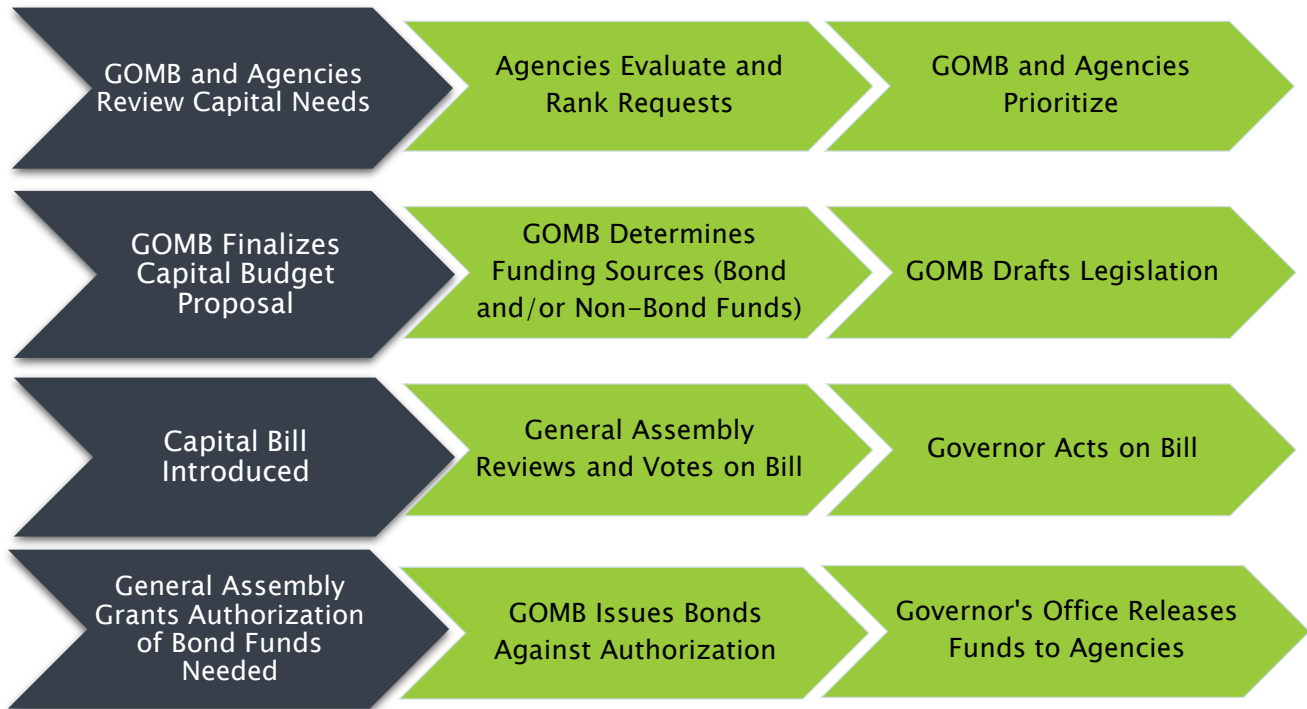
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DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

CAPITAL BUDGET	OPERATING BUDGET
<p>Appropriations are for assets that have a long-term useful life, such as buildings, highways, underground or surface infrastructure, durable equipment, and land. Capital appropriations may span multiple fiscal years.</p>	<p>Appropriations are for consumable goods and services such as salaries and benefits, commodities, utilities, and professional services that are purchased and used during any one fiscal year.</p>
<p>Spending occurs over one to several years. For example, a road construction project might take three years, with design and engineering work occurring in year one and the majority of spending occurring in years two and three.</p>	<p>Spending typically occurs over the course of one fiscal year.</p>
<p>Funding Sources include both bond sales and current revenues (e.g. Motor Fuel Tax and federal grants).</p>	<p>Funding Sources include general (e.g. sales and income taxes) and dedicated (e.g. licensing fees) revenues.</p>
<p>Financing is often derived from long-term bond proceeds that are repaid in increments over the life of the bond, which is typically 25 years.</p>	<p>Financing comes from current revenue streams. The timeframe in which revenues are received and services or commodities are purchased is often within one fiscal year. In this regard, the operating budget balances annual expenditures with annual revenues.</p>
<p>Impacts on the Operating Budget: Capital expenditures can decrease operating costs through the installation of more efficient systems. These improvements can include investing in more durable assets to improve handling of wear and tear, installing energy efficient lighting or windows to reduce utility bills, or changing a building layout to achieve more efficient staffing patterns.</p> <p>Capital expenditures can also increase operating costs by creating future maintenance, by requiring staff to operate a new facility or by increasing debt service payments.</p>	<p>Impacts on the Capital Budget: Operating expenditures can decrease future capital costs by allocating current year funds to annual maintenance, which decreases the need for major infrastructure investments. Additional savings can be achieved through the implementation of efficient staffing patterns, and the planned reduction of wear and tear on the facilities.</p> <p>Operating expenditures can also increase capital needs by requiring new facilities or program expansions that increase the wear and tear on existing facilities.</p>

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HOW IS A CAPITAL BUDGET CREATED?



GOMB works with state agencies to review potential capital investments and projects. Agencies with large capital programs include the Capital Development Board (CDB), the Illinois Department of Transportation (IDOT), the Illinois Environmental Protection Agency (IEPA), the Department of Commerce and Economic Opportunity (DCEO) and the Department of Natural Resources (DNR). In developing budget proposals, GOMB considers several factors, including:

STRATEGIC PRIORITIES

Investments should support state government's core missions such as economic development, job creation, educational opportunities and public safety.

DEFERRED MAINTENANCE IMPACTS

Spending should prevent the need for more expensive repairs in the future.

FUTURE OPERATING COSTS

Investments should save operational dollars in utilities and staffing.

MATCHING SUPPORT

Projects should maximize funds available from federal, local or private sources.

DEBT SERVICE IMPACTS OF SPENDING

Projects should take into account the short- and long-term impact of bond offerings.

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FACTORS OF PROJECT SELECTION

To improve or construct new state facilities, teams of architects and engineers at CDB verify project scopes and cost estimates. CDB also performs technical evaluations of the requested projects based on the following criteria:

LIFE/SAFETY FACTORS

Examples include fire alarms, removal of hazardous materials and repair of dangerous conditions.

CODE COMPLIANCE

This includes the Americans with Disabilities Act (ADA), as well as other building codes required by federal, state and local regulations.

INFRASTRUCTURE MAINTENANCE

Examples include repairing roofs, windows and HVAC systems in order to reduce operational costs.

TARGETED NEW CONSTRUCTION

New, substantially converted or expanded space may be necessary to meet program needs, increase efficiency or decrease operating costs.

ENERGY EFFICIENCY AND SUSTAINABLE DESIGN

All new state-funded building construction and major renovations should meet the current Leadership in Energy and Environmental Design (LEED) standards.

IDOT relies on its federally approved Transportation Asset Management Plan to program maintenance and improvement projects for the state's vast network of highways and bridges. IDOT investment goals consider and promote:

ECONOMY

Projects create jobs and provide transportation infrastructure that supports the efficient movement of people and goods.

LIVABILITY

Projects should improve quality of life by ensuring that investments advance local goals, provide multi-modal options and preserve the environment.

MOBILITY

Projects support all modes of transportation to improve accessibility and safety by improving connections.

RESILIENCY

Programs involve proactively assessing, planning and investing to ensure that infrastructure is prepared to sustain and recover from extreme events or disruptions.

Fiscal Year 2022 Illinois State Capital Budget Reader's Guide

FUNDING SOURCES

Funding to pay for capital investments is divided into two major categories: bond proceeds and pay-as-you-go sources. When funding bonded projects, GOMB is responsible for issuing both General Obligation (GO) and Build Illinois (BI) bonds. Statutory maximums, referred to as bond authorization, are set by the General Assembly and limit the total amount of bonds the state may issue for each authorized bonding category. Bonded capital projects begin when there is adequate bond authorization to completely fund a given phase of the project. Due to the extensive design work and multiple years of construction associated with capital projects, fully funding a project at the beginning of its life cycle is not necessary. Therefore, the sale of bonds does not necessarily correlate with the full costs of capital projects but focuses instead on current phases.

The primary vehicle for capital market financing for the state is the General Obligation bond program, which is governed by the General Obligation Bond Act. These bonds are guaranteed by the full faith and credit of the state. The other major vehicle for capital market financing is the Build Illinois bond program, which is supported by dedicated sales tax revenues.

All other projects are funded by pay-as-you-go sources such as federal monies, sales and excise tax revenues, and various state fees. For example, certain portions of the Road Program are funded by the Motor Fuel Tax. The spending for pay-as-you-go projects is governed by current year revenues.

IMPLEMENTING THE CAPITAL BUDGET

Once signed into law, the budget typically takes effect July 1 of the corresponding fiscal year. Implementation of the capital budget consists of several phases summarized in the chart below. The Governor's Office and GOMB review and approve capital projects prior to spending. GOMB also works with the state agencies to develop spending projections in anticipation of executing bond sales.

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations continue into the next fiscal year.

AUTHORIZED

When the legislature amends the Illinois bond acts to allow additional bonding capacity.

RELEASED

When the Governor's Office approves spending on a project-by-project basis.

OBLIGATED

When agencies enter into a binding agreement with vendors, governments or other organizations for immediate or future expenditures.

SPENT

When the Illinois Office of the Comptroller (IOC) processes payments.

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CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2022

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Capital Budget Overview

FISCAL YEAR 2022 CAPITAL AND THE REBUILD ILLINOIS CAPITAL PLAN



The fiscal year 2022 recommended budget is a continuation of Rebuild Illinois: a historic, bipartisan \$45 billion capital plan designed to create jobs, repair Illinois' crumbling roads, bridges and buildings, and invest in major projects that are essential to Illinois' future. Rebuild Illinois was designed as a six-year plan with a goal of making significant investments in the state's infrastructure on a consistent basis.

Since its passage, Rebuild Illinois has funded capital investments around the state to rebuild infrastructure and provide opportunities to governments, businesses and citizens. Throughout 2020, the Illinois Department of Transportation (IDOT) completed more than 600 highway projects, ranging from minor resurfacings to interstate and bridge reconstructions. The Capital Development Board (CDB) has spent \$431 million since the passage of Rebuild Illinois on state facility and higher education institution improvements. Capital programs made possible by the passage of Rebuild Illinois have so far provided for \$115 million in broadband infrastructure projects, \$70 million for affordable housing grants and loans and \$500 million in additional bonded transportation funding for local governments.

The State of Illinois, like the rest of the nation, has not been immune to the devastating impacts of the COVID-19 Pandemic. Although the virus has affected nearly every aspect of daily lives and governmental functions, the state's commitment to executing consistent and sustainable capital investments remains unchanged. Continued implementation of Rebuild Illinois will ensure that even in uncertain times marred by economic downturns, capital investments that spur job creation and growth throughout the state will proceed.



Capital Budget Overview

FISCAL YEAR 2022 BUDGET

The fiscal year 2022 recommended budget includes reappropriations of capital lines enacted in fiscal year 2021, as well as baseline levels of new funding for pay-as-you-go programs. Rebuild Illinois initiatives will continue, as will enacted programs and projects that existed before the plan's passage. While the Rebuild Illinois capital plan included nearly \$45 billion in statewide infrastructure investments, it also provided the framework to achieve the consistent, sustainable execution of previous years' commitments. Programs and projects will be implemented to accommodate the strategic priorities of the state, its agencies and its citizens.

The table below shows all fiscal year 2021 enacted appropriations, as well as the recommended fiscal year 2022 appropriations by category. This includes both bonded and pay-as-you-go appropriations, split by new and reappropriated lines.

Fiscal Year 2022 Recommended Budget by Category				
(\$ millions)	FY21 Enacted		FY22 Recommended	
	Reappropriation	New	Reappropriation	New
Transportation	\$ 25,418	\$ 3,768	\$ 23,539	\$ 3,557
Road and Bridge	15,995	2,852	14,316	3,178
Mass Transit	5,672	91	5,407	79
CREATE	671	19	658	0
Rail	1,867	40	1,777	26
Grade Crossing Protection	364	39	383	39
Aeronautics	389	617	520	118
Ports	150	0	149	0
Miscellaneous Transportation	311	111	331	118
Education	\$ 4,886	\$ 177	\$ 4,823	\$ 0
Higher Education	4,163	110	4,042	0
PreK-12 Education	723	67	781	0
State Facilities	\$ 5,559	\$ 123	\$ 5,109	\$ 0
Environment and Conservation	\$ 2,807	\$ 892	\$ 2,520	\$ 694
Broadband Deployment	\$ 431	\$ 0	\$ 393	\$ 0
Healthcare and Human Services	\$ 487	\$ 50	\$ 464	\$ 0
Economic and Community Development	\$ 2,677	\$ 1,883	\$ 4,374	\$ 2
TOTAL	\$ 42,264	\$ 6,891	\$ 41,223	\$ 4,253

Note: The FY2021 enacted values reflect proposed FY2021 supplemental values illustrated in Table I-B

MULTI-YEAR STRATEGIC PLANNING

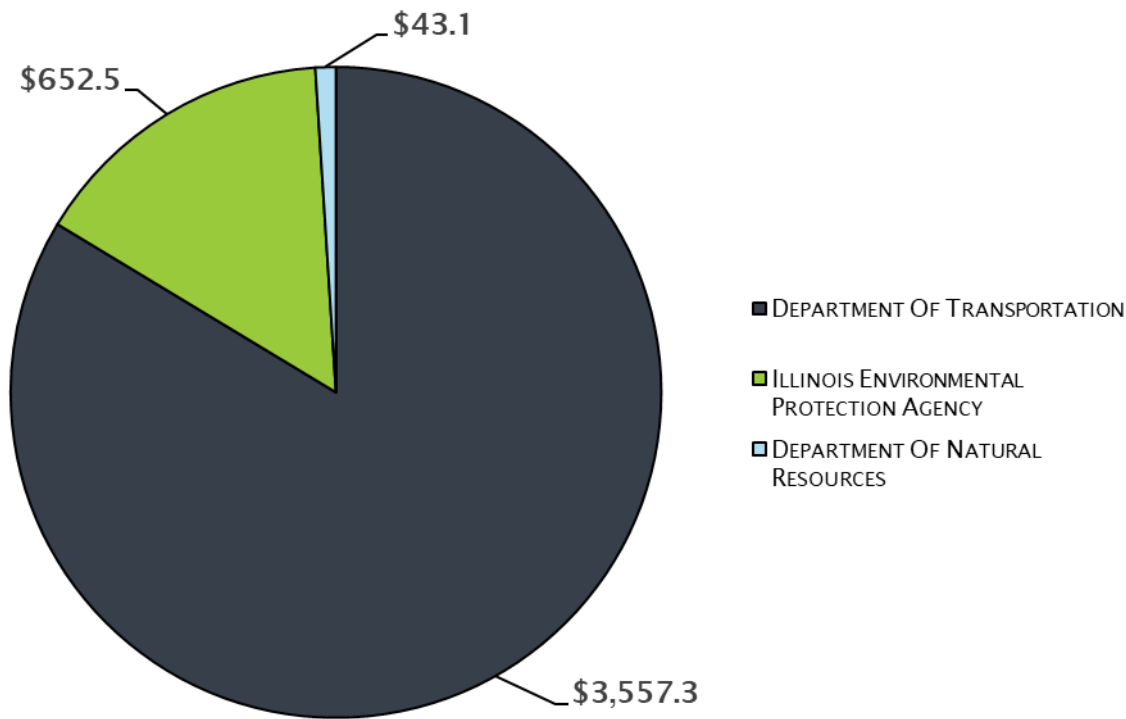
The Governor's Office of Management and Budget (GOMB) collects five-year capital plans from each agency that receives direct capital appropriations or that utilizes CDB project management services. These individual plans are used to inform the planning of bonded appropriations which require the issuance of long-term debt, and to strategically utilize pay-as-you-go funding available on an annual basis. As explained in Chapter 1: Reader's Guide, capital projects are multi-year in nature. This means that programs enacted as part of the Rebuild Illinois capital plan will be released and implemented over the course of six years.

Capital Budget Overview

FISCAL YEAR 2022 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended new capital appropriations by agency. Over 80 percent of the new appropriations are for IDOT’s multi-year, multi-modal transportation improvement program, funded largely by motor fuel tax, vehicle registration fees and federal funds. Approximately 20 percent of new appropriations are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency, which represent annual baseline appropriations and programs supported by existing revenues.

EXHIBIT 1: RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY (\$ MILLIONS)



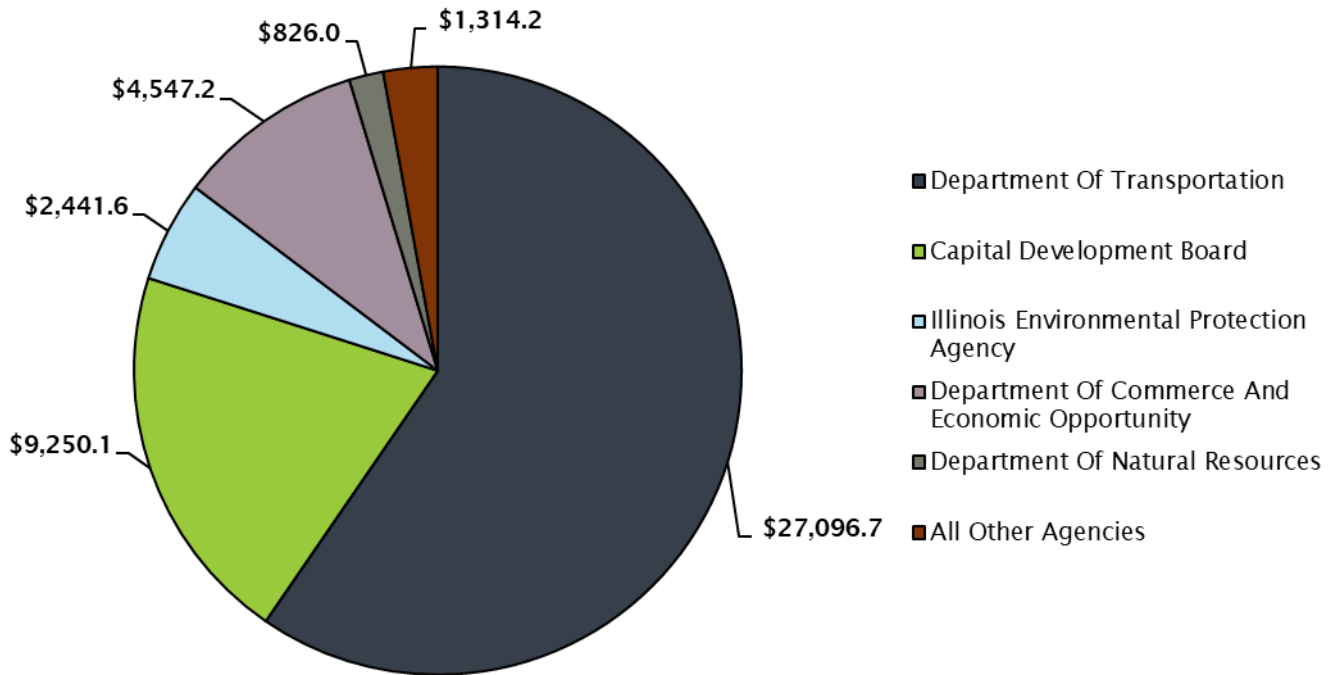
New Capital Appropriations by Agency (\$ millions)	
Department Of Transportation	3,557.3
Illinois Environmental Protection Agency	652.5
Department Of Natural Resources	43.1
Total New Appropriations	\$ 4,252.9

Capital Budget Overview

FISCAL YEAR 2022 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

Exhibit 2 depicts the total recommended reappropriations and new appropriations by agency. The chart aggregates bonded and pay-as-you-go capital, and the table shows the breakout of the two categories.

EXHIBIT 2: RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS BY AGENCY (\$ MILLIONS)



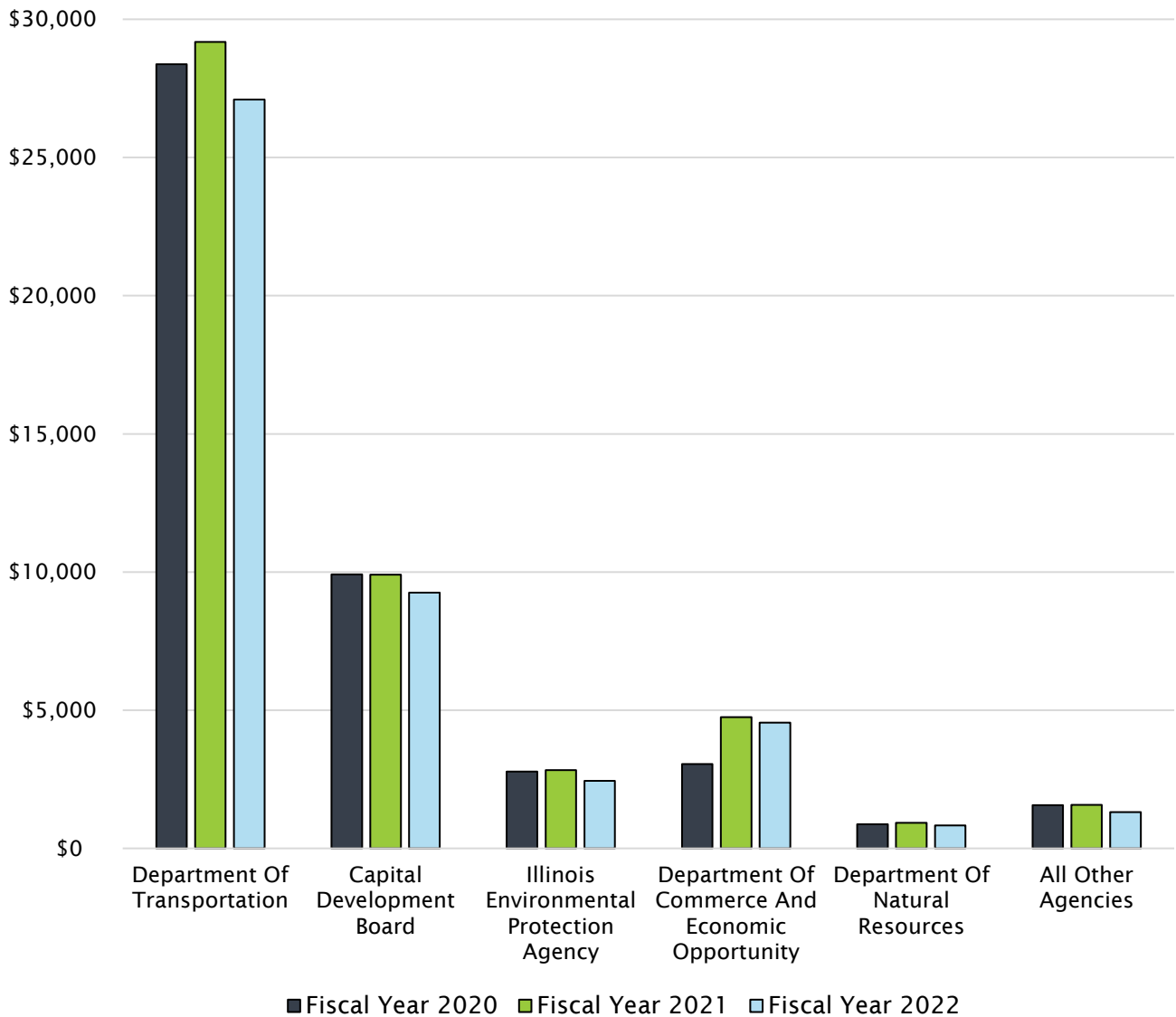
Agency (\$ millions)	Bonded	Pay-As-You-Go	Total
Department Of Transportation	\$ 11,410.3	\$ 15,686.4	\$ 27,096.7
New Appropriations	0.0	3,557.3	3,557.3
Reappropriations	11,410.3	12,129.1	23,539.4
Capital Development Board	\$ 9,193.3	\$ 56.8	\$ 9,250.1
New Appropriations	0.0	0.0	0.0
Reappropriations	9,193.3	56.8	9,250.1
Illinois Environmental Protection Agency	\$ 344.9	\$ 2,096.7	\$ 2,441.6
New Appropriations	0.0	652.5	652.5
Reappropriations	344.9	1,444.2	1,789.1
Department Of Commerce And Economic Opportunity	\$ 4,131.8	\$ 415.4	\$ 4,547.2
New Appropriations	0.0	0.0	0.0
Reappropriations	4,131.8	415.4	4,547.2
Department Of Natural Resources	\$ 459.9	\$ 366.1	\$ 826.0
New Appropriations	0.0	43.1	43.1
Reappropriations	459.9	322.9	782.9
All Other Agencies	\$ 973.1	\$ 341.2	\$ 1,314.2
New Appropriations	0.0	0.0	0.0
Reappropriations	973.1	341.2	1,314.2
Total	\$ 26,513.3	\$ 18,962.6	\$ 45,475.8

Capital Budget Overview

FISCAL YEARS 2020-2022 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2020, 2021 and 2022. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

EXHIBIT 3: CAPITAL APPROPRIATIONS AGENCY (\$ MILLIONS)

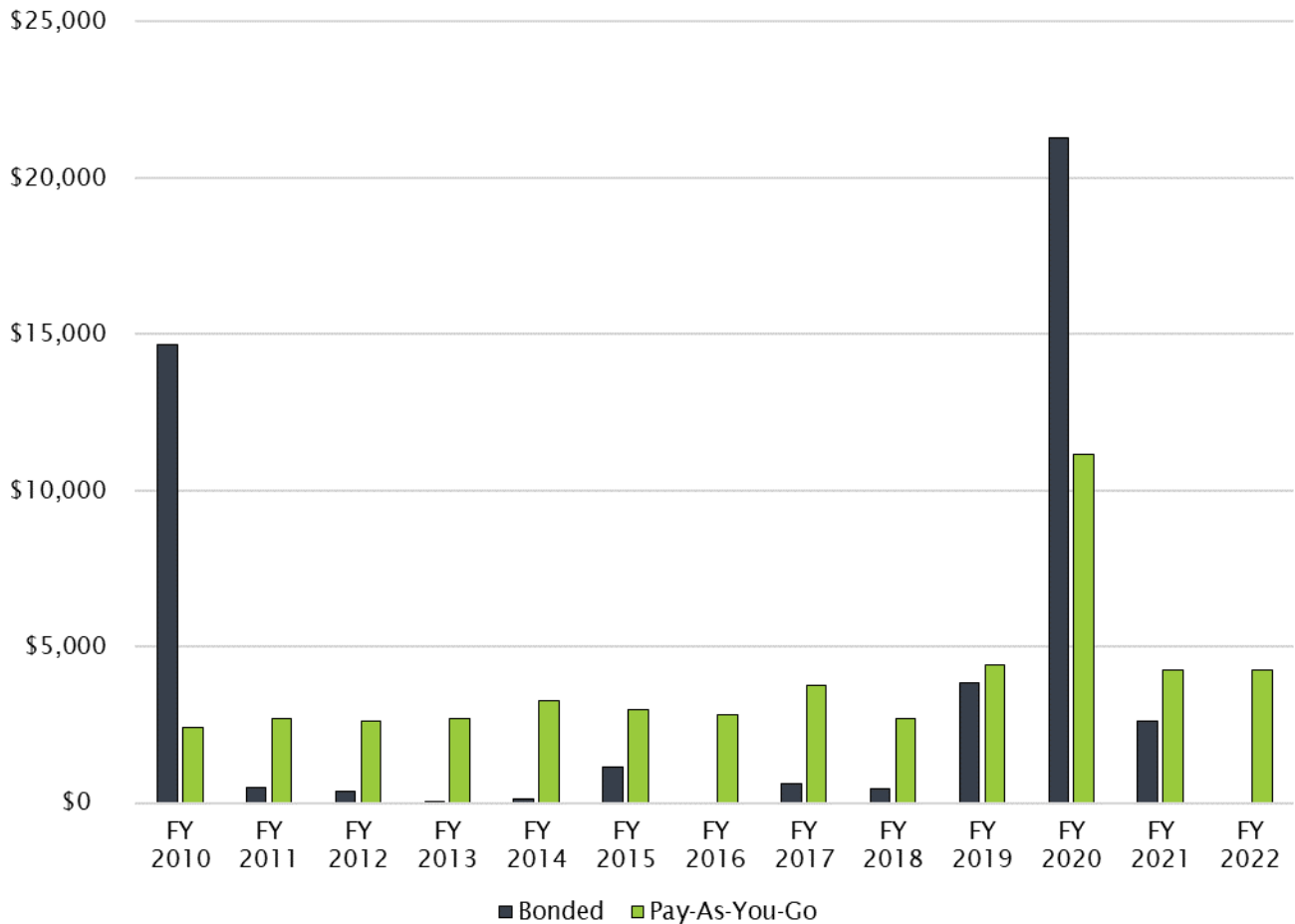


Capital Budget Overview

FISCAL YEARS 2010 – 2022 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 shows the breakdown of new bonded capital and new pay-as-you-go capital for each year from fiscal year 2010 to fiscal year 2022. This chart illustrates the scale of Rebuild Illinois enacted in fiscal year 2020, compared to recent capital appropriations.

EXHIBIT 4: NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED (\$ MILLIONS)



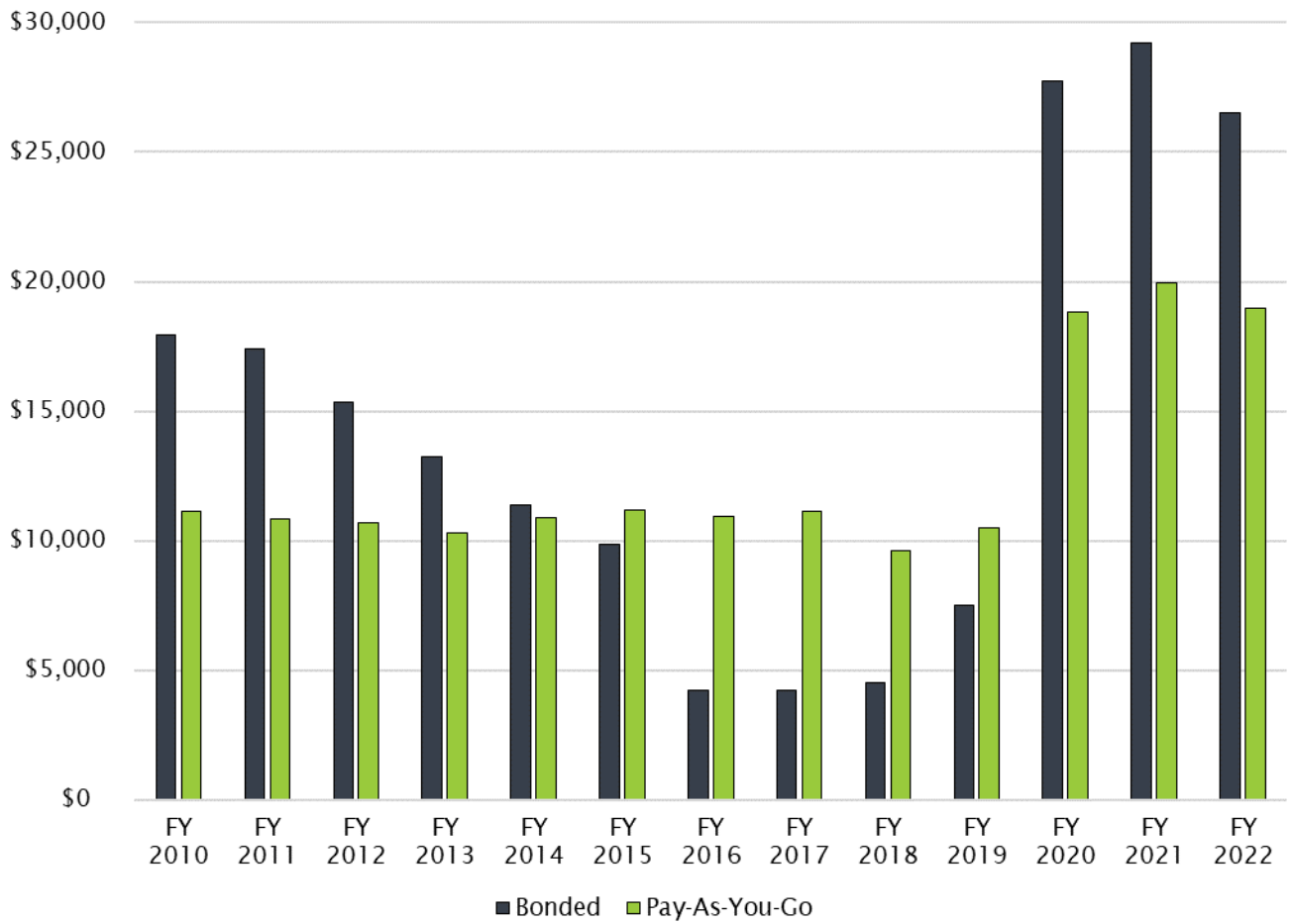
Note: A substantial portion of FY2019 appropriations appear as new due to the absence of a fully enacted budget in FY2016. Many of these appropriations originated in FY2010 as part of the Illinois Jobs Now! capital plan.

Capital Budget Overview

FISCAL YEARS 2010 – 2022 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2010 to fiscal year 2022.

EXHIBIT 5: TOTAL CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED (\$ MILLIONS)



Capital Budget Overview

TABLE I-A: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS

Table I-A summarizes each agency's capital appropriations by funding category for fiscal years 2020, 2021 and 2022.

Agency (\$ thousands)	FY 2020 Enacted Appropriation	FY 2021 Enacted Appropriation	FY 2022 Recommended Appropriation
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	\$ 369,278	\$ 364,978	\$ 359,803
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	369,278	364,978	359,803
Federal Funds - Pay-as-you-go	0	0	0
Legislative Agencies	\$ 369,278	\$ 364,978	\$ 359,803
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	369,278	364,978	359,803
Federal Funds - Pay-as-you-go	0	0	0
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	\$ 58,362	\$ 58,346	\$ 46,864
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	58,362	58,346	46,864
Federal Funds - Pay-as-you-go	0	0	0
Elected Officials And Elections	\$ 58,362	\$ 58,346	\$ 46,864
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	58,362	58,346	46,864
Federal Funds - Pay-as-you-go	0	0	0
GOVERNOR'S AGENCIES			
Department Of Commerce And Economic Opportunity	\$ 3,056,229	\$ 4,743,981	\$ 4,547,193
Other State Funds - Pay-as-you-go	416,200	415,400	415,400
Other State Funds - Bonded	2,640,029	4,328,581	4,131,793
Federal Funds - Pay-as-you-go	0	0	0
Department Of Natural Resources	\$ 873,908	\$ 921,364	\$ 825,996
Other State Funds - Pay-as-you-go	384,840	355,516	303,402
Other State Funds - Bonded	443,903	510,690	459,936
Federal Funds - Pay-as-you-go	45,166	55,158	62,658
Department Of Innovation and Technology	\$ 413,942	\$ 318,106	\$ 170,222
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	413,942	318,106	170,222
Federal Funds - Pay-as-you-go	0	0	0
Department Of Military Affairs	\$ 169,102	\$ 162,353	\$ 142,000
Other State Funds - Pay-as-you-go	75,539	75,000	70,000
Other State Funds - Bonded	93,563	87,353	72,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Public Health	\$ 15,000	\$ 15,000	\$ 15,000
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	15,000	15,000	15,000
Federal Funds - Pay-as-you-go	0	0	0

Capital Budget Overview

TABLE I-A: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS (CONTINUED)

Agency (\$ thousands)	FY 2020 Enacted Appropriation	FY 2021 Enacted Appropriation	FY 2022 Recommended Appropriation
Department Of Transportation	\$ 28,370,539	\$ 29,186,308	\$ 27,096,704
Other State Funds - Pay-as-you-go	14,840,942	15,457,768	15,144,269
Other State Funds - Bonded	13,171,447	12,885,110	11,410,265
Federal Funds - Pay-as-you-go	358,150	843,430	542,170
Capital Development Board	\$ 9,915,860	\$ 9,902,080	\$ 9,250,074
Other State Funds - Pay-as-you-go	57,931	57,513	56,762
Other State Funds - Bonded	9,857,929	9,844,567	9,193,312
Federal Funds - Pay-as-you-go	0	0	0
Illinois Environmental Protection Agency	\$ 2,779,991	\$ 2,831,276	\$ 2,441,616
Other State Funds - Pay-as-you-go	2,337,231	2,432,263	2,096,720
Other State Funds - Bonded	442,760	399,013	344,896
Federal Funds - Pay-as-you-go	0	0	0
Illinois Emergency Management Agency	\$ 6,815	\$ 0	\$ 0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	6,815	0	0
Federal Funds - Pay-as-you-go	0	0	0
Illinois Arts Council	\$ 50,025	\$ 50,025	\$ 50,025
Other State Funds - Pay-as-you-go	50,025	50,025	50,025
Other State Funds - Bonded	0	0	0
Federal Funds - Pay-as-you-go	0	0	0
Illinois Housing Development Authority	\$ 200,000	\$ 220,000	\$ 150,000
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	200,000	220,000	150,000
Federal Funds - Pay-as-you-go	0	0	0
Illinois State Police	\$ 0	\$ 122,500	\$ 122,500
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	122,500	122,500
Federal Funds - Pay-as-you-go	0	0	0
Governor's Agencies	\$ 45,851,412	\$ 48,472,993	\$ 44,811,330
Other State Funds - Pay-as-you-go	18,162,707	18,843,486	18,136,578
Other State Funds - Bonded	27,285,389	28,730,919	26,069,924
Federal Funds - Pay-as-you-go	403,316	898,588	604,828

Capital Budget Overview

TABLE I-A: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS (CONTINUED)

Agency (\$ thousands)	FY 2020 Enacted Appropriation	FY 2021 Enacted Appropriation	FY 2022 Recommended Appropriation
EDUCATION			
State Board Of Education	\$ 285,320	\$ 248,156	\$ 246,889
Other State Funds - Pay-as-you-go	255,928	222,424	221,157
Other State Funds - Bonded	29,391	25,732	25,732
Federal Funds - Pay-as-you-go	0	0	0
University of Illinois	\$ 0	\$ 935	\$ 935
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	935	935
Federal Funds - Pay-as-you-go	0	0	0
Illinois Community College Board	\$ 0	\$ 10,000	\$ 10,000
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	10,000	10,000
Federal Funds - Pay-as-you-go	0	0	0
Education	\$ 285,320	\$ 259,091	\$ 257,824
Other State Funds - Pay-as-you-go	255,928	222,424	221,157
Other State Funds - Bonded	29,391	36,667	36,667
Federal Funds - Pay-as-you-go	0	0	0
GRAND TOTAL	\$ 46,564,371	\$ 49,155,407	\$ 45,475,821
Other State Funds - Pay-as-you-go	18,418,636	19,065,910	18,357,735
Other State Funds - Bonded	27,742,420	29,190,909	26,513,258
Federal Funds - Pay-as-you-go	403,316	898,588	604,828

Note: Figures may not add due to rounding.

*The Illinois Housing Development Authority receives appropriations through their funding agent, the Department of Revenue.

Capital Budget Overview

TABLE I-B: FISCAL YEAR 2021 SUPPLEMENTAL APPROPRIATIONS

Table I-B summarizes the total recommended fiscal year 2021 supplemental capital appropriations. Unlike operating budget supplemental appropriations, capital supplemental appropriations are included in the fiscal year 2021 enacted values in this book and are assumed to be reappropriated in the proposed fiscal year 2022 budget. The recommended fiscal year 2021 supplemental changes below do not increase overall enacted appropriation values but reflect a technical change to existing appropriations.

Item (\$ thousands)	Fund	FY21 Enacted	FY21 Supplemental	Net Change to FY21 Appropriations
IEPA-Statewide-Deposit Into the Hazardous Waste Fund for Use Pursuant to Section 22.2 of the Environmental Protection Act	Build Illinois Bond Fund	59,680.9	0.0	(59,680.9)
IEPA-Statewide- For Use Pursuant to Section 22.2 of the Environmental Protection Act	Build Illinois Bond Fund	0.0	59,680.9	59,680.9
Grand Total Appropriations		\$ 59,680.9	\$ 59,680.9	\$ 0.0

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

Table II summarizes, by source, all revenues deposited into appropriated capital funds for fiscal years 2019 through 2022.

Source (\$ millions)	Actual FY 2019	Actual FY 2020	Estimated FY 2021	Projected FY 2022
State Taxes				
Motor Fuel Tax.....	1,350.5	2,318.7	2,287.9	2,524.0
Telecommunications Tax.....	49.0	46.5	41.7	37.5
Real Estate Transfer Tax.....	40.7	38.5	37.5	40.0
Other Taxes.....	0.4	0.3	0.2	0.0
Total State Taxes	1,440.5	2,403.9	2,367.3	2,601.5
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	1,456.0	1,611.5	2,299.1	2,193.8
Water Revolving Fund Loan Repayment.....	192.4	115.7	190.0	190.0
Bond Issue Proceeds.....	537.8	1,754.1	2,428.5	3,058.0
Licenses, Fees and Registrations.....	55.2	57.9	62.4	136.7
Sale of Property, Other Earnings and Net Transfers.....	230.1	179.0	329.0	299.0
Total Non-Tax State Sources	2,471.6	3,718.2	5,308.9	5,877.5
Federal Receipts	1,557.8	1,943.5	2,528.6	2,026.6
TOTAL RECEIPTS ALL SOURCES	5,469.9	8,065.6	10,204.8	10,505.5

Note: The FY2020 enacted budget included revenue increases from Rebuild Illinois that affect motor fuel tax.

Capital Budget Overview

TABLE III-A: ROAD FUND

Table III-A provides a summary of the receipts into the Road Fund and disbursements from the fund to various state agencies for fiscal years 2019 through 2022.

(\$ millions)	Actual 2019	Actual 2020	Estimated 2021	Projected 2022
Receipts				
State Sources				
Motor Vehicle and Operators License Fees.....	960.4	1,153.1	1,941.2	1,834.3
Transfers from Motor Fuel Tax Fund.....	304.1	355.5	312.1	323.6
Other Earnings, Reimbursements and Transfers.....	231.5	96.6	505.1	141.9
Total State Sources.....	1,495.9	1,605.2	2,758.3	2,299.8
Total Federal Sources.....	1,262.5	1,648.5	1,784.8	1,735.8
TOTAL RECEIPTS	2,758.4	3,253.7	4,543.1	4,035.6
Disbursements				
Expenditures*				
Department Of Transportation - Construction.....	1,148.8	954.2	1,667.3	1,820.2
Department Of Transportation - Operations.....	1,063.3	928.1	961.4	1,088.1
Department Of Transportation - All Other.....	116.4	239.4	267.2	189.1
Secretary Of State.....	1.5	1.7	2.5	2.5
Department Of Central Management Services -				
Group Insurance.....	118.0	161.5	171.5	131.0
All Other Agencies.....	3.9	4.5	6.4	6.4
Total Expenditures.....	2,451.9	2,289.5	3,076.3	3,237.2
Transfers				
Workers' Compensation Revolving Fund.....	20.3	21.4	23.2	15.4
Debt Service.....	338.7	378.5	451.7	628.3
Other Transfers.....	335.7	386.3	719.1	419.2
Total Transfers.....	694.7	786.2	1,194.1	1,062.8
TOTAL DISBURSEMENTS	3,146.6	3,075.7	4,270.4	4,300.0
SAMS Adjustment.....	(105.7)	(0.8)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(388.2)	178.0	272.8	(264.4)
plus: CASH BALANCE AT BEGINNING OF YEAR.....	624.2	341.6	520.4	793.2
equals: CASH BALANCE AT END OF YEAR	341.6	520.4	793.2	528.7

Note: *These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE III-B: MOTOR FUEL TAX FUND

Table III-B summarizes the receipts into the Motor Fuel Tax Fund and disbursements from the fund for fiscal years 2019 through 2022

(\$ millions)	Actual 2019	Actual 2020	Estimated 2021	Projected 2022
Receipts				
Non-allocable Receipts				
Refunds on Nontaxable Motor Fuel.....	15.8	29.0	34.7	35.8
International Fuel Tax Agreement to Other States.....	35.3	10.0	10.1	10.9
Allocable Receipts.....	1,226.3	1,222.2	1,110.3	1,207.4
TOTAL GROSS RECEIPTS	1,277.4	1,261.1	1,155.1	1,254.1
Disbursements				
Transfers				
State Construction Account Fund.....	218.2	207.5	177.9	197.2
Road Fund.....	304.1	355.5	312.3	345.9
Motor Fuel Tax Counties Fund.....	201.6	190.2	165.1	183.9
Motor Fuel Tax Municipalities Fund.....	282.8	266.7	231.6	257.8
Motor Fuel Tax Townships and Road Districts Fund.....	91.5	86.3	74.9	83.4
Grade Crossing Protection Fund.....	42.0	42.0	42.0	42.0
State Boating Act Fund.....	5.0	5.0	5.0	5.0
Other Funds.....	0.0	0.0	0.1	0.0
Total Transfers.....	1,145.2	1,153.3	1,009.0	1,115.3
Expenditures*				
Department Of Revenue (net IFTA and Refunds).....	44.8	38.4	42.5	45.5
Secretary Of State.....	1.3	1.3	1.3	1.4
Department Of Transportation.....	15.4	19.7	17.2	18.1
Illinois Environmental Protection Agency.....	23.0	23.0	23.0	23.0
Refunds on Nontaxable Motor Fuel.....	15.8	29.0	34.2	35.8
International Fuel Tax Agreement to Other States.....	35.3	10.0	10.1	10.9
Total Expenditures.....	135.7	121.4	128.3	134.8
TOTAL DISBURSEMENTS	1,280.9	1,274.6	1,137.3	1,250.1
SAMS Adjust ment.....	(0.3)	0.0	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(3.5)	(13.5)	17.8	4.0
plus: CASH BALANCE AT BEGINNING OF YEAR.....	112.2	109.0	95.5	113.3
equals: CASH BALANCE AT END OF YEAR	109.0	95.5	113.3	117.4

Note: *These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2022

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2022.

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals	minus Disbursements		equals
		Revenue from		Transfers In	Total Resources	Transfers Out	Warrants Issued	Cash Balance, End of Year
		State Sources	Federal Sources					
HIGHWAY FUNDS	1,675,421	4,831,656	1,735,820	2,053,034	10,295,932	2,992,426	5,864,655	1,438,851
SPECIAL STATE FUNDS	433,136	834,297	172,633	188,338	1,628,404	302,060	1,037,521	288,823
BOND FINANCED FUNDS	1,427,863	2,790,000	0	0	4,217,863	0	3,031,522	1,186,341
FEDERAL TRUST FUNDS	5,380	3,703	103,566	0	112,649	0	106,966	5,683
STATE TRUST FUNDS	117,721	800	14,521	0	133,042	11	8,825	124,206
GRAND TOTAL	3,659,521	8,460,456	2,026,541	2,241,372	16,387,890	3,294,497	10,049,489	3,043,904

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2022

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2022.

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS								
Downstate Mass Transportation Capital Improvement	35,474	0	0	23,895	59,368	0	45,000	14,368
Grade Crossing Protection	138,736	0	0	42,000	180,736	3,019	24,922	152,795
Motor Fuel Tax	113,317	1,254,052	53	0	1,367,422	1,115,302	134,757	117,363
Motor Fuel Tax Counties	0	0	0	185,005	185,005	0	185,005	0
Motor Fuel Tax Municipalities	0	0	0	259,461	259,461	0	259,461	0
Motor Fuel Tax Townships and Road Districts	0	0	0	83,968	83,968	0	83,968	0
Regional Transportation Authority Capital Improvement	314,263	0	0	215,052	529,315	0	125,000	404,315
Road	793,187	1,833,852	1,735,767	465,937	4,828,744	1,062,848	3,237,155	528,741
State Construction Account	192,518	538,383	0	777,717	1,508,618	69	1,387,074	121,475
Transportation Renewal	87,926	1,205,369	0	0	1,293,295	811,187	382,313	99,795
TOTAL HIGHWAY FUNDS	1,675,421	4,831,656	1,735,820	2,053,034	10,295,932	2,992,426	5,864,655	1,438,851
SPECIAL STATE FUNDS								
Adeline Jay Geo- Karis Illinois Beach Marina	362	317	0	0	679	106	10	563
Downstate Transit Improvement	10,819	0	0	0	10,819	0	9,900	919
Federal High Speed Rail Trust	14,238	0	28,000	0	42,238	0	35,000	7,238
Illinois Forestry Development	2,401	1,875	1,071	0	5,348	0	2,594	2,754
Illinois Habitat	8,560	1,252	0	0	9,812	168	1,182	8,462
Illinois National Guard Construction	11,150	0	4,600	0	15,750	0	8,700	7,050
Illinois Wildlife Preservation	3,749	283	25	229	4,286	0	200	4,086
Natural Areas Acquisition	16,885	12,036	15	0	28,937	95	9,775	19,066
Off- Highway Vehicle Trails	1,769	395	0	0	2,164	0	500	1,664
Open Space Lands Acquisition and Development	54,485	28,001	0	0	82,486	50,035	21,002	11,449
Park and Conservation	4,438	25,468	1,134	10,000	41,039	239	37,133	3,667
Partners for Conservation Projects	1,424	0	0	0	1,424	0	0	1,424
Plugging and Restoration	3,519	1,954	0	0	5,473	750	604	4,119
Rail Freight Loan Repayment	505	2	0	0	507	0	300	207
Rebuild Illinois Projects	0	77,000	0	0	77,000	25,000	45,000	7,000
School Infrastructure	57,951	37,508	0	172,901	268,360	199,656	96	68,607
Snowmobile Trail Establishment	672	127	0	0	799	0	62	736
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	256	4,940	2,011	5,040	12,247	129	12,067	50
State Furbearer	706	71	0	27	803	0	0	803
State Migratory Waterfowl Stamp	4,984	974	0	0	5,957	0	540	5,417
State Parks	204	9,965	0	0	10,169	96	9,986	87
State Pheasant	4,252	359	0	141	4,753	0	152	4,601
State Rail Freight Loan Repayment	4,368	365	0	0	4,732	0	0	4,732
Underground Storage Tank	43,986	66,477	0	0	110,463	24,012	41,888	44,563
Water Revolving	155,541	521,501	120,000	0	797,042	1,428	727,396	68,218
Wildlife and Fish	25,912	43,428	15,777	0	85,117	347	73,433	11,338
TOTAL SPECIAL STATE FUNDS	433,136	834,297	172,633	188,338	1,628,404	302,060	1,037,521	288,823

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2022 - CONTINUED

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
BOND FINANCED FUNDS								
Anti- Pollution	31,164	20,000	0	0	51,164	0	43,000	8,164
Build Illinois Bond	365,804	350,000	0	0	715,804	0	440,149	275,655
Capital Development	243,655	850,000	0	0	1,093,655	0	892,155	201,499
Multi- Modal Transportation Bond	167,076	500,000	0	0	667,076	0	550,480	116,596
School Construction	850	0	0	0	850	0	732	118
Transportation Bond, Series A	366,334	900,000	0	0	1,266,334	0	865,730	400,604
Transportation Bond, Series B	148,796	150,000	0	0	298,796	0	190,113	108,683
Transportation Bond, Series D	104,184	20,000	0	0	124,184	0	49,163	75,021
TOTAL BOND FINANCED FUNDS	1,427,863	2,790,000	0	0	4,217,863	0	3,031,522	1,186,341
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation	3208	1	9,415	0	12,624	0	9,210	3,414
Council Federal Trust								
Federal Mass Transit Trust	0	0	29,925	0	29,925	0	29,925	0
Federal Title IV Fire Protection Assistance	367	0	53	0	420	0	161	259
Federal/State/Local Airport	1,533	3,053	63,993	0	68,579	0	66,817	1,762
Flood Control Land Lease	12	649	0	0	661	0	656	6
Forest Reserve	259	0	180	0	439	0	198	241
TOTAL FEDERAL TRUST FUNDS	5,380	3,703	103,566	0	112,649	0	106,966	5,683
STATE TRUST FUNDS								
Abandoned Mined Lands Reclamation Set- Aside	66,819	800	4,567	0	72,185	0	0	72,185
Capital Development Board	49,583	0	0	0	49,583	11	7,500	42,072
Contributory Trust								
Land and Water Recreation	1319	0	9,955	0	11,274	0	1,325	9,949
TOTAL STATE TRUST FUNDS	117,721	800	14,521	0	133,042	11	8,825	124,206
GRAND TOTAL	3,659,521	8,460,456	2,026,541	2,241,372	16,387,890	3,294,497	10,049,489	3,043,904

Capital Budget Overview

FISCAL YEAR 2022 SOURCES AND USES OF APPROPRIATIONS

Chart 1: Sources of FY22 New Appropriations

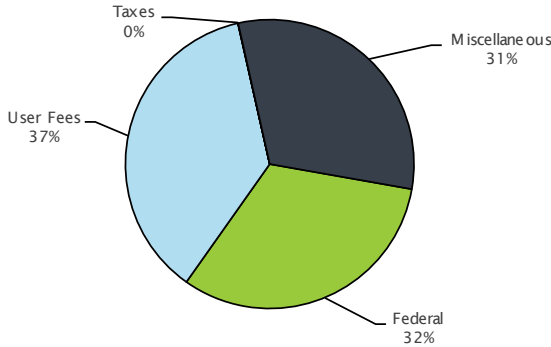
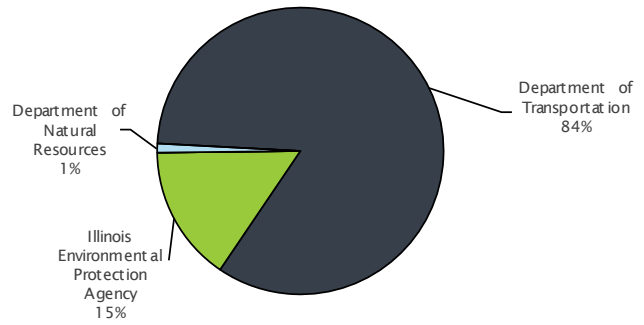


Chart 2: Uses of FY22 New Appropriations



(\$ thousands)	Department of Transportation	Illinois Environmental Protection Agency	Capital Development Board	Department of Commerce and Economic Opportunity	Department of Natural Resources	All Other Agencies	Total
Federal	1,220,374	122,057	0	0	19,375	0	\$ 1,361,807
User Fees	1,350,638	193,260	0	0	15,059	0	\$ 1,558,956
Taxes	0	0	0	0	1,493	0	\$ 1,493
GO Bond	0	0	0	0	0	0	\$ 0
Build Illinois Bond	0	0	0	0	0	0	\$ 0
Miscellaneous	986,289	337,183	0	0	7,213	0	\$ 1,330,685
Total	\$ 3,557,301	\$ 652,500	\$ 0	\$ 0	\$ 43,140	\$ 0	\$ 4,252,941

Chart 3: Sources of FY22 Reappropriations

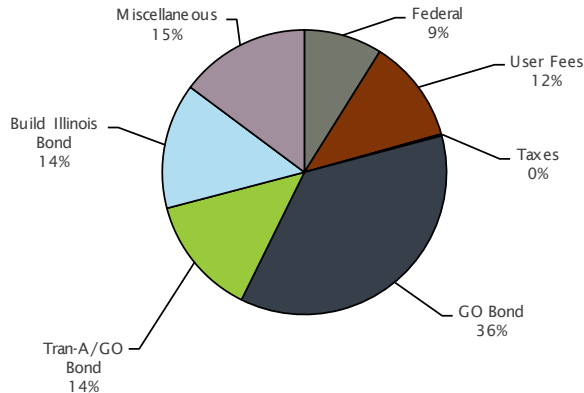
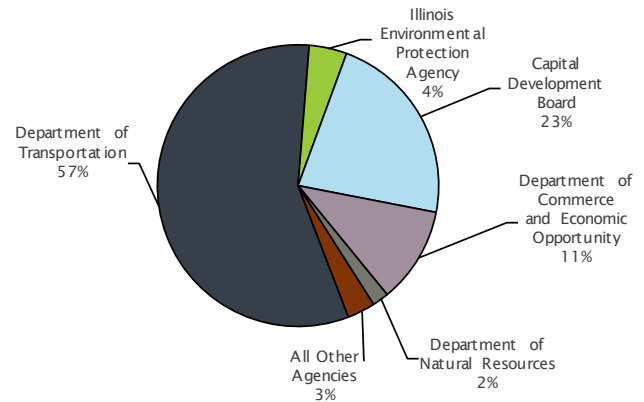


Chart 4: Uses of FY22 Reappropriations



(\$ thousands)	Department of Transportation	Illinois Environmental Protection Agency	Capital Development Board	Department of Commerce and Economic Opportunity	Department of Natural Resources	All Other Agencies	Total
Federal	3,260,783	270,158	0	0	68,853	70,000	\$ 3,669,794
User Fees	3,771,118	427,754	56,762	390,200	154,548	50,025	\$ 4,850,407
Taxes	0	0	0	0	46,813	37,084	\$ 83,897
GO Bond	5,796,005	139,000	8,015,381	41,134	341,368	684,536	\$ 15,017,423
Tran-A/GO Bond	5,614,261	0	0	0	0	0	\$ 5,614,261
Build Illinois Bond	0	205,896	1,177,932	4,090,859	118,568	288,519	\$ 5,881,774
Miscellaneous	5,097,236	746,308	0	25,000	52,707	184,073	\$ 6,105,324
Total	\$ 23,539,403	\$ 1,789,116	\$ 9,250,074	\$ 4,547,193	\$ 782,856	\$ 1,314,238	\$ 41,222,879

Note: Miscellaneous category includes loan repayments, investment income and settlements.

CHAPTER 3

AGENCY BUDGET DETAIL



Illinois State Capital Budget Fiscal Year 2022

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Agency Budget Detail: Capital Development Board

CAPITAL DEVELOPMENT BOARD

401 South Spring Street
William G. Stratton Office Building
3rd Floor
Springfield, IL 62794
217.782.2864
www2.illinois.gov/CDB



MAJOR RESPONSIBILITIES AND MISSION

The Capital Development Board (CDB) is the state's non-transportation construction management agency. CDB is responsible for overseeing the construction, renovation and rehabilitation of the state's more than 8,700 buildings, including office spaces, correctional facilities, universities, mental health hospitals and state parks. CDB also administers construction grants for early childhood education centers, schools and healthcare providers.

FIVE-YEAR PLAN

CDB serves other state agencies and higher education institutions in procurement and management of capital projects, from routine maintenance to large-scale new construction. Under the Rebuild Illinois framework, CDB will continue to address the most critical needs across the state, including replacing outdated and deteriorating spaces with new, safe, innovative and efficient facilities.

FISCAL YEAR 2022 CAPITAL BUDGET

Rebuild Illinois was designed as a six-year plan, with enough appropriation authority to allow for the consistent, sustainable execution of capital projects. As such, the fiscal year 2022 recommended budget includes no new appropriations for CDB. The agency will use existing appropriation authority to continue working through the backlog of deferred maintenance at state facilities and higher education institutions, as well as manage strategic new construction projects and grants.

BUDGET HIGHLIGHTS

The recommended fiscal year 2022 capital budget includes reappropriations of all fiscal year 2021 enacted lines, as well as over \$7 billion in reappropriations for Rebuild Illinois initiatives such as:

- \$2.7 billion for public higher education deferred maintenance, programmatic projects and grants;
- \$2.4 billion for state facility deferred maintenance and improvement projects;
- \$1.1 billion to support new state facility construction projects and large-scale renovations for programmatic improvements; and
- Over \$850 million for grants to support healthcare, education and innovation projects around the state.

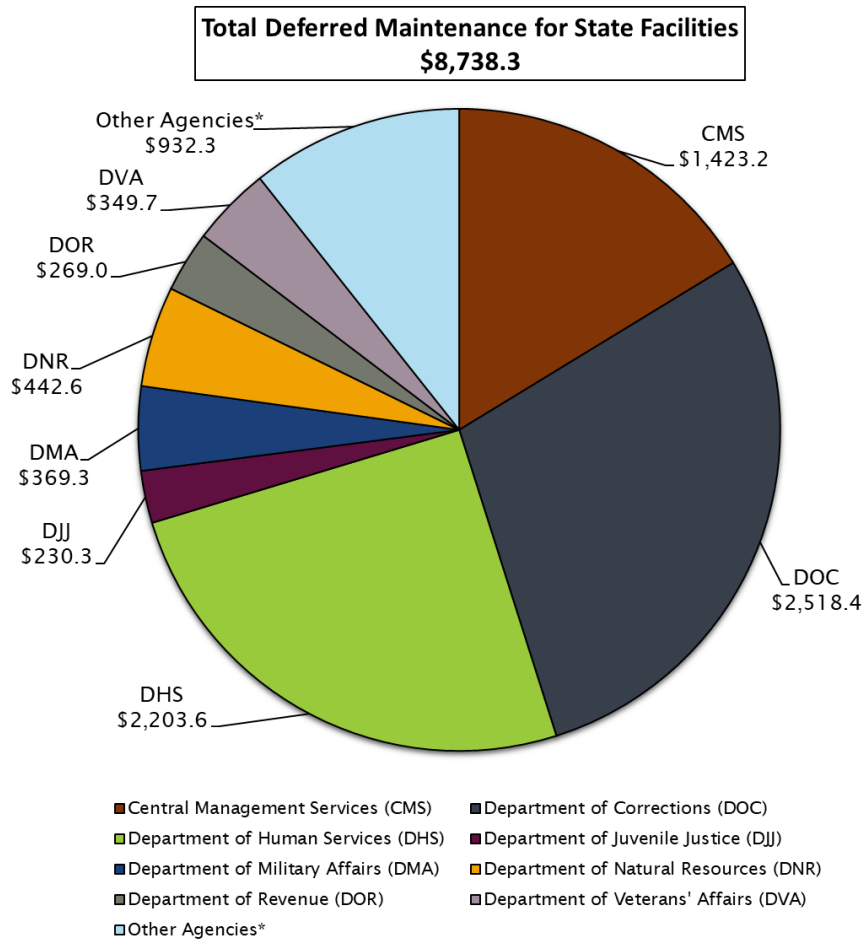
Agency Budget Detail: Capital Development Board

INVESTMENTS IN STATE FACILITIES

Illinois' state facilities are diverse, with spaces such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages, state park lodges and historic structures. The state is responsible for keeping these assets safe for the public and ensuring that they can be used in the appropriate manner. While past investments in the state's aging infrastructure have been sporadic, Rebuild Illinois will allow CDB to address the needs of state facilities across Illinois. More than \$2.6 billion of the plan's state facility funding will be dedicated to investments in state assets to upgrade or replace broken, outdated infrastructure. Projects are identified on an ongoing basis based on a review of priorities and needs. This funding supports efficiency, productivity, health and safety at state-owned buildings.

The Governor's Office and the Governor's Office of Management and Budget have released nearly \$730 million for state facility improvements, with hundreds of projects underway. These projects are replacing outdated and inefficient systems, improving facilities for employees and residents, and finally beginning to address the backlog of delayed projects. Prioritizing these long-delayed renovations, rehabilitations and upgrades is a key component of the Rebuild Illinois capital program. The following exhibits illustrate estimated deferred maintenance across state facilities.

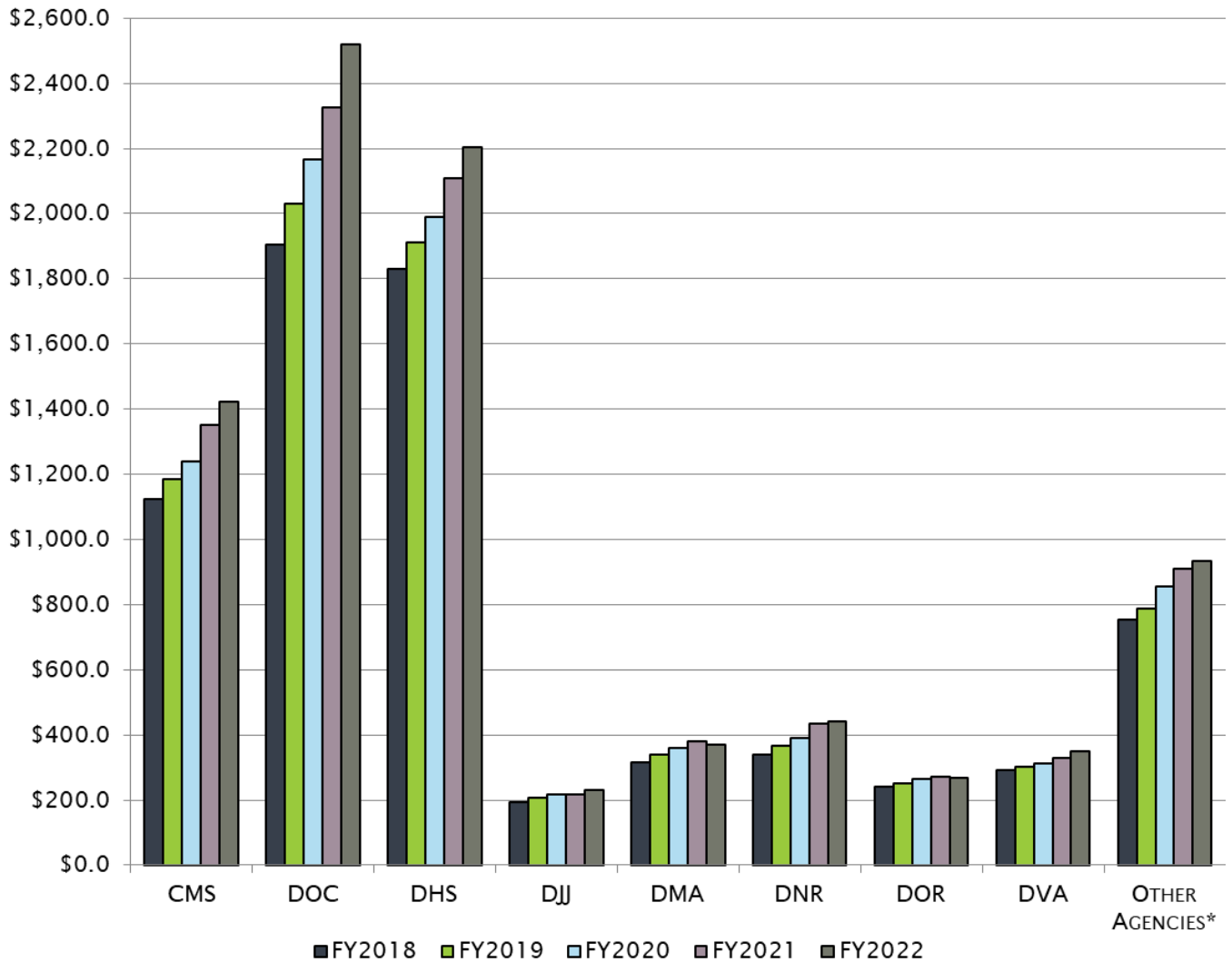
EXHIBIT 1 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2022 (\$ MILLIONS)



*Other agencies include the Department of Agriculture, Department of Public Health, Illinois Courts, Illinois State Police and Office of the Secretary of State.

Agency Budget Detail: Capital Development Board

EXHIBIT 2 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2018-2022 (\$ MILLIONS)



*Other agencies include the Department of Agriculture, Department of Public Health, Illinois Courts, Illinois State Police and Office of the Secretary of State.

Note: Due to the multi-year nature of capital projects, declines in the accrual of statewide deferred maintenance from the increased investment levels of Rebuild Illinois are anticipated to begin in the later years of the plan as projects released in the first years of Rebuild Illinois reach completion.

Agency Budget Detail: Capital Development Board

REBUILD ILLINOIS STATE FACILITY PROJECT DETAILS

Each agency CDB serves has unique needs, and the flexibility provided by Rebuild Illinois emergency, escalation and deferred maintenance funding is designed to allow CDB to address a variety of projects. The table below summarizes agency plans and goals, with examples illustrating some of the projects that CDB is poised to address in the coming years.

Agency Mission and Capital Goals
Abraham Lincoln Presidential Library and Museum (ALPLM)
ALPLM collects, preserves, interprets and promotes the study of the life and times of Abraham Lincoln and all Illinois history. Over the next five years, ALPLM plans to maintain the buildings and grounds to preserve collections and attract and retain visitors; improve the property to reduce utility costs and environmental impacts; and adapt the Museum facility and exhibits to stay relevant and attract visitors.
Projects Include: Mechanical system and chiller upgrades; energy efficiency updates; and roof repairs
Illinois Department of Agriculture (IDOA)
IDOA is responsible for two of the most widely used event venues in the state, the Illinois State Fairgrounds in Springfield and the Du Quoin State Fairgrounds in Du Quoin. The maintenance, repair and improvement of these facilities are essential to department operations and for safe enjoyment by visitors.
Projects Include: Road resurfacing; HVAC upgrades and chiller/boiler replacements; strategic demolition of structures which have deteriorated beyond repair; and various electrical system upgrades
Department of Central Management Services (CMS)
CMS' mission is to provide customer-focused service and support for executive agencies through an administrative culture of quality, continuous improvement and respect for people. CMS manages office space and facilities for state workers with the goal of meeting functional service needs at the lowest cost to taxpayers.
Projects Include: Construction of a new central computing facility; renovation and rehabilitation of the Springfield Armory building; renovation of the Bilandic building; HVAC system and lighting upgrades; and emergency generator replacement
Department of Corrections (DOC)
The mission of DOC is to serve justice in Illinois and increase public safety by promoting positive change in offender behavior, operating successful re-entry programs and reducing victimization. To accomplish this mission, DOC must consider how the conditions of their facilities impact the lives of over 12,000 staff and 30,000 offenders. These individuals are spread throughout Illinois in a system comprised of 29 correctional facilities and 5 satellites. These locations house a total of over 1,200 buildings, including healthcare facilities, living quarters, classrooms, dietaries and warehouses.
Projects Include: Strategic demolition of structures no longer used or in disrepair; renovation of restrooms, showers and heating units; roofing system replacements; technology and fiber upgrades; update or replacement of mechanical systems; and plumbing upgrades
Department of Human Services (DHS)
DHS' mission is to provide equitable access to social services, programs and resources to enhance the lives of all they serve. As part of that mission, DHS operates sixteen 24/7 facilities to allow all people in Illinois to achieve their full potential. These facilities consist of six mental health hospitals, six developmental centers, one mental health hospital/developmental center, one treatment and detention facility, one residential school for the visually impaired and one residential school for the deaf. DHS prioritizes infrastructure improvements to provide a safe and comfortable environment for staff, patients and residents served.
Projects Include: Residential room upgrades; upgrades to fire alarm and sprinkler systems; roof replacements; road, sidewalk and parking lot repairs; updated security infrastructure; and mechanical room and power plant upgrades

Agency Budget Detail: Capital Development Board

Agency Mission and Capital Goals, continued
Department of Juvenile Justice (DJJ)
DJJ aims to build a developmental, restorative, functional custody model for youth incarcerated in Illinois. The department's capital projects will contribute to this goal through construction and renovation by creating environments that are developmentally healthy, trauma-informed and appropriate for youth in the state's custody.
Projects Include: Rehabilitation/renovation of the former Lincoln Developmental Center (DHS) into a DJJ facility; roof replacements; and HVAC system and boiler replacements
Illinois Department of Revenue (IDOR)
IDOR is the primary taxing body for the State of Illinois, and is tasked with the fair, consistent, and efficient administration and collection of Illinois taxes. IDOR occupies six locations in Illinois and has field employees stationed throughout the United States. IDOR's primary headquarters is the Willard Ice Building (WIB), at 101 West Jefferson Street in Springfield, with secondary headquarters in the James R. Thompson Center in Chicago. The WIB is the primary focus for IDOR's capital budget requests due to its size, aged mechanical systems and critical importance to the agency.
Projects Include: Mechanical systems upgrades; security improvements; parking ramp stabilization and rehabilitation; and correction of water infiltration
Department of Veterans' Affairs (DVA)
The mission of DVA is to empower veterans and their families to thrive. DVA helps them navigate the system of federal, state, and local resources and benefits, by providing long-term health care for eligible veterans in veterans' homes, and by partnering with other agencies and nonprofits to help veterans address education, mental health, housing, employment and other challenges. DVA currently operates four Illinois Veterans' Homes in Anna, LaSalle, Manteno and Quincy with the fifth home in Chicago scheduled to open in fiscal year 2021.
Projects Include: Quincy Veterans' Home campus reconstruction; replacement of generators, chillers, and boilers; upgrades to fire alarm systems; roofing replacements; and upgrades/replacements of air handling units
Illinois Courts
The State of Illinois Judicial Branch is responsible for maintaining five courthouses throughout Illinois: the Supreme Court Building in Springfield; the Second District Appellate Courthouse in Elgin; the Third District Appellate Courthouse in Ottawa; the Fourth District Appellate Courthouse in Springfield; and the Fifth District Appellate Courthouse in Mt. Vernon.
Projects Include: Window and beam repairs; brick masonry repair; and correction of water infiltration
Illinois Emergency Management Agency (IEMA)
The primary responsibility of IEMA is to better prepare the State of Illinois for natural, manmade or technological disasters, hazards, or acts of terrorism. IEMA has a significant physical footprint in Springfield, with the state-owned State Emergency Operations Center (and IEMA headquarters) building. IEMA also has staff in various regional offices and radiological sites throughout the state. Infrastructure projects assist IEMA in coordinating disaster mitigation, preparedness, response and recovery activities.
Projects Include: Laboratory upgrades; technology infrastructure upgrades; and establishment of microgrids powered by renewable energy sources
Illinois State Police (ISP)
ISP is a multi-faceted police agency that specializes in enforcing the laws, protecting the public, and providing an array of specialty services to local, state and federal agencies. The most significant responsibility of the ISP is the safety of citizens through law enforcement, patrol, investigations, forensic services, safety education, intelligence and technical assistance. To meet these responsibilities, ISP has personnel assigned to more than 60 facilities throughout the state.
Projects Include: Construction of a new crime lab and administrative facilities; upgrades to HVAC systems and generators; elevator renovations; and roofing system replacements

Agency Budget Detail: Capital Development Board

CDB is committed to reversing the cycle of steadily accruing deferred maintenance by working with agencies to both decrease the backlog of long-delayed projects and to address the most critical facility projects as they arise. CDB also continues to evaluate and implement programmatic investments in state-owned space that involve new construction, large-scale renovation and upgrades.

DEFERRED MAINTENANCE PROJECTS

Rebuild Illinois included funding for CDB to begin approximately \$400 million worth of deferred maintenance projects annually. CDB is currently managing over 350 projects for state agencies, including emergency life/safety projects, deferred maintenance projects and strategic new construction or large-scale renovations. Below are some of the issues that CDB is addressing at various state facilities.

DEPARTMENT OF CORRECTIONS

CDB is currently managing over 70 projects at DOC facilities. At Menard Correctional Center, the general store and kitchen/dining complex are slated for replacement. The general store is a 14,356 square foot, one-story building established in 1903. The kitchen/dining complex is a 35,060 square foot, 3-story building established 123 years ago in 1898. CDB is commissioning work that includes demolition of the existing structures and construction of two new buildings to replace them. This much needed project will increase operational efficiencies at DOC and is expected to cost approximately \$25 million.

At Logan Correctional Center, CDB will spend approximately \$150,000 to assess and remediate mold in the gym.

At Pontiac Correctional Center, CDB is replacing approximately 53,500 square feet of shingle roofing on the North and South Cell Houses. The scope of work also includes removing and replacing the existing shingle roofing, underlayment, valleys, flashings and gutters. Additionally, approximately 8,740 square feet of roofing on the resident's dining room will be repaired and re-coated. Masonry upgrades are also underway to repair or replace sections of existing exterior masonry, including brick work.

At Dixon Correctional Center, approximately \$1.1 million will be spent to replace the roof on three buildings: a security operations building, established in 1921; an administration building, established in 1916; and a residence building constructed in 1938. The scope of work provides for replacing approximately 42,350 square feet of steep sloped roofing, including partial deck replacement, new gutters and downspouts, shingles, underlayment, membrane, insulation, metal edging, flashings and wood trim replacement. Roofs are also being replaced at Vienna Correctional Center for two buildings constructed in 1971 and 1965. The \$1.3 million project provides for removal and replacement of approximately 33,000 square feet of roofing on the vocational school building and water treatment plant. The work also provides for brick repair, deck repair and replacing three air-cooled condensing units.



Mold in the Logan Correctional Center gym is being remediated by CDB.

Agency Budget Detail: Capital Development Board

In addition to beginning projects that address roofing, security, mechanical and electrical systems, CDB is also partnering with DOC to begin identifying and removing buildings on DOC campuses that are unutilized, deteriorating, present safety hazards or otherwise provide no value to the department. This includes demolition of structures like structurally unsound barns, guard towers and storage facilities.



Visibly deteriorated structures slated for demolition at DOC facilities. Top: Loafing Barn at Menard Correctional Center; Bottom: East Barn at Vienna Correctional Center; Right: Dixon Correctional Center Cold Storage Building

DEPARTMENT OF HUMAN SERVICES

CDB is currently managing nearly 70 projects at DHS facilities. Projects are underway at various DHS sites for critical roofing system upgrades. This includes \$1.5 million for Choate Mental Health and Developmental Center in Anna, which is a 53-building facility established in 1872. The scope of work provides for removing and replacing approximately 60,000 square feet of roofing on 12 buildings. The work also includes brick work, window glazing, door replacement, asbestos abatement and carpentry. Additionally, at Murray Developmental Center in Centralia, an \$886,000 project will remove and replace the 30,000 square foot roof on the Elm Cottage. Another roofing project is expected to cost \$2 million and will replace roofing on approximately 202,000 square feet of roofing at the Rushville Treatment and Detention Center.

Agency Budget Detail: Capital Development Board



Boiler to be replaced at Elgin Mental Health Center

Rebuild Illinois also included \$22.7 million for replacement of the power plant at the Elgin Mental Health Center. The original power plant was constructed in 1900 with an addition added in the 1960s. The plant has since deteriorated, requiring a new roof, brick work of the exterior and major interior renovations. The current plant is also oversized and inefficient to operate. The boilers produce steam to provide heat to each building, including supplying heat to the kitchen to cook food, and providing domestic hot water. All of the electrical supply originates in this power plant. This equipment, installed in 1947 and originally coal-burning, was converted to natural gas in the 1970s. Replacement parts for the boilers are no longer manufactured.

While the current power plant is located on five acres of land that is not associated with the main campus of the Elgin Mental Health Center, the new power plant will be located on the main campus and will have new efficient gas boilers designed for the current needs of the facilities. The structure will be smaller and also house areas for trade shops, road salt storage, additional parking and a new electrical distribution system. Preliminary design is underway, with construction to begin in fiscal year 2022.

Additional work underway at Elgin includes a \$1.6 million project for chiller replacement at the Forensic Treatment building. The facility is a 140,000 square foot, 2-story building established in 1996 which houses forensic mental health evaluation and treatment services, coordinating inpatient and outpatient placements. The scope of work for this project includes replacing an existing steam absorption chiller with an electric centrifugal chiller, as well as the associated cooling tower, pumps, controls, electrical feeds and any other related work required to bring the system into compliance with current applicable standards.

PROGRAMMATIC PROJECTS

QUINCY VETERANS' HOME

The Illinois Veterans' Home at Quincy is the largest and oldest of the Illinois Veterans' homes. Situated on approximately 220 acres, the campus is located in western Illinois along the Mississippi River in Adams County. The home has experienced outbreaks of Legionnaires' disease attributed to poor potable water quality. Through \$230 million provided in the Rebuild Illinois capital plan, CDB will construct a new nursing home on the Quincy Veterans' Home campus.

The project is a complex mix of demolitions, renovations and additions with major new building footprints located at the heart of the campus. The infrastructure and utility upgrades extend past this immediate area of impact and serve to upgrade connectivity to other buildings on campus. The completed project will create a welcoming sense of arrival that announces a completely reimagined and invigorated campus. The scope of work for construction of the new nursing home and domiciliary on the Quincy Veterans' Home campus provides for the accommodation of up to 290 beds.

Agency Budget Detail: Capital Development Board

JOLIET IN-PATIENT TREATMENT CENTER



Joliet In-Patient Treatment Center under construction in January 2021

CDB is currently constructing a dedicated in-patient treatment center for the Department of Corrections in Joliet. The new 200-bed facility will provide treatment and care for psychiatric patients and general medical care for patients under the custody of DOC. The state-of-the-art facility will provide high-quality care with sustainable, energy-efficient and environmentally friendly design that maximizes natural light. The new facility will provide an environment suitable for treatment and care of approximately 150 psychiatric patients and 50 general medical care patients. Construction is approximately 70 percent complete, with an anticipated completion date in the fall of 2021.

LINCOLN DEVELOPMENTAL CENTER

DJJ is partnering with CDB to move forward with its new community-based, rehabilitative and restorative model by bringing a new Illinois Youth Center to Lincoln. While 40 percent of youth committed to DJJ originate from Central Illinois, there is currently no secure facility in the region, making it impossible to house those youth near their families and communities of origin.

Utilizing a portion of the \$60 million provided to DJJ by the Rebuild Illinois capital plan, the scope of work for this project includes remodeling two cottages to house up to 30 youth, as well as renovation of cottages for classrooms and administrative use. A new multipurpose building housing a gymnasium, dietary, classrooms and offices will be constructed. Work will also include upgrading mechanical, electrical, plumbing and fire protection systems, providing a new athletic field and an outdoor basketball court, and sidewalk and roadway improvements.

Agency Budget Detail: Capital Development Board

CHICAGO VETERANS' HOME



Top: South entrance of the Chicago Veterans' Home
Bottom: Common area kitchen in the new home

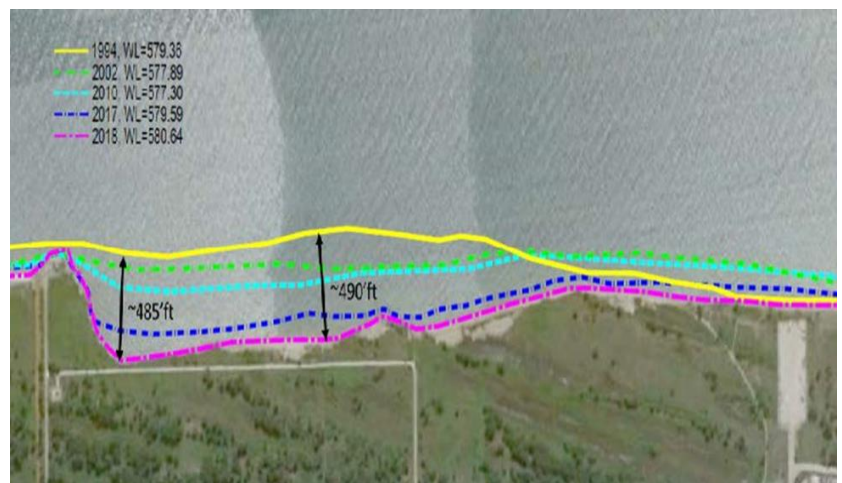
Construction of the new Chicago Veterans' Home was substantially completed in November 2020. Governor Pritzker commemorated the opening of the new home, the first state veterans' retirement facility to open in 20 years and the first to serve the Chicagoland area, on Veterans' Day.

The new 187,000 square foot, 5-story facility is located on the northwest side of Chicago and embraces the U.S. Department of Veterans Affairs Community Living Center (CLC) guidelines, which advocate a culture change from a medical model to a resident-centered model of care. The facility is a 200-bed veterans' home situated on a portion of the Chicago-Read Mental Health Center site. Unlike many nursing homes of the past, a community living center resembles a family home as much as possible. The architecture of the Chicago Veterans' Home emphasizes a focus on residential living by creating 16 total "households." Four of the households are specifically dedicated to residents with dementia care needs. Each floor is outfitted with original artwork in the form of colorful murals by local artist Indira Johnson. DVA anticipates opening the home to residents in mid-2021.

ILLINOIS STATE BEACH

Rebuild Illinois included \$45 million for shoreline stabilization of the Illinois state beach in Zion.

Illinois Beach State Park represents the final remaining natural, undeveloped lakefront in Illinois and has long experienced erosion of its shoreline. Because of the geologic creation of the park, the shoreline is transient by nature and if left unprotected, would naturally erode over time. CDB, in partnership with the Illinois Department of Natural Resources (DNR), will be constructing multiple shoreline stabilization structures in three locations within Lake Michigan to mitigate erosion locally and holistically slow the degradation of the shoreline. It is estimated that over 20 acres of sand dunes and wetland forests



Shoreline erosion at Illinois state beach from 1994 (yellow line) to 2018 (pink line)

Agency Budget Detail: Capital Development Board

have eroded away and been lost into Lake Michigan over the past 20 years. Most of this land loss has occurred since 2015 when lake levels started reaching record high water levels. In some areas of the park, the shoreline has receded 500 feet since 2010.

The primary goal of this project is to develop shoreline erosion solutions that stabilize the shoreline, protect critical infrastructure and reduce erosion. The secondary goals are to maximize the available funds to protect and enhance the rare and unique habitat and to minimize the destruction of several threatened and endangered species. Finally, the third goal is to develop a shoreline protection system which enhances the character and mission of Illinois Beach State Park. This includes natural structures which can benefit aquatic life and not detract from the user experience of the shoreline.

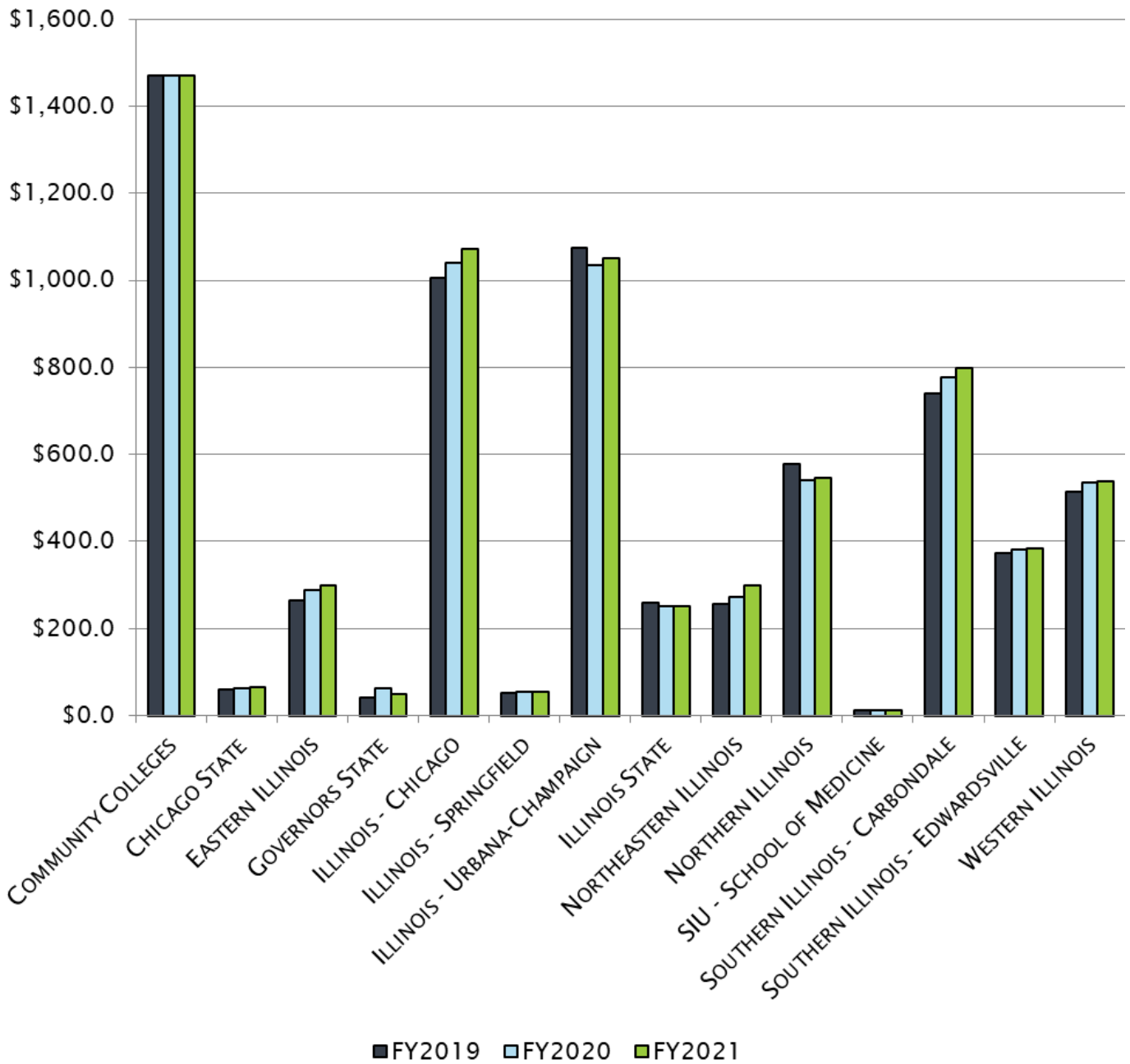
INVESTMENTS IN HIGHER EDUCATION

CDB works closely with the Illinois Board of Higher Education (IBHE) and the Illinois Community College Board (ICCB) to address construction and maintenance needs at the state's universities, colleges and educational institutions. The deferred maintenance backlog for public universities and colleges is estimated at nearly \$7 billion. To illustrate the current state of estimated deferred maintenance needs, Exhibit 3 shows higher education maintenance capital needs by fiscal year as reported by the colleges and universities.

The Rebuild Illinois capital plan will allow CDB to invest more than \$1 billion to renovate, rehabilitate and modernize universities and colleges around the state and reverse the cycle of under-investment in higher education facilities. This comprehensive plan will address higher education needs by providing resources to invest in Illinois' 9 public universities, nearly 50 community colleges, independent higher education institutions and the Illinois Mathematics and Science Academy (IMSA). This includes more than \$660 million in deferred maintenance funding allocated to the 13 university campuses and IMSA. Community colleges will receive \$188.4 million in state-funded upgrades and repairs, and an additional \$188.0 million is allocated for higher education emergency, escalation and maintenance projects.

Agency Budget Detail: Capital Development Board

EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2019-2021 (\$ MILLIONS)



Note: Due to the multi-year nature of capital projects, declines in the accrual of statewide deferred maintenance from the increased investment levels of Rebuild Illinois are anticipated to begin in the later years of the plan as projects released in the first years of Rebuild Illinois reach completion.

Agency Budget Detail: Capital Development Board

Community colleges have an estimated deferred maintenance backlog of more than \$1.4 billion. Partnering with ICCB, CDB will continue to address campus needs as prioritized by each college. This includes projects to address aging and deteriorating systems. In addition to the critical investments in community colleges, CDB is undertaking similar projects at the state's 9 public universities across all 13 campuses. There are nearly 60 projects currently underway and Rebuild Illinois will allow for consistent and continued investments in university facilities to reduce deferred maintenance backlogs and improve safety and efficiency.

REBUILD ILLINOIS HIGHER EDUCATION PROJECT DETAILS

In addition to providing assistance to colleges and universities for maintenance needs, over the life of the Rebuild Illinois capital plan, CDB will manage \$1.3 billion in large-scale construction and renovation projects. Projects will address programmatic requirements, enrollment demand and the condition of existing space. These are critical investments that go beyond addressing deferred maintenance and will provide universities and colleges with functional learning spaces that will attract and retain students.

DISCOVERY PARTNERS INSTITUTE AND UNIVERSITY OF ILLINOIS

In fiscal year 2021, the first round of funding was released to support Discovery Partners Institute (DPI) and Illinois Innovation Network (IIN) initiatives. Projects include DPI's permanent headquarters in downtown Chicago, as well as IIN facilities and other projects on five public university campuses: the University of Illinois - Urbana-Champaign (UIUC), the University of Illinois - Chicago (UIC), Chicago State University (CSU), Eastern Illinois University (EIU) and Governors State University (GSU). Along with DPI and IIN, Rebuild Illinois capital projects for UIC and UIUC science, technology, engineering and mathematics education are now underway.

Design and planning have begun for the \$250 million DPI permanent headquarters in The 78, a new South Loop development along the Chicago River. The world-class center will empower people to jumpstart their careers or companies in Chicago, with a focus on training for high-demand tech jobs. Over the life of the project, \$15 million in non-state match is anticipated, with a total state investment of \$235 million. The facility will anchor an entire network of innovation hubs that connect great universities, national labs, companies and schools around the state and beyond.



Rendering of the UIC Computer Design Research and Learning Center

Work is also underway on three Rebuild Illinois projects at the University of Illinois (U of I) campuses.

Design work is progressing for the \$98 million Computer Design Research and Learning Center at UIC, anticipated to be a 146,000 square foot, LEED Gold-certified facility. The centers will provide additional classroom space for UIC's growing computer science and engineering programs, a new robotics lab, and will serve as the new home of the Electronic Visualization Laboratory. UIC is also receiving \$4.4 million from the state through the DPI initiative to fund expansion of the UIC Innovation

Agency Budget Detail: Capital Development Board

Center, which will increase opportunities for students to develop solutions in conjunction with industry partners.

CDB is also partnering with U of I for the Altgeld Hall/Illini Hall project at UIUC, which will entail a complete replacement of Illini Hall and restoration of Altgeld Hall. Construction for this project has an anticipated total cost of \$192 million, which is funded through \$40 million in state DPI funds and \$100 million in Rebuild Illinois capital funding, as well as a \$52 million non-state DPI match. The new Illini Hall will house a data science center that will be a key component of the IIN's Urbana-Champaign hub. Altgeld Hall's interior will be transformed into a modern facility consistent with the university's world-class academic enterprise while keeping intact the building's historic exterior. This initiative will create a major research and education center for data science and analytics at UIUC, while connecting UIUC's data scientists with business, industry and the community.

At UIS, a \$35 million Rebuild Illinois project is currently in design to provide for the construction of a multi-story Library Learning and Student Success Center. The facility, anticipated to be approximately 65,000 square feet, will serve as a nucleus for advanced and innovative teaching, learning and collaboration. The center will house library services and collections, information technology services, client services, a help desk and the Center for Academic Success. The center will be composed of various administrative space as well as labs, a makerspace, multi-use classrooms and conference space.

QUANTUM SCIENCES

Rebuild Illinois included a total of \$200 million to support quantum science infrastructure in partnership with U of I, the University of Chicago and the Chicago Quantum Exchange (CQE). CQE is a consortium of more than 150 quantum researchers from various institutions (universities, federal labs and industry partners) collaborating to advance quantum information science and engineering, representing an intellectual hub and community of researchers with the common goal of advancing academic and industrial efforts in the science and engineering of quantum information. The mission of CQE is to accelerate discovery and innovation in the rapidly developing area of quantum technology and to attract talent, funding and industry to the Chicago area to become the source for tomorrow's leading quantum engineers. Members include the University of Illinois - Urbana-Champaign, the University of Chicago, Argonne National Laboratory, Fermi National Accelerator Laboratory, the University of Wisconsin-Madison and Northwestern University.

In 2020, the U.S. Department of Energy announced it will fund five new National Quantum Information Science Research Centers, including centers led by University of Chicago-affiliated Argonne National Laboratory and Fermi National Accelerator Laboratory, which are each projected to receive \$115 million in funding over the next five years. The investments provided by Rebuild Illinois will support state-of-the-art quantum research infrastructure and facilities in Hyde Park in Chicago and Urbana-Champaign.

EASTERN ILLINOIS UNIVERSITY

Rebuild Illinois included \$119 million for a new science building at EIU in Charleston. The scope of work for this project, which is currently in design, provides for the construction of an approximately 171,000 square foot science building to house the Biological Sciences and Chemistry and Biochemistry departments and includes teaching and research laboratories, general classroom space, a greenhouse, and exterior plant biology facilities. The proposed new facility will contain equipment and systems to provide adequate ventilation, fume and hazardous waste control, plumbing, lighting, and sound control. The building will also centralize animal care facilities currently housed in other campus buildings.

Agency Budget Detail: Capital Development Board

SPOON RIVER COLLEGE

Spoon River College will see improvements from Rebuild Illinois on its Macomb campus. The \$8.1 million project includes \$6.1 million in state funds, matched by \$2.0 million from the college, and will complete the second phase of work on its East Jackson Street building to renovate it for a career and technical education center. The scope of work provides a new space to accommodate administrative and faculty offices, student support services, classrooms, labs, a student center and bookstore.

CAPITAL GRANT PROGRAMS

In addition to direct management of state capital projects, CDB is also responsible for the oversight, administration and distribution of \$750 million in Rebuild Illinois grant program funding. These programs provide local entities with resources for capital investments to improve and create the necessary infrastructure to support their missions and allow them to best serve their communities. CDB is working with other agencies and subject matter experts to stand up or retool existing grant programs appropriated as part of the Rebuild Illinois capital plan. Over the life of Rebuild Illinois, CDB will manage the:

- Hospital and Healthcare Transformation Capital Investment Program;
- Early Childhood Education Construction grants;
- Community Health Center Construction grants; and
- Independent Colleges Capital Program.

Fiscal Year 2022 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	1,177,931.6	1,177,931.6
Capital Development Fund	0.0	7,660,721.9	7,660,721.9
School Construction Fund	0.0	354,658.8	354,658.8
Pay-as-you-go			
Capital Development Board Contributory Trust Fund	0.0	6,762.0	6,762.0
Rebuild Illinois Projects Fund	0.0	50,000.0	50,000.0
Total	0.0	9,250,074.3	9,250,074.3

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Agency Budget Detail: Department of Commerce and Economic Opportunity

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

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Illinois
Department of Commerce
& Economic Opportunity

MAJOR RESPONSIBILITIES AND MISSION

The Department of Commerce and Economic Opportunity (DCEO) is the state's lead economic development agency. DCEO partners with businesses, entrepreneurs, economic development organizations, local governments and community organizations to improve the quality of life for citizens of Illinois.

FIVE-YEAR PLAN

The department's five-year plan advances the goals of the Rebuild Illinois capital plan and aligns with the Governor's five-year economic plan: *A Plan to Revitalize the Illinois Economy and Build the Workforce of the Future*.¹ Under these plans, DCEO will focus on improving customer service, strengthening the Illinois workforce, supporting small businesses and catalyzing growth in six targeted industries: agriculture and agriculture technology, energy, information technology, manufacturing, life sciences and healthcare, and transportation and logistics.

Through the fiscal year 2022 recommended budget, DCEO will continue to utilize Rebuild Illinois funding to support economic and community development. Since fiscal year 2020, DCEO has already deployed over \$281 million in competitive grant opportunities across the state. This investment entails a cost-effective approach to bringing about an expedited recovery from the COVID-19 recession, investing in the state's workforce, attracting and retaining businesses in key sectors, and providing investment and relief to areas and communities most in need. Looking forward, DCEO plans to invest over \$2.7 billion in additional funding to address community needs across the state and to support and strengthen the economy.

FISCAL YEAR 2022 CAPITAL BUDGET

BUDGET HIGHLIGHTS

DCEO's capital appropriations in the recommended fiscal year 2022 budget support new projects aimed at strengthening the Illinois workforce, supporting small businesses and catalyzing growth in the six targeted industries identified in the Governor's economic plan. This chapter provides more information on the major capital programs currently in place at DCEO, including:

- Connect Illinois broadband deployment;
- Economic development grants;
- Opportunity zone investments;
- Minority-owned small business capital grants;
- Emerging Technology Enterprises Program;
- Shovel Ready Sites Program;
- Public infrastructure grants;
- Manufacturing training academies;
- Illinois Works Pre-Apprenticeship Program; and
- Community development capital initiatives.

¹ <https://www2.illinois.gov/dceo/Documents/IllinoisEconomicPlan2019.10.9.2019.pdf>

Agency Budget Detail: Department of Commerce and Economic Opportunity

AGENCY PROJECT DETAIL

CONNECT ILLINOIS



Rebuild Illinois included \$420 million to expand access to high-speed broadband internet across the state. The Connect Illinois program is a critical investment that is central to the Governor's economic plan to revitalize the Illinois economy. Connect Illinois will issue competitive matching grants to expand access to broadband internet in communities across the state.

Connect Illinois seeks to achieve what no other state or federal approach to date has accomplished: ubiquitous broadband access for homes, businesses and community institutions throughout the state. At the same time, Connect Illinois promotes digital literacy, adoption and inclusion, while leveraging investment in new broadband infrastructure to spur innovation in such areas as remote learning, telehealth and precision agriculture. The Connect Illinois broadband investment represents an integral component of the comprehensive Rebuild Illinois capital plan.

With \$400 million included in Rebuild Illinois for competitive broadband grants, Connect Illinois constitutes one of the largest state broadband matching grant programs of its kind in the nation, and provides the magnitude of funding needed for state-driven broadband ubiquity and lasting broadband equity. The first \$50 million round of competitive grants awarded in June 2020 included 28 projects that collectively extended fiber connectivity to over 26,000 locations throughout Illinois. This initial round of grants generated an additional \$65 million in private and local matching funds for a total investment of \$115 million. A second application round opened in December 2020 and made an additional \$50 million in state funding available for broadband expansion.

The first round of Connect Illinois grants awarded funding across the state to a variety of broadband expansion projects. Madison Communications received a \$4.2 million grant to complete a last-mile fiber-to-the-premises project to connect over 8,700 households, 400 businesses, 50 farms and 70 community institutions throughout Madison and Macoupin counties, including to the communities of Carlinville, Gillespie, Benld, Sawyerville, Mt. Clare, Wilsonville, Mt. Olive, Staunton, Livingston, Prairietown, Williamson, New Douglas, Worden, Hamel, Holiday Shores, Midway, Bunker Hill and Shipman. The project will offer various service and pricing tiers, with the capability of exceeding speeds of 1 Gbps symmetrical service to every location, which is 100 times faster than the national average internet speed.

Additionally, Cook County received a \$1.9 million grant to deploy 50 miles of fiber to various municipal facilities and over 35 additional community institutions. This middle-mile project will connect local networks to other network service providers, extend an existing institutional fiber network to new

Agency Budget Detail: Department of Commerce and Economic Opportunity

locations throughout the Chicago southland and enable the ability to acquire strands of dark fiber between any two points on the fiber footprint. The project footprint extends to Palos Hills and Blue Island to the north, Ford Heights and Glenwood to the east, Monee to the south, and Orland Park and Orland Hills to the west. Other communities reached include Harvey, Phoenix, Olympia Fields, Park Forest, Homewood, Flossmoor, Chicago Heights, Matteson, Thornton, Tinley Park and University Park.

Additional funding for broadband deployment is included in the Department of Innovation and Technology recommended fiscal year 2022 budget and focuses on upgrading and expanding the Illinois Century Network. Additional information on this project is included later in this book, in Chapter 3 – Agency Budget Detail under Other Agencies.

ECONOMIC DEVELOPMENT GRANTS

Economic development funding allows organizations to acquire and rehabilitate properties, build and renovate buildings, encourage and leverage private sector investment, connect communities, and expand employment and business opportunities for the underserved. The competitive opportunities DCEO opens in fiscal year 2022 will emphasize investment in the six industries the Governor has focused on and drive DCEO partners to do the same.

OPPORTUNITY ZONE INVESTMENTS

Opportunity zones are designed to spur economic development and job creation in distressed communities. DCEO is working with elected officials, nonprofits, foundations, regional development organizations and other stakeholders on a strategy to leverage opportunity zones to drive investment to communities in need. To support this strategy, DCEO will invest capital funds in opportunity zone projects throughout Illinois.

In August 2020, DCEO announced awards from a \$14.7 million competitive grant opportunity to fund major infrastructure projects across the state. This program awarded grants to 10 projects, totaling \$30.3 million in new investment, including private matching funds to support costs of development associated with affordable housing, community development and commercial real estate projects.

The Village of Maywood received a \$382,375 grant to support the replacement of the Madison Street water main, located between 17th and 21st avenues. This water main has experienced frequent breaks leading to costly maintenance work and service interruptions. The new 1,400-foot water main will provide service reliability to industrial, commercial and residential properties along Madison Street, while also allowing for the installation of new fire hydrants and water service connections.

In Perry County, the City of Du Quoin received a \$57,500 grant to leverage local and private funds to support the extension of electrical service that is necessary to ensure the development and success of future, more comprehensive projects in the Du Quoin industrial park. Upon completion, the park will feature industrial class concrete streets, fiber optic service and municipal water and sanitary sewer access.

MINORITY-OWNED SMALL BUSINESS GRANTS

Access to capital remains the most important factor limiting the establishment of minority-owned businesses. It inhibits economic growth in minority and underserved communities in Illinois and throughout the country. To address this issue, DCEO is investing capital funds via a competitive application process to equip minority-owned businesses and community organizations with the resources to create jobs, build scale and capacity, increase revenues, and expand regionally. DCEO's Office of Minority Economic Empowerment is working to identify the types of projects that can make the most progress in this area, including incorporating knowledge from a forthcoming study on minority entrepreneurship from the Harvard Institute of Politics.

Agency Budget Detail: Department of Commerce and Economic Opportunity

In June 2020, DCEO announced \$11 million in competitive awards to 32 minority-owned businesses and business incubators. In Cook County, the startup Equity and Innovation Ecosystem received a \$250,000 grant to acquire and redevelop properties that are vacant or subject to be recommissioned in the City of Chicago. This initiative consists of a mixed-use redevelopment project, including vertically integrated industries such as a business innovation hub, café, office and event space. The cornerstone use of the development will be the Equity and Innovation Ecosystem's co-working space for minority entrepreneurs, businesses, and non-profits. Minority entrepreneurs, existing business owners and non-profit leaders on the south side of Chicago are the key demographics for the grantee's chosen location. Over 20,000 residents in the labor force live in the local community and over 4,000 individuals are self-employed or working from home.

Route History, a former gas station in Springfield, received an \$80,047 grant for property acquisition and improvement. Route History is a souvenir shop and venue that aims to educate the public about the experiences of African Americans living along historic Route 66.

Sustainable Options for Urban Living (SOUL), a community organization dedicated to creating more sustainable living options for urban residents and businesses, also received a grant from the June 2020 round of funding. SOUL received a \$220,000 grant for construction companies and certified State of Illinois Business Enterprise Program contractors on Chicago's south side.

EMERGING TECHNOLOGY ENTERPRISES PROGRAM

Rebuild Illinois established the Emerging Technology Enterprises Program to foster economic development and increased employment in Illinois. Eligible activities for this competitive grant program will include acquiring, rehabilitating and reconvening real properties for industrial or commercial site development, expanding employment and encouraging private and public sector investment in Illinois. DCEO will administer grants to support commercialization of technology-based products and services, high-tech research and development, and increase the presence of emerging technology companies. These funds will be used to support investment in equipment or facilities that will allow for development and testing of new products in Illinois.

In December 2020, DCEO announced a \$9 million competitive funding opportunity devoted to building wet labs throughout Illinois. Illinois has been a global leader in life sciences for nearly a century and features some of the top hospitals in the country. However, in recent years the state has experienced an exodus in life sciences research and development talent. Wet lab space, or lab space suitable for handling various types of hazardous "wet" chemicals, is critical for the life and health sciences to thrive, but requires large amounts of physical space and is costly to build. DCEO's Emerging Technology Enterprises Program will build wet lab space and co-locate corporations, university researchers and start-ups.

SHOVEL READY SITES PROGRAM

There are sites across Illinois with great economic development potential that require additional investment to become shovel ready. DCEO utilizes capital funding to improve such sites and work with local stakeholders and industry partners to market them. Grants will be available to fund site improvements, including building demolition and construction, water and power utility connections and improvements, vehicle access points, and other enhancements needed to strengthen the marketability of a site. Grant applicants will be required to demonstrate how their proposals fit within a regional economic development plan, identify local stakeholder and industry partner support, and highlight how the investment supports the priorities of the Governor's five-year economic plan.

In October 2020, DCEO closed the application period for a competitive \$13 million funding opportunity. This initial investment in the Shovel Ready Sites Program will provide funding for projects that entail substantial improvements to an underused site in order to make it shovel ready for future development and investment. DCEO anticipates announcing awards in early spring 2021.

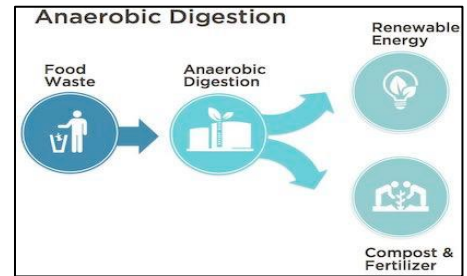
Agency Budget Detail: Department of Commerce and Economic Opportunity



Rendition of the Green Era Renewable Energy and Urban Farming Campus

DCEO identified an eligible shovel ready project, awarding a \$2 million grant to the Green Era Educational nonprofit for its Renewable Energy and Urban Farming Campus. Green Era aims to create more sustainable communities by supporting local food production through better management of organic (biodegradable) waste and access to soil. The organization’s planned renewable energy facility in South Chicago will be located on a vacant brownfield site in an area with urgent need for cleanup and economic development. When complete, the Renewable Energy and Urban Farming Campus will use anaerobic digestion to divert inedible food waste from landfills to produce clean, renewable energy and nutrient-rich soil.

Anaerobic digestion is a proven technology widely used to manage organic waste and to produce energy. There are over 9,000 digesters in Europe. In the U.S., there are nearly 300 community and farm systems operating, with many more in various stages of development. Green Era is uniquely positioned, as the plant will be the only anaerobic digestion facility located in the greater Chicagoland area capable of separating and processing large volumes of packaged and unpackaged food waste.



Depiction of Anaerobic Digestion

ECONOMICALLY DEPRESSED AREAS

The fiscal year 2022 recommended budget includes over \$59 million to provide grants for land acquisition and infrastructure improvements that will encourage new investment and the creation or retention of jobs in economically depressed areas of the state. DCEO is currently working to develop competitive funding opportunities that address the priorities outlined in the Governor’s five-year economic plan.

In June 2020, DCEO announced a new competitive funding opportunity to address the results of civil unrest during protests and demonstrations on or after May 25, 2020. The Rebuild Distressed Communities program will provide \$25 million to support Illinois businesses that sustained property damage during these periods of unrest. DCEO awarded two grants to community organizations that will implement and administer the program for eligible projects in their region. Eligible businesses will receive reimbursement for the cost of repairs for structural damage, including repairs to storefronts and entrances, improvements to electrical systems and restoration of exterior work. This program is currently accepting applications on a rolling basis until funding is exhausted.

Agency Budget Detail: Department of Commerce and Economic Opportunity

PUBLIC INFRASTRUCTURE GRANTS

Quality, well-functioning infrastructure is a prerequisite to a growing economy. DCEO will make grants available to strengthen and modernize public infrastructure such as roads, sewer and water mains, bridges and public transportation. Through a competitive, matching grant program, DCEO will select projects with potential to support regional economic growth by inviting applicants to identify how their proposals fit within broader economic development strategies and align with the Governor's five-year economic plan.

Public infrastructure grants provide dollars to local governments, school districts and community-based providers for a wide variety of infrastructure improvements, such as street, highway, bridge, park district and recreation improvements that benefit the public, encourage investment and drive economic growth. In June 2020, DCEO closed the application period for a \$50 million competitive grant opportunity to fund public infrastructure projects, with \$25 million dedicated to fast-track projects.

Due to the COVID-19 Pandemic, many large locally funded capital projects and events that would have employed skilled labor were delayed or cancelled. At the same time, public entities throughout the state faced an uncertain fiscal future and had a long list of unfunded shovel ready projects that could be initiated quickly with state support. The \$25 million Rebuild Illinois Fast-Track Public Infrastructure Program accelerated a tranche of funding from the capital plan, keeping to the intent of the program to invest in important infrastructure for the state while putting sidelined labor back to work quickly and helping build confidence in the economy as the state transitions toward recovery.

The Fast-Track program awarded \$24.8 million in competitive capital grants for 17 construction projects. The average grant awarded \$1.5 million to projects including utility work, street infrastructure and large-scale playground modernization plans within park districts. In Cook County, the Calumet City Riverwalk received \$1.4 million of a total \$2.3 million project to build up and build out the Riverwalk park and canoe launch.

Additional projects include a \$2 million grant to the City of Pekin for the Court Street revitalization. This project will rebuild the main thoroughfare, providing access to local businesses, jobs, residences and key community assets. The City of Normal received a \$590,000 grant to replace a water main in an underserved area. The town recently adopted an order to freeze utility rates, which will help low-income residents, but does not allow the city to collect additional revenue to fix the water main. The water main replacement will service walking and bike paths, a local junior high school and a busy commercial area.

EDUCATIONAL AND SCIENTIFIC GRANTS

Educational and scientific grants are specifically for development and improvement of educational, scientific, technical and vocational programs. Eligible projects include upgrading structures to ensure accessibility, rehabilitating facilities to accommodate additional training and workforce activities, and addressing life health and safety concerns at educational facilities. This funding can also be used to provide construction upgrades for vocational education programs.

In October 2020, DCEO announced a \$15 million competitive grant opportunity to strengthen the manufacturing industry in Illinois. The Illinois manufacturing sector remains the largest contributor to the state's output despite facing considerable headwinds. The DCEO capital plan will strengthen the industry by establishing two manufacturing training academies at downstate community colleges to serve high school and community college students as well as job training participants.

ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

The Illinois Works Jobs Program Act established the Illinois Works Pre-Apprenticeship Program, which is tasked with increasing the number of apprentices and workers in the construction and building trades from historically underrepresented populations in Illinois. This program will provide skills training to qualified individuals.

Agency Budget Detail: Department of Commerce and Economic Opportunity

A \$25 million reappropriation is included in the fiscal year 2022 recommended budget, allowing DCEO to work with community organizations and educational institutions to establish a network of pre-apprenticeship skills training. Additionally, DCEO will lead the effort to establish the Illinois Works Bid Credit Program, allowing contractors and subcontractors to earn bid credits for employing apprentices who have completed the Illinois Works Pre-Apprenticeship Program. Earned bid credits can be used toward future bids for public works projects contracted by the state or an agency of the state.

The fiscal year 2022 recommended operating budget includes continued funding for DCEO to administer the Illinois Works program and create and operate an online database to track bid credits. DCEO is currently working to craft guidelines and implement the Illinois Works Jobs Program Act, which made changes to rules and procedures of agencies that award capital funding. Additionally, DCEO put together several working groups containing staff from all state capital agencies that are working together to implement these new laws and develop the new bid credit program.

COMMUNITY DEVELOPMENT GRANTS

DCEO distributes community development grants to local governments, school districts and community-based providers for targeted infrastructure projects such as water and sewer projects, street, highway and bridge improvements and park district and recreational improvements. These grants are intended to bolster the state's economy, promote clean air and water and improve the overall quality of life throughout the State of Illinois.

The fiscal year 2022 recommended budget includes the reappropriation of a \$15 million competitive program, the Human Services Capital Investment Grant Program. DCEO is currently working with the Department of Human Services to write administrative rules and identify the needs of communities eligible for grants. This program will focus on upgrading facilities that provide a range of social services to vulnerable and special needs populations.

Fiscal Year 2022 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	4,090,658.9	4,090,658.9
Capital Development Fund	0.0	41,133.7	41,133.7
Pay-as-you-go			
Build Illinois Fund	0.0	200.0	200.0
Illinois Works Fund	0.0	25,000.0	25,000.0
Rebuild Illinois Projects Fund	0.0	390,200.0	390,200.0
Total	0.0	4,547,192.7	4,547,192.7

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Agency Budget Detail: Department of Natural Resources

DEPARTMENT OF NATURAL RESOURCES

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MAJOR RESPONSIBILITIES AND MISSION

The Illinois Department of Natural Resources (DNR) oversees and manages a diverse range of programs addressing natural and cultural resources within the state. These responsibilities include operation and management of the state's parks, trails, historic sites and natural areas for preservation, interpretation and recreation. The department also oversees various recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces.

FIVE-YEAR PLAN

The passage of Rebuild Illinois created an opportunity for DNR to address a variety of natural and cultural resource projects throughout the state. The plan provided over \$260 million to the department to begin new projects; expand existing programs; and issue grants for public museums, parks and recreational facilities. All aspects of department-managed capital programming will be supported in the coming years. Rebuild Illinois funding is expanding water resources planning and management projects, supporting state land acquisitions, and enhancing environmental and resource conservation programs. As a result, Illinois citizens will enjoy the state's parks, historic sites and museums for years to come.

FISCAL YEAR 2022 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2022 budget includes the reappropriation of outdoor grant projects, flood hazard mitigation buyouts, mined lands reclamation, recreational trail projects and water resources programming. New pay-as-you-go appropriations are also included, allowing the department to carry out projects and programs that are both core to its mission and can allow for federal match or reimbursement.

Rebuild Illinois projects and programs recommended for reappropriation in fiscal year 2022 include:

- Public Museum Capital Grant Program;
- Park and Recreational Facility Construction grants;
- Land acquisition under the Open Land Trust Program;
- Water resources programming including state-owned dam and waterway projects, flood control and flood mitigation;
- Abandoned oil well plugging; and
- Other resource conservation and improvement projects.

Agency Budget Detail: Department of Natural Resources

CULTURAL AND RECREATIONAL GRANT PROGRAMS

DNR manages and coordinates various grant programs to support recreation and cultural resources. These programs disburse both federal and state funds to enhance and improve recreational amenities through a competitive selection process.

PUBLIC MUSEUM CAPITAL GRANT PROGRAM

Museums play a vital role in helping Illinois students, families and visitors better understand the culture, history and natural heritage of local communities and of our state. DNR's Public Museum Capital Grant Program is designed to help public museums in Illinois expand and upgrade facilities and create new exhibits to better fulfill their mission. These grants are available to accredited, nonprofit public museums that have been open for at least two years.

Rebuild Illinois provided \$50 million for new museum grants. In fiscal year 2021, DNR announced that 43 Illinois museums will receive a total of \$22.9 million in state capital investments to improve their facilities and develop new exhibits. Examples of these awards include \$750,000 for the Illinois Holocaust Museum and Education Center's campus improvement project in Skokie; \$750,000 for the Scovill Zoo Herpetarium to provide upgrades for exhibits, habitats, and accessibility in Decatur; and \$700,000 for the Peoria Riverfront Museum's Dome Planetarium. DNR anticipates issuing a Notice of Funding Opportunity (NOFO) in spring 2021 for a second round of Rebuild Illinois museum capital grants.



Peoria Riverfront Museum's Dome Planetarium

PARK AND RECREATIONAL FACILITY CONSTRUCTION GRANTS

Rebuild Illinois included \$50 million to allow DNR to issue new Park and Recreational Facility Construction (PARC) grants. The PARC program awards grants to units of local government for park infrastructure and building construction, reconstruction and rehabilitation. PARC grants provide for reimbursement of up to 75 percent of project costs, with 90 percent available to disadvantaged local governments. DNR anticipates awarding nearly \$25 million in PARC grants in fiscal year 2021.

Agency Budget Detail: Department of Natural Resources

OTHER RECREATIONAL GRANTS

DNR funds additional grant programs through dedicated revenue streams. The following pay-as-you-go funded grants support recreational and outdoor programming:

BIKE PATH DEVELOPMENT GRANTS

Support local governments in the acquisition, development and renovation of dedicated bicycle paths.

BOATING GRANTS

Support development and land acquisition for local units of government to develop public access facilities; include federal programs for the development of large, transient boating facilities on Illinois waterways; and provide installation of environmentally safe and responsible pump-out infrastructure at boating facilities and marinas.

OFF-HIGHWAY VEHICLE GRANTS

Provide financial assistance to local governments for acquisition, development and maintenance of designated public off-highway vehicle parks for recreational purposes.

RECREATIONAL TRAILS GRANTS

Provide federal assistance for the acquisition and development of public multi-purpose trails, with specific parameters for non-motorized, motorized and combined recreation.

SNOWMOBILE GRANTS

Provide funding for snowmobile trail and facility development to local governments, and aid local non-profit organizations supporting public trail infrastructure.

STEWARDSHIP OF NATURAL AND CULTURAL RESOURCES

Illinois has a wide array of state parks, fish and wildlife areas, conservation and recreation areas and state forests, with an even wider array of natural features and outdoor recreation opportunities. The department manages and maintains over 330 parks, fish and wildlife areas, state forests, state trails, natural areas and recreational sites totaling over 376,000 acres of land and water. DNR also oversees 56 historic sites and memorials across the state.

STATE PARKS AND HISTORIC SITES



Wood ducks at the I&M Canal

Rebuild Illinois provided the Capital Development Board (CDB) with funding to address statewide deferred maintenance needs. Although DNR undertakes and manages routine maintenance and projects to upgrade its facilities, the department also frequently partners with CDB to accomplish larger scale projects and initiatives. Currently, CDB is managing over 70 projects for DNR, from roofing system replacements to sewage treatment facilities and power plants. Investments in state parks and historic sites will continue through funding provided by Rebuild Illinois.

Agency Budget Detail: Department of Natural Resources

LAND ACQUISITION

Ongoing loss of prime habitat poses a major concern for Illinois' wildlife. Once developed, land is difficult to restore to its prior condition, and the lost species can never be replaced. To address this, DNR seeks to provide public lands for recreational uses, cultural preservation and habitat protection, managing over 400 separate sites throughout the state. The fiscal year 2022 budget recommends the reappropriation of \$33.2 million to support continued investments in land acquisition in the coming years.

RESOURCE CONSERVATION PROGRAMMING

DNR oversees various initiatives designed to protect, acquire, enhance, or manage wildlife habitats and natural areas. These investments cover a variety of areas, including:

FORESTRY

Programs provide federal and state funding for timber growers and promote stewardship of forests around the state.

HABITAT

Programs provide local grants and support DNR in its mission to acquire and improve critical habitats throughout the state.

NON-GAME WILDLIFE PROTECTION

Activities improve and enhance non-game species preservation for wildlife that are not commonly pursued or consumed for sport or profit, including songbirds and hawks, snakes, and certain species of fish.

WATERFOWL

Programs enhance and preserve nesting and rearing habitats throughout the Mississippi Flyway.

PHEASANT AND FURBEARER

Programs support acquisition, development and education about these species.

ABANDONED OIL WELL PLUGGING

There are approximately 4,000 unplugged, abandoned oil wells in Illinois which pose a threat to public health and safety. DNR's well plugging initiative will protect ground water and surface resources by properly sealing unplugged wells that are an avenue for the migration of crude oil, saltwater and natural gas into the ground water and surface water systems. Plugging includes removing equipment, sealing the well with cement or drilling mud, and restoring the land to its pre-production state. Historically, DNR has had funding available to plug fewer than 20 wells each year. At this previously funded level, it would take over 150 years to plug the known abandoned wells in the state. However, the fiscal year 2022 recommended budget includes a Rebuild Illinois reappropriation of \$40 million to fund a comprehensive program to plug these wells within an estimated 10 years.

ABANDONED MINED LANDS PROGRAM

The Abandoned Mined Lands Program is funded through a special production fee on active coal mining. The federal Office of Surface Mining Reclamation and Enforcement collects these fees on a per-ton basis and returns the money to the state in the form of reclamation grants. DNR assesses abandoned mined lands for reclamation throughout the state. When an abandoned mine displays a problem that qualifies it

Agency Budget Detail: Department of Natural Resources

for reclamation, it is inventoried and prioritized according to imminent harm to public safety and environmental safety. The fiscal year 2022 budget recommends \$13.0 million in new federally funded appropriation authority and nearly \$49.2 million in reappropriations to fund grants and contracts for research, planning and construction to eliminate the hazards of abandoned mines.

WATERWAYS, LOCKS AND DAMS, AND FLOODPLAIN MANAGEMENT

DNR's Office of Water Resources is the lead state entity for water resources planning and navigation, floodplain management, the National Flood Insurance Program, water supply management, drought mitigation and interstate organizations on water resources. DNR oversees major water initiatives, typically in coordination with local and federal entities.

FLOOD MITIGATION BUYOUT PROGRAM AND FLOOD CONTROL PROJECTS



Demolition of flood prone structures as part of the flood mitigation buyout program

DNR's flood mitigation buyout program allows for acquisition of flood prone structures. By reducing the number of repetitive flood damage claims and decreasing the amount of flood fighting and rescue actions required during flood events, this program has saved taxpayers millions of dollars. The fiscal year 2022 recommended budget proposes reappropriating \$20.9 million to support the successful program, including \$10.0 million provided through Rebuild Illinois to expand this initiative. DNR is actively pursuing agreements with various flood-prone communities to identify and process the acquisitions.

Other flood control projects assist local governments by implementing flood control initiatives independently or in cooperation with federal agencies. Projects help prevent flooding, rebuild deteriorated infrastructure and encourage renewed economic development in flood prone communities. DNR also participates in the improvement of state rivers for the purpose of regulating and controlling flood and low-water flows. These projects are prioritized based on minimizing environmental impact, leveraging state expenditures for maximum benefits at the least possible cost, and investment of funds. The recommended fiscal year 2022 budget proposes reappropriating \$39.5 million for DNR flood control projects.

Agency Budget Detail: Department of Natural Resources

STATE-OWNED DAM AND WATERWAY PROJECTS

Dam and waterway projects allow for the removal of unnecessary dams, restoring Illinois' rivers to more free-flowing channels. The outcomes of these projects include increased fish and aquatic life diversity and elimination of deadly undercurrents that are a threat to paddlers and fishing enthusiasts. The projects also improve publicly owned locks and dams, navigation channels, and pumping stations, which assure adequate dam safety and maintenance. The recommended fiscal year 2022 budget includes \$28.7 million from Rebuild Illinois and pre-Rebuild Illinois programs for dam and waterway projects.

STRATTON LOCK AND DAM



New Stratton Lock and Dam gate section

The Stratton Lock and Dam in McHenry is the lifeblood of the Chain O'Lakes. It helps move approximately 24,000 recreational boats from the upper Fox River to the lower Fox River in Algonquin and back again. Its gates push water south when the Chain O'Lakes is full and retain water during the hot summer months. Composed of 15 lakes connected by the Fox River, the Chain O'Lakes represents more than 7,100 acres of water, 488 miles of shoreline and 45 miles of river.

A \$21.2 million project to update the lock gates is now substantially completed for the Stratton Lock and Dam. The current dam system, built in 1939, has undergone replacement of five deteriorating sluice gates with three new equivalently sized, automated hinge gates to improve operations and safety at the dam. The Stratton Lock and Dam project also included construction of additional dam safety improvements and the construction of a larger boat lock to double the capacity of the lock. The construction of the structure will be fully completed for the 2021 boating season.

A \$21.2 million project to update the lock gates is now substantially completed for the Stratton Lock and Dam. The current dam

BRANDON ROAD ECOSYSTEM PROJECT

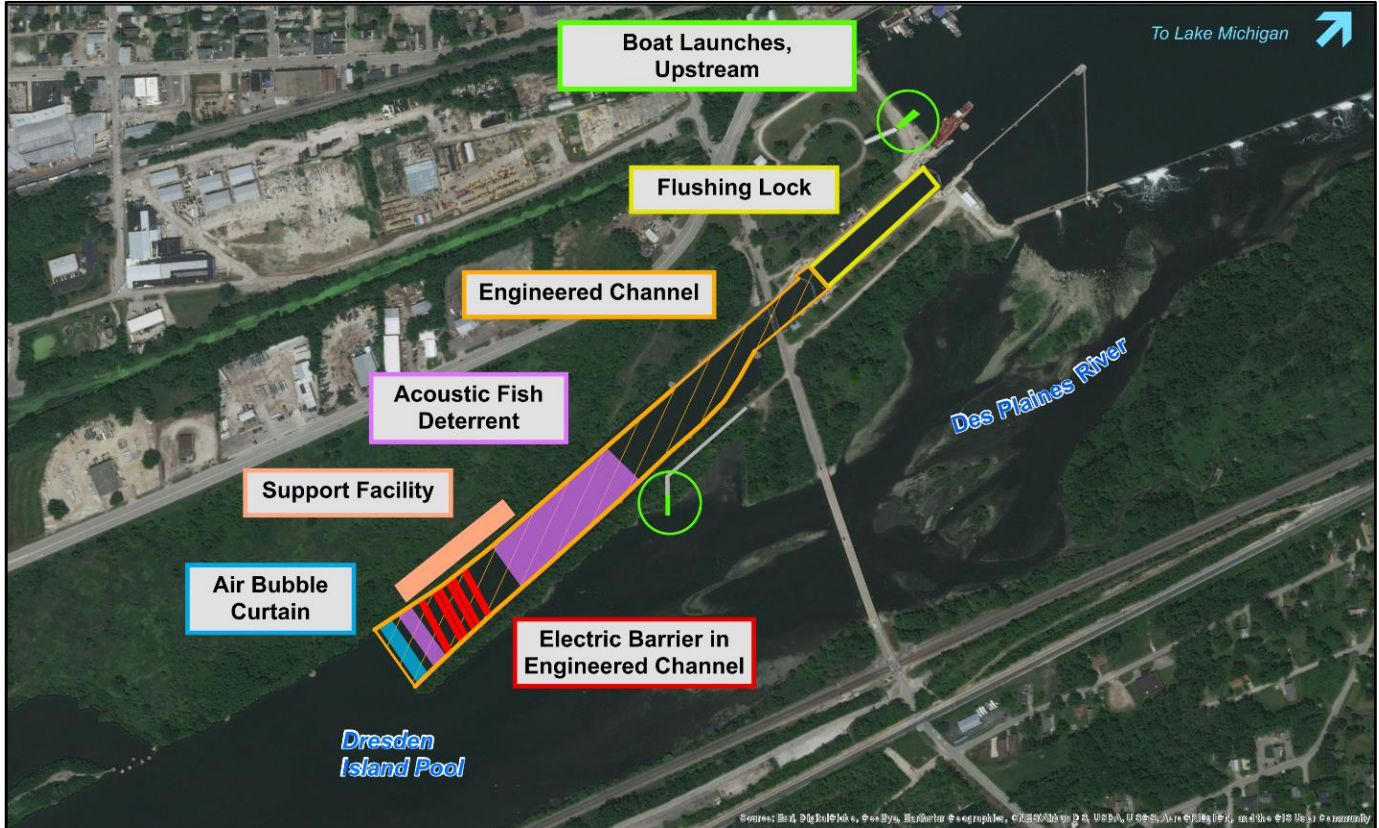
In January 2020, the State of Illinois and the State of Michigan entered into an intergovernmental agreement for joint financial support of the Brandon Road Ecosystem Project which aims to block invasive carp species from entering the Great Lakes ecosystem.

Through the agreement, DNR will provide \$2.5 million from Rebuild Illinois and the Michigan Department of Natural Resources will provide \$8.0 million to support the pre-construction engineering and design phase of the project conducted by the U.S. Army Corps of Engineers (Corps). Illinois will serve as the non-federal partner for this project, agreeing to help fund the design for a portion of the project and to further advance full project design efforts to approximately 30 percent completion.

The Brandon Road Lock and Dam in the Chicago Area Waterway System near Joliet is a critical pinch point for keeping invasive carp out of the Great Lakes. The Brandon Road project will install layered technologies including an electric barrier, underwater sound, an air bubble curtain and a flushing lock in a newly engineered channel designed to prevent invasive carp movement while allowing barge passage.

Agency Budget Detail: Department of Natural Resources

The Corps anticipates a three-year timeframe for completing the initial Brandon Road project design before negotiating a Project Partnership Agreement with the State of Illinois (supported by other Great Lakes states and provinces) for the initial construction effort and the remainder of project design.



Proposed measures for the Brandon Road Lock and Dam to prevent Asian carp from entering the Great Lakes

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2022 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	118,567.7	118,567.7
Capital Development Fund	0.0	341,367.8	341,367.8
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0	49,158.5	62,158.5
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0	0.0	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	0.0	375.0
Forest Reserve Fund	500.0	0.0	500.0
Illinois Forestry Development Fund	325.0	8,215.9	8,540.9
Illinois Habitat Fund	1,600.0	10,565.6	12,165.6
Illinois Wildlife Preservation Fund	500.0	3,682.3	4,182.3
Land and Water Recreation Fund	3,500.0	10,353.1	13,853.1
Natural Areas Acquisition Fund	1,500.0	16,665.1	18,165.1
Off-Highway Vehicle Trails Fund	350.0	585.8	935.8
Open Space Lands Acquisition and Development Fund	0.0	30,261.3	30,261.3
Park and Conservation Fund	15,250.0	125,762.8	141,012.8
Partners for Conservation Projects Fund	0.0	2,870.6	2,870.6
Rebuild Illinois Project Fund	0.0	40,000.0	40,000.0
Plugging and Restoration Fund	250.0	0.0	250.0
Snowmobile Trail Establishment Fund	120.0	522.2	642.2
State Boating Act Fund	2,570.0	12,911.6	15,481.6
State Furbearer Fund	100.0	536.1	636.1
State Migratory Waterfowl Stamp Fund	800.0	3,802.7	4,602.7
State Parks Fund	150.0	3,421.6	3,571.6
State Pheasant Fund	550.0	3,203.5	3,753.5
Wildlife and Fish Fund	200.0	401.6	601.6
Total	43,140.0	782,855.8	825,995.8

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2022 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2022 Recommended New Appropriations
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	13,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0
Forest Reserve Fund	500.0
Statewide - U.S. Forest Service Programs - Provides Pass-Through Payments to Counties Containing National Forests in Lieu of Property Taxes	500.0
Illinois Forestry Development Fund	325.0
Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	300.0
Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	25.0
Illinois Habitat Fund	1,600.0
Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the Habitat Endowment Act	1,350.0
Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat and to Promote the Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates	250.0
Illinois Wildlife Preservation Fund	500.0
Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Land and Water Recreation Fund	3,500.0
Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	3,500.0
Natural Areas Acquisition Fund	1,500.0
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	1,500.0
Off-Highway Vehicle Trails Fund	350.0
Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities that are Open to the Public	350.0
Park and Conservation Fund	15,250.0
Construction and Maintenance of State-Owned, Leased and Managed Sites	10,000.0
Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	1,500.0
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project	1,000.0

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2022 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2022 Recommended New Appropriations
Park and Conservation Fund (continued)	15,250.0
Statewide - Multiple-Use Facilities and Programs for Conservation Purposes, Including Repair and Maintenance, Rehabilitation and Construction on DNR Sites	1,000.0
Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses	1,000.0
Statewide - Acquisition, Development and Maintenance of Public Bike Paths on State Lands and to Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects	750.0
Plugging and Restoration Fund	250.0
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	250.0
Snowmobile Trail Establishment Fund	120.0
Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use	120.0
State Boating Act Fund	2,570.0
Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses	150.0
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition	725.0
Statewide - Boating Infrastructure Grant Program (BIG-P) -Up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations or Fishing and Recreational Facilities	75.0
Statewide - Multiple-Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Up to 75% Federal Reimbursement of Costs for Projects	1,500.0
Statewide - Snowmobile Trails (Local Government) Grants - Up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State	120.0
State Furbearer Fund	100.0
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0
State Migratory Waterfowl Stamp Fund	800.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
Statewide - Migratory Waterfowl Restoration	250.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0
State Parks Fund	150.0
Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes - State Match for Federal Recreational Trails Program Projects on Department Sites	150.0
State Pheasant Fund	550.0
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0
Wildlife and Fish Fund	200.0
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants per Clean Vessel Act	100.0
Total	43,140.0

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ILLINOIS DEPARTMENT OF TRANSPORTATION

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MAJOR RESPONSIBILITIES AND MISSION

The Illinois Department of Transportation (IDOT) is an economic engine for the state, investing billions of dollars to build, support and maintain modern and efficient roadways, railways, airports, transit systems and alternative transportation solutions. The department's core mission is to provide safe and cost-effective transportation options throughout the state, which serves as the transportation hub of North America. The department annually produces a multi-year, multi-modal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

MULTI-YEAR, MULTI-MODAL PLAN

The department is in the most productive time in its history, thanks to the passage in 2019 of Governor Pritzker's historic and bipartisan Rebuild Illinois capital program. Even though Illinois is the sixth-largest state in the U.S. and claims one of the most extensive transportation networks in the country, the state had not passed a comprehensive capital program since 2009. Illinois infrastructure was in dire shape as a result.

At \$44.8 billion, with \$33.2 billion identified for transportation, Rebuild Illinois is the largest capital program in state history, assuring IDOT will have the resources available to secure federal dollars dedicated for transportation for the foreseeable future. Rebuild Illinois is also the only capital program passed in Illinois to touch all modes of transportation: road and bridges, freight and passenger rail lines, transit systems, bicycle and pedestrian facilities, waterways, and airports.

FISCAL YEAR 2022 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2022 capital budget for IDOT totals \$26.7 billion, including \$3.2 billion in new appropriations and \$23.5 billion in reappropriations. With the passage of Rebuild Illinois, IDOT is moving aggressively toward the goals of preserving a safe and reliable transportation system that supports and grows the Illinois economy and fixing the state's crumbling infrastructure.

In addition to IDOT's multi-year plan for roads and bridges, the agency is working to implement and deliver a multitude of multi-modal improvements across the state:

- \$3.0 billion in bonded and \$1.5 billion in pay-as-you-go funding to invest in mass transit, including \$500.0 million dedicated to fund downstate transit projects. The department is coordinating with the Regional Transportation Authority (RTA) to select projects in the Chicago area.
- \$1.1 billion for freight and passenger rail, including \$225.0 million to re-establish passenger service between Chicago and the Quad Cities, \$275.0 million to re-establish passenger service between Rockford and Chicago, \$100.0 million for safety and reliability improvements on Amtrak's Saluki service between Chicago and Carbondale and \$400.0 million in new funding for projects in the Chicago Region Environmental And Transportation Efficiency (CREATE) Program.
- \$558 million to progress on projects within the state's aviation network, such as improvements to fuel facilities, hangars and airfields and purchases of air rescue and firefighting equipment.
- \$110 million to be awarded through a competitive grant program for projects that support freight activity and job creation at the state's 19 public port districts along the Illinois, Kaskaskia, Ohio,

Agency Budget Detail: Illinois Department of Transportation

- and Mississippi rivers, the Chicago Area Waterway System and Lake Michigan.
- \$50 million for bike and pedestrian infrastructure projects awarded annually through the Illinois Transportation Enhancement Program, including new methodology for identifying disadvantaged and economically distressed areas eligible for a decreased match requirement.

PROPOSED HIGHWAY IMPROVEMENT PROGRAM

Federal guidelines require all states to develop a Transportation Asset Management Plan. This plan must describe how the state's roads and bridges will be managed based on information about system conditions collected in the field, while making key strategic investments to address capacity needs in a financially responsible manner. IDOT's current asset management plan was certified by the Federal Highway Administration on August 29, 2019. Projects included in IDOT's FY 2021-2026 Proposed Highway Improvement Program¹ were identified based on the principles of asset management.

With resources provided by Rebuild Illinois, IDOT is moving toward the goals of its Transportation Asset Management Plan and fixing the state's crumbling infrastructure through data-driven decision-making that will result in more assets with longer life cycles while using funds effectively. A small percentage of funds are identified for capacity improvements, but much of the multi-year improvement program is focused on preserving a safe and reliable transportation system that supports and grows the Illinois economy.

ROADS AND BRIDGES

Illinois is at the heart of the country's interstate highway system. This vast network includes coast-to-coast interstates I-80 and I-90, along with I-70 that extends from the east coast to Utah. These major corridors are joined by multiple north-south corridors including I-39, I-55 and I-57, and additional east-west corridors such as I-24, I-64, I-72 and I-74.

In total, there are 2,185 interstate miles that serve the state, making Illinois the third-ranked state in the U.S. for interstate mileage. An additional 15,969 miles of state highways and 7,847 bridges make interstate routes accessible across the entire state. More than 7,200 trucking establishments within Illinois take advantage of this extensive network of highways.

The following projects provide a sample of important improvements included in the proposed program.

INTERSTATE 80 PROJECTS

HOUBOLT ROAD BRIDGE

In 2016, the state, local governments and CenterPoint Properties reached a first-of-its-kind agreement to build a new Houbolt Road bridge, linking I-80 and the intermodal facilities in Will County that make up the country's largest inland port. The new bridge will alleviate traffic congestion on local roads, improve safety and further strengthen the state's economy. The entire project is estimated to cost \$170 million to \$190 million.

The historic agreement was the result of the teamwork between IDOT, CenterPoint, the City of Joliet and Will County. Under the agreement, CenterPoint will fund, build and operate a new toll bridge on Houbolt Road over the Des Plaines River and the Burlington Northern Santa Fe (BNSF) Railroad tracks at an estimated cost of \$150 million to \$170 million.

IDOT will contribute funds to widen Houbolt Road and reconfigure the existing interchange with I-80 to a diverging-diamond design to accommodate the increased traffic demand. The City of Joliet is working with IDOT to implement and oversee the improvements. When completed, the project will provide two lanes of

¹ <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

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traffic in each direction between I-80 and CenterPoint’s intermodal facilities, which are home to thousands of jobs and \$75 billion in freight activity annually. Construction is expected to begin in 2021, with the bridge opening to traffic in 2023.

About 11,000 vehicles per day are expected to initially use the bridge, including more than 6,600 trucks. By the year 2040, it is anticipated that traffic will grow to approximately 30,000 vehicles per day, including about 18,000 trucks. The new bridge will relieve congestion on roads not built for heavy truck traffic, answer the safety concerns expressed by local communities and improve the flow of goods and services throughout the region.

INTERSTATE 80 FROM RIDGE ROAD TO U.S. 30

Preliminary engineering and environmental studies are anticipated to be completed in early 2021 to develop a long-term solution for I-80 from Ridge Road to U.S. 30 through Kendall, Grundy and Will counties. These improvements will include reconstruction of the interstate, interchange improvements, the addition of auxiliary lanes and the replacement of the existing bridges carrying I-80 over the Des Plaines River.

In 2020, IDOT advertised and selected consultants to begin the preparation of contract plans for various construction contracts within the corridor. The department anticipates beginning the right-of-way acquisition process in early 2021. The department also expects to finalize contract letting for the reconstruction and rehabilitation of several eastbound bridges east of the Des Plaines River in 2021.



I-80 and U.S. 30

Rebuild Illinois included approximately \$1.1 billion for the remaining engineering and construction.

INTERSTATE 80 AT U.S. 30 INTERCHANGE

In 2018, IDOT began construction on a \$47.1 million project for the interchange reconstruction of I-80 at U.S. 30 in New Lenox with the assistance of a \$43.0 million grant from the Illinois Competitive Freight Program. The improvements include a complete reconstruction of the interchange, the extension of the six-lane cross section west through the interchange and a pedestrian and bicycle overpass carrying the Old Plank Road Trail. IDOT anticipates completing this project in 2021.

INTERSTATE 55 AT ILLINOIS 59

IDOT completed a study, in a cooperative partnership with the City of Joliet, Village of Shorewood and Will County, to evaluate enhanced access needs in a growing area of Will County. The study identified several necessary improvements, and the resulting capital project will include converting the existing partial-access interchange at I-55 and Illinois 59 into a full-access, diverging-diamond interchange; adding auxiliary lanes on I-55 between Illinois 59 and U.S. 52; improving the intersection of Illinois 59 and Seil Road; relocating and reconstructing the East Frontage Road to provide necessary distance from the interchange; and providing bike and pedestrian accommodations to Illinois 59 crossing I-55.

This project has received a federal Better Utilizing Investment to Leverage Development (BUILD) Grant for \$20.0 million for work on both the state and local systems, and the fiscal year 2022 recommended budget provides \$75.5 million for improvements to the state system. An advance contract to replace one of the bridges to convert I-55 and Illinois 59 to a full interchange will begin in 2021. IDOT will seek bids for the remaining work in 2021.

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U.S. 52 RIVER ROAD TO HOUBOLT ROAD

This proposed improvement will provide two lanes in each direction with a curbed median, a multiuse path and sidewalk for the length of the project, and modernized intersections. The project also proposes repairs to, and widening of, the U.S. 52 bridges over I-55 and the DuPage River. The project will improve capacity, operations and safety along U.S. 52.

U.S. 20 RANDALL ROAD TO SHALES PARKWAY

The proposed improvements for the U.S. 20 bridges over the Fox River, Raymond Street, St. Charles Street, Liberty Street (Illinois 25) and Poplar Creek consist mainly of deck replacements or maintenance with some upgrading of the bridge substructure. This improvement will enhance the safety of and address mobility issues and extend the life of over 6.8 miles of U.S. 20 in Elgin. Ramps using the Grace, St. Charles and Liberty Street bridges connecting to U.S. 20 will be widened or restriped to provide longer acceleration and deceleration lanes. The project also proposes a new six-lane bridge with dedicated side-by-side, left turn lanes in each direction at Illinois 31. The new structure will provide a multiuse path on the west side and a sidewalk on the east side. Auxiliary lanes and noise barriers are also proposed at several locations.

U.S. 41 AT ILLINOIS 176

The scope of work for this project includes interchange and intersection reconstruction, bridge replacement, and bike and pedestrian accommodations on the U.S. 41 and Illinois 176 interchange in east central Lake County. The project will improve safety with access at U.S. 41 at West Washington Avenue, enhance intersection sight distance on West Washington Avenue approaching U.S. 41, increase capacity at Illinois 176 and Illinois 43, improve vertical clearance on the Illinois 176 bridge over U.S. 41, and address flooding at both the Illinois 176 and Canadian National (CN) Railroad underpasses.

The fiscal year 2022 recommended budget includes \$62 million for this project.

ILLINOIS 31 (ILLINOIS 120 TO ILLINOIS 176)

A 6.8-mile reconstruction and widening project is the latest phase to improve and upgrade Illinois 31 in McHenry County. The scope of work involves building two lanes in each direction of Illinois 31, separated by a barrier median. The project will include intersection and drainage improvements and the addition of pedestrian and bike accommodations. The scope of work also proposes a new, 90-foot span bridge to replace the existing box culvert near downtown McHenry to reduce Illinois 31 flooding.

IDOT's current multi-year program includes \$107 million for this project. Design work and land acquisition started in fiscal year 2021.

ILLINOIS 60/83 (ILLINOIS 176 TO CN RAILROAD)

The proposed improvements in Lake County consist of building two lanes in each direction with a barrier median on Illinois 60/83 from Illinois 176 to Circle Drive and from Maple Avenue to Illinois 60. A middle turn lane between Circle Drive and Maple Avenue would be added, as well as a new bridge to carry Illinois 60/83 over the CN Railroad. The proposed improvements also include a multiuse path. The current estimate for this project cost is \$121 million and is included in the recommended fiscal year 2022 budget.

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ILLINOIS 131 (WADSWORTH ROAD TO SUNSET AVENUE)

This project will include reconstructing the existing highway with two lanes in each direction with a median. Sidewalks and a multiuse path will be included. Additionally, this project involves shifting Illinois 131 west of the Waukegan National Airport to accommodate a future runway and taxiway.

The estimated total cost of the Illinois 131 project and airport expansion is \$250 million. The recommended fiscal year 2022 budget includes \$80 million to fully fund the highway work. The funding for the airport improvements is not included in the state funded portion of this project. Preliminary engineering and environmental studies for the overall project are underway.

INTERSTATE 190 BESSIE COLEMAN DRIVE TO INTERSTATE 90

Interstate 190 currently provides the primary access to O'Hare International Airport, which serves more than 190,000 passengers each day and is home to more than 50,000 airport employees. Numerous aviation facilities and other related industries are located in the immediate vicinity. The interstate also serves as a critical link for the regional transportation network through I-90, I-294 and Mannheim Road, providing key access to economic centers in Rosemont, Schiller Park, Des Plaines and throughout the northwest metropolitan area. The Chicago Department of Aviation estimates that O'Hare generates in excess of 455,000 jobs for the Chicago region and up to 20 percent of the employment in the immediate surrounding area.

This project will reconstruct and widen I-190 from the O'Hare taxiway bridges to Cumberland Avenue. Eastbound modifications will include the addition of a collector-distributor road to I-190 from west of Bessie Coleman Drive to I-294. Also, the project will reconfigure the existing cloverleaf interchange for I-190 at Mannheim Road as a directional interchange to improve safety and reduce stormwater runoff. A new Cumberland Avenue flyover ramp will be built to allow eastbound I-90 traffic exiting to Cumberland Avenue to flow over I-190 instead of passing through merging I-190 eastbound traffic.

The existing eastbound bridge over the Des Plaines River will be removed and replaced with a wider structure to better allow traffic mergers from the River Road ramp. The new structure will include a three-span steel plate girder bridge in place of the existing four-span bridge, which will better accommodate the widened road and ramp taper. The current arrangement of a center pier in the middle of the river will be replaced with two piers at the edges of the riverbanks, which will significantly cut down on impacts to the river water surface elevation.

The reconstruction of westbound I-190 consists of adding new ramps from I-190 westbound to Mannheim Road, alleviating the traffic congestion on I-190, and modifying the interchange of I-190 and Bessie Coleman Drive to provide direct access from I-190 westbound to O'Hare's international terminal.

Several advance projects already have been completed, including the reconstruction of the Mannheim Road Bridge, the Wisconsin-Central Railroad Bridge, the drainage pump station and outfall sewer, Mannheim Road from Illinois 72 to Illinois 19, the Balmoral Avenue extension, the relocation of the Automated Transport System (ATS) pier, and the I-90 Cumberland Avenue flyover.

In fiscal year 2021, IDOT advertised and selected consultants to begin the preparation of contract plans for various projects within the corridor. The remaining I-190 mainline reconstruction is fully funded at approximately \$561 million through Rebuild Illinois.

U.S. 12/20 (95TH STREET) AT STONY ISLAND AVENUE

Preliminary engineering and environmental studies have been completed to improve U.S. 12/20 (95th Street) at Stony Island Avenue intersection in Chicago. The purpose of the project is to improve safety for all modes of transportation moving through the area, improve traffic flow, reduce drainage problems and enhance economic development.

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The corridor is developed with a mix of commercial and industrial uses. This project addresses a total of six overpass railroad bridges in the corridor. Four of the bridges span Stony Island Avenue and two span 95th Street. Stony Island Avenue is three lanes in each direction north and south of the corridor but narrows to two lanes in each direction in the area intersecting 95th Street. This creates a bottleneck for the nearly 60,000 cars and trucks that use Stony Island Avenue each day. Additionally, the sidewalk is not continuous along 95th Street even though there is a relatively high volume of pedestrian traffic related to five Chicago Transit Authority bus routes that service the intersection. Bus stops are located on the northwest and northeast quadrants as well as on the eastbound, westbound and northbound approaches.

The proposed improvement consists of widening Stony Island Avenue to three through lanes in each direction from south of 95th Street to 94th Street to match the existing number of lanes to the north and south of the project. This will involve replacing the railroad overpass bridges immediately north of 95th Street on Stony Island Avenue to accommodate the additional through lanes and widening 95th Street east of Stony Island Avenue to improve left-turn lanes and signal operations. IDOT anticipates these improvements will result in a 72 percent reduction in traffic delays through the intersection. The proposed improvement also includes drainage enhancements to address flooding issues and improved pedestrian accessibility and connectivity within the project limits, including connections to Chicago Transit Authority (CTA) routes.

This improvement is fully funded at approximately \$92 million as part of Rebuild Illinois and is planned to begin in the later years of the current multi-year program.

INTERSTATE 55 FROM ILLINOIS 129 TO LORENZO ROAD



Illinois 129 to Lorenzo Road

Preliminary engineering and environmental studies are currently underway for the improvement of two interchanges on I-55 at Lorenzo Road and Illinois 129 to accommodate the rise in economic activity from increased intermodal traffic in Will County. The I-55 traffic volume is approaching 30,000 vehicles per day, and volume on the entrance and exit ramps at the Lorenzo Road and Illinois 129 interchanges reaches up to 5,000 vehicles per day.

This improvement is fully funded as part of Rebuild Illinois at approximately \$123 million. Preliminary engineering and environmental studies are expected to be complete by the end of 2021. Current engineering efforts are targeted to enable a contract letting in the later years of IDOT's multi-year program covering fiscal years 2021 through 2026, contingent on plan readiness and land acquisition.

INTERSTATE 55 AT AIRPORT ROAD/LOCKPORT ROAD AND AT ILLINOIS 126

This project's preliminary engineering and environmental studies are led in a joint effort by the villages of Romeoville, Bolingbrook and Plainfield in conjunction with IDOT. The purpose of the proposed project is to provide improved access to I-55 between U.S. 30 and Weber Road. The preliminary preferred alternative for the project is to construct a single-point urban interchange at Airport/Lockport Road and to replace the existing partial-access interchange at Illinois 126 with a full-access diamond interchange. Both interchange projects are funded in Rebuild Illinois at a total cost of approximately \$180 million.

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INTERSTATE 74 MISSISSIPPI RIVER BRIDGE

Construction started in 2017 on the new I-74 Mississippi River Bridge, a joint project between Illinois and Iowa that is on an expedited schedule and due to be completed by 2022.

The I-74 corridor serves as a principal highway route through the Quad Cities, accommodating regional, local and interstate traffic. The corridor also serves as the most highly utilized crossing of the river in the Quad Cities area. Traffic on I-74 currently travels over the Mississippi River between Moline and Bettendorf via two historic two-lane bridges. Both bridges are currently classified as functionally obsolete due to their narrow width and high traffic volumes.

Considerable progress has been made since construction started. Arch placement began on the new main westbound span in late 2018. Stage two construction operations started in 2019, consisting of constructing and completing all westbound pavement and structures throughout the corridor. Throughout stage two westbound construction, I-74 westbound will be closed, with traffic detoured to I-280 and I-80. Limited local access will be maintained over the existing I-74 bridge between Moline and Bettendorf.

The project is designed to increase capacity throughout the area by:

- Upgrading approximately seven miles of the existing four-lane interstate, which includes the new bridge;
- Improving six existing interchanges;
- Enhancing the connecting arterial roadway system; and
- Improving opportunities for transit, bicycle-pedestrian and intermodal connections.

The Illinois share of this \$1.2 billion project is estimated at \$478.4 million.

ILLINOIS 47 FROM U.S. 14 TO ILLINOIS 120

Preliminary engineering and environmental studies were completed in 2019 for a project to reconstruct and widen Illinois 47 to provide two lanes in each direction separated by an 18-foot raised median with a new drainage system. There will be three roundabouts at Lake Street, McConnell Road and Judd Street/Irving Avenue. The Illinois 120 intersection will remain signalized for better operational efficiency. Sidewalks and bike paths are included in the planned improvement.

This improvement is fully funded as part of Rebuild Illinois at an estimated cost of \$57.6 million and targeted to begin in the middle years of the current multi-year program.

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INTERSTATE 280 OVER MISSISSIPPI RIVER

I-280 provides access to the Quad City International Airport, Moline, Rock Island, Coal Valley and Milan. I-280 is a vital bypass route for the region, with nearly 28,000 vehicles crossing the bridge each day, 27 percent of which are trucks.

In partnership with the Iowa Department of Transportation, plan preparation is underway for the deck replacement and painting of I-280 over the Mississippi River, known locally as the Sgt. John F. Baker Jr. Bridge. The project will replace the existing deck and paint the structure for preservation and improve I-280 between the river and Illinois 92. This project, projected to cost approximately \$50 million, is planned to begin in the spring of 2021 and will take three years to complete.



I-280 Mississippi Bridge

INTERSTATE 55 IN SPRINGFIELD

With average daily traffic of more than 56,000 vehicles, IDOT is investigating ways to relieve traffic congestion and increase public safety for residents and motorists who travel along I-55 through Springfield. Specifically, IDOT is studying ways to improve the interstate through Springfield and Sangamon County from south of the Sixth Street interchange to north of the Sherman Boulevard interchange. IDOT will evaluate the capacity of the road and its interchanges, as well as the need for interchange improvements and other traffic enhancements. It is anticipated that the planning phase for this project will be completed in early 2021.

This sizable project is anticipated to be constructed in sections. Under the current multi-year program, the first section is funded at a cost of \$137.4 million. This will fund engineering and construction work, including construction of additional lanes. The total cost for the project is estimated to be more than \$800 million.

RESURFACING PROJECTS

INTERSTATE 55 IN MONTGOMERY COUNTY

A project to resurface I-55 just south of Litchfield is scheduled to begin in 2021. The project stretches from north of Illinois 16 to north of Illinois 108. It also includes new bridge decks on various structures in Montgomery County. The total length of the project stretches over nine miles and is estimated to cost approximately \$34 million.

INTERSTATE 72 IN PIKE COUNTY

A resurfacing project on I-72 in Pike County is scheduled to begin in 2021. The project stretches from east of Illinois 107 to east of the 290th Avenue overpass. The total length of the project stretches over five miles and is estimated to cost \$22 million.

INTERSTATE 72 IN MACON COUNTY

A resurfacing project on I-72 in Macon County is scheduled to begin in 2021 and extend into 2022. This project will be constructed using the rubblization method, a construction technique that breaks down the

Agency Budget Detail: Illinois Department of Transportation

existing concrete into rubble and uses this as a base for the new pavement, resulting in savings from not having to haul away the existing concrete. The total length of the project is just over four miles and is estimated to cost over \$28 million.

INTERSTATE 57/74 INTERCHANGE

Major progress was made in 2020 toward rebuilding the I-57/I-74 interchange, one of the largest projects in central Illinois. This cornerstone project of the Rebuild Illinois capital program consists of seven preliminary projects, six of which have already begun, represents a total state investment of more than \$83.0 million for the region, with \$73.5 million coming directly from Rebuild Illinois.



I-57/ I-74 Interchange

A total of seven projects are planned along the I-57/I-74 corridor, between Duncan Road and High Cross Road and between Springfield Avenue and Olympian Drive. New, higher and longer bridges are necessary before the larger 2021 effort to rebuild the new I-57/I-74 ramps. Progress thus far includes:

- Mattis Avenue bridge replacements over I-57/I-74 are underway with anticipated completion in summer 2021;
- I-74 bridge deck overlays and repairs from High Cross Road to the Union Pacific Railroad tracks started in the spring of 2020, with anticipated completion in summer 2021;
- I-74 replacement of bridges over the Canadian National Railroad and Market Street started in the summer of 2020, with anticipated completion in fall 2022;
- U.S. 150 resurfacing from Wright Street to west of Cunningham Avenue started in the spring of 2020, with anticipated completion in fall 2021;
- U.S. 150 bridge replacement over I-57 started in the summer of 2020, with anticipated completion in summer 2021;
- I-72 resurfacing, microsurfacing, bridge deck overlay and guardrail replacement, from White Head Road to I-57 west of Champaign, were completed in 2020; and
- Illinois 10 bridge replacement over Copper Slough west of Duncan Road will start May 2021 to be completed that summer.

The I-57/I-74 interchange project will remake a critical regional freight juncture that handles almost 40,000 vehicles per day and improve traffic flow and safety by eliminating conflict points and reducing turning movements.

JANE BYRNE INTERCHANGE

The Jane Byrne Interchange is located within the heart of downtown Chicago, adjacent to the west end of the central business district. The interchange is more than 50 years old and near the end of the typical lifecycle for a facility of its type. The volume of traffic that moves through the interchange significantly impacts congestion and levels of service on roads throughout the region daily.

The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on interstates and arterial roads. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 33,000 are trucks. The location has long been identified as one of the slowest, most congested highway freight bottlenecks in the nation, according to the American Transportation Research Institute and the Federal Highway Administration.

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The interchange is the confluence of I-90/I-94 at I-290/Ida B. Wells Drive. The main features of the reconstruction include:

- Replacing the 50-year-old bridges over I-90/I-94 and I-290;
- Building four lanes in each direction on I-90/I-94 to correct a lane balance issue;
- Reconstructing and widening the northbound-to-westbound and eastbound-to-northbound ramps into two-lane configurations that improve safety and traffic flow;
- Constructing new collector-distributor roads from northbound I-90/I-94 to the downtown exit ramps, as well as from southbound I-90/I-94; and
- Constructing a new southbound bypass exit ramp to Taylor Street from I-90/I-94.

The new collector-distributor roads and exit ramp will improve safety by eliminating forced merges and weaving maneuvers. Three new flyover ramps will also help improve mobility throughout the interchange. One of these, northbound I-90/I-94 to westbound I-290, was completed and open to traffic in late 2016.

Additional features of this project include 10 bridges that will be reconstructed at Taylor, Harrison East, Van Buren, Jackson, Adams, Monroe Halsted/Harrison West, Peoria and Morgan streets. These new bridges will enhance the multi-modal transportation system of the surrounding street network by including bike lanes, wider sidewalks and improved access to transit. Lighting upgrades, traffic signal



Jane Byrne Interchange

installation and landscaping will be included as aesthetic features to allow the new interchange to fit within the context of the surrounding neighborhoods and the University of Illinois at Chicago campus, as well as to improve connectivity among communities within the expressway corridor.

The next phase of construction will include the reconstruction of the remaining overhead bridges at Adams and Jackson streets, as well as the mainline reconstruction of I-90/I-94, both northbound and southbound, from Lake Street/Madison Street north of the interchange to Roosevelt Road south of the interchange.

Once finished, the rebuilt interchange is anticipated to cut congestion in half, which will result in up to 5 million fewer hours of drivers trapped in congestion each year. Reduced idle time will save up to 1.6 million gallons of fuel annually. The project will also save more than \$185 million annually in lost work production due to delays. Fuel emissions in the project area are expected to be lowered by a third by 2040. The overall \$796.5 million interchange project is anticipated to be substantially complete in 2022.

EASTBOUND INTERSTATE 55/66 COLLECTOR-DISTRIBUTOR BRIDGES

Multiple projects on the I-55/I-64 eastbound collector-distributor bridges in the East St. Louis area will replace the bridge deck on several structures and make much-needed repairs to others. The I-55/I-64 corridor is the most congested highway in the Metro East and serves both commuters and freight traffic accessing downtown St. Louis and beyond.

The repairs are needed to restore the condition of the structures and prolong their life expectancy. Construction is anticipated to begin in early 2021 and be completed by the fall of 2021 at an approximate cost of \$29.8 million.

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INTERSTATE 70 RESURFACING AND BRIDGE REPAIRS

The I-70 resurfacing and bridge repairs from I-55/I-270 to 2.5 miles east and I-55/I-70 ultra-thin overlay from Illinois 159 to I-270 project began in the fall of 2020. Work includes resurfacing and completing bridge repairs on I-70 from the I-55/I-270 interchange to approximately 2.5 miles to the east in Madison County. The resurfacing and bridge repairs will restore the driving surface to a smoother, safer ride for traffic.

This project will also construct an ultra-thin overlay on I-55/70 from Illinois 159 to I-270. An ultra-thin overlay is a pavement preservation technique to extend the life of the pavement before a more significant, and more costly resurfacing project is required.

Construction of the approximately \$23.5 million project is anticipated to be complete by the fall of 2021.

INTERSTATE 255 REHABILITATION



The \$67 million reconstruction of I-255, which started in February of 2020, was one of the first completed projects of Rebuild Illinois. This project repaired a badly deteriorated section of interstate in the St. Louis Metro East Area. This project required a complete closure of the interstate to all traffic for one construction season, enabling the project to be completed cheaper, faster and safer. The closure:

- Significantly reduced completion time from 4 years to 10 months;
- Saved \$14 million;
- Increased worker safety by keeping traffic out of the work zone; and
- Reduced accidents by eliminating the need for work zone lane shifts.

The project consisted of rehabilitating and resurfacing approximately seven miles of I-255 from I-55/I-70 to Illinois 15 in two sections separated by I-64, with significant bridge repairs, safety improvements and drainage upgrades. This project restored the roadway and bridges to a smooth and safe condition for motorists and will support future investment in the region.

INTERSTATE 270 FROM THE MISSISSIPPI RIVER TO ILLINOIS 157 IN MADISON COUNTY

IDOT is conducting preliminary engineering and environmental studies for the widening of I-270 from four lanes to six lanes from the Mississippi River to Illinois 157. These studies complement a study in Missouri to widen I-270 from the Mississippi River to Lilac Avenue. This is the only segment of the I-270/I-255 loop in the St. Louis metropolitan area that has fewer than six lanes.

The current multi-year program includes construction of six lanes from the Mississippi River to just west of Illinois 203, including reconstruction of the interchange on I-270 at Illinois 3, at a cost of \$72.1 million. Additionally, in 2018, the interchange on I-270 at Illinois 111 received construction funding through the Illinois Competitive Freight Program. The current multi-year program includes \$19 million in funding for construction of a new interchange.

Agency Budget Detail: Illinois Department of Transportation

INTERSTATE 270 OVER THE MISSISSIPPI RIVER IN MADISON COUNTY

Plan preparation is underway for the replacement of a bridge, known locally as the Chain of Rocks Bridge, that carries I-270 over the Mississippi River, connecting Madison County in Illinois with St. Louis. Nearly 45,000 vehicles cross the bridge daily, with approximately 20 percent of these trips made by trucks.

IDOT will partner with the Missouri Department of Transportation to replace the existing bridge with new dual bridges, one directly south of the existing Chain of Rocks Bridge and one on the same alignment as the existing bridge. The new bridges will be striped for four lanes initially but will be constructed to be compatible with six lanes of traffic in the future to accommodate the future widening of the connecting road. The project will also include a modification of the interchange at I-270 and Riverview Drive in St. Louis.

The current multi-year program includes construction of the dual structures and the Illinois approach, at a cost of \$248.1 million.

MCCLUGAGE BRIDGE



McClugage Bridge

A new eastbound McClugage Bridge (U.S. 150) over the Illinois River's Peoria Lake will be constructed just south of the existing bridge, which is close to 75 years old and past its original life expectancy.

To accommodate current and anticipated traffic volumes, the bridge will include three lanes of traffic and will be designed to meet modern standards and specifications.

Modifications will be made at the eastbound U.S. 150/Illinois 29 interchange ramps in Peoria and the eastbound U.S. 150/Illinois 116 interchange ramps in Tazewell County to align with the new bridge and aid in traffic flow. An additional lane will be built on southbound Illinois 116 from the eastbound U.S. 150/Illinois 116 interchange to provide direct

access to Illinois 116 and avoid merges with the existing lanes. Two 10-foot shoulders will be added as a safety feature to keep traffic moving in the event of breakdowns, snow removal and emergency responses.

The new structure will also provide a 14-foot wide path for bicyclists and pedestrians to cross the Illinois River. A scenic overlook will be built at the center of the bridge for viewing the river valley. The multi-use path will have a parking lot located on each side of the river, with commemorative parks on each bank. On the Peoria side, the path will connect to the Rock Island Greenway via a connection to Eureka Street, providing a vital link to the extensive recreational trail system throughout central Illinois.

Construction on the \$167 million project began in September 2019 and is due to be completed in 2023. Funding is included in the multi-year program for bridge painting and preservation activities on the westbound bridge after the eastbound bridge is complete. The westbound bridge opened in 1982 and is expected to remain serviceable for 30 additional years.

Agency Budget Detail: Illinois Department of Transportation

INTERSTATE 57 ADDITIONAL LANE FROM JOHNSTON CITY TO SOUTH OF BENTON

This segment of I-57 is part of the National Highway Freight Network, carrying more than 40,000 vehicles a day, 14,000 of which are trucks. The project will expand I-57 to six lanes, install a median barrier, resurface the existing lanes, update deficient guardrails and add rumble strips. The 7.8-mile I-57 project begins at the Johnston City interchange and ends just south of the bridges over the Middle Fork of the Big Muddy River south of Benton. The expansion of I-57 to six lanes will increase capacity, improve safety, build reliability into the regional freight network, create jobs and enhance the economic potential of the region.

A \$14.3 million federal grant funds the first section of the project, from Herrin Road to just north of the Country Club Road overpass in Franklin County. An Illinois Competitive Freight Program grant of \$20.6 million will provide funding for three miles of additional lanes to I-57 north and south of West Frankfort, expected to be completed in 2022.

Additionally, the Rebuild Illinois capital plan will fulfill a longtime need to make I-57 six lanes from Marion to Mount Vernon. The capital program provides \$174 million to continue widening I-57 south of Benton to Mount Vernon. Engineering efforts are underway, with construction slated to begin in 2022.

INTERSTATE 24 RESURFACING FROM INTERSTATE 57 TO THE OHIO RIVER NEAR METROPOLIS

This project will resurface the entire length of I-24. Sections in Williamson and Johnson counties will use strategic pavement preservation strategies, while the Massac County section will use a standard resurfacing. A thin concrete wearing surface will be added to most of the bridges to preserve the existing bridge decks. The estimated cost of construction is \$69 million.

This project is expected to begin in 2021 in Massac County, from the Ohio River to the Johnson County Line. Work in Johnson and Williamson counties will begin in 2022 and end in 2023.

U.S. 67 DELHI BYPASS

The Delhi Bypass, a 2.4-mile section of U.S. 67 just north of the Madison/Jersey County line, is being extended to accommodate current and anticipated traffic volumes. The highway will feature four lanes designed to meet modern standards and specifications. This project extends the four-lane expansion of U.S. 67 north from Godfrey, by constructing approximately 2.4 miles on the new alignment to the east of Delhi in Jersey County.

Important safety components will include shoulders, curves and ditches, and turn lanes at major intersections. Ultimately, the project will improve safety by minimizing access points and improve travel time reliability for communities in Jersey County, especially Jerseyville.

The total cost of this project is \$18.6 million. Construction started in 2020 and is anticipated to be complete in 2022.

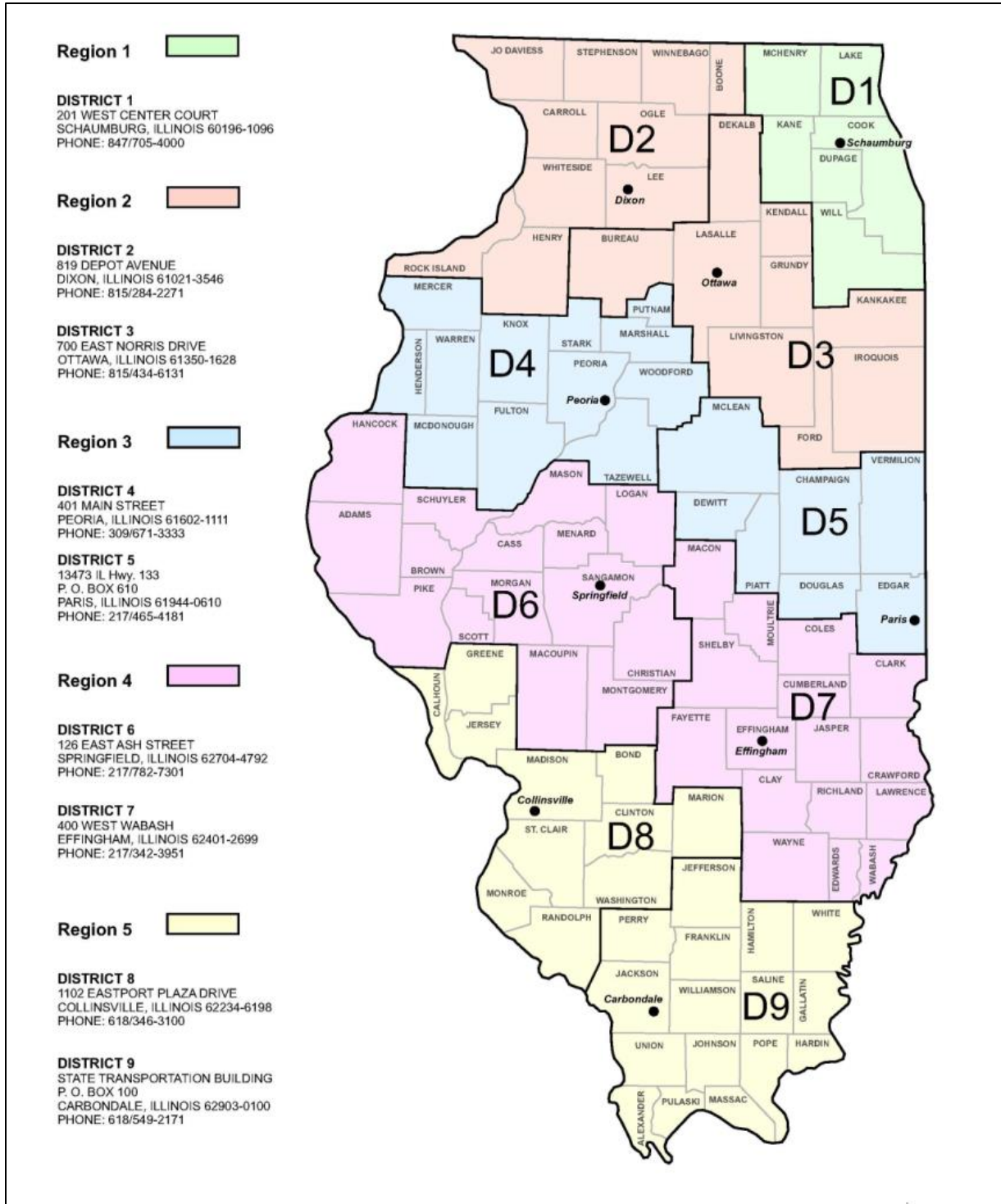


Delhi Bypass

Agency Budget Detail: Illinois Department of Transportation

REGIONAL ROAD AND HIGHWAY PROJECT EXAMPLES

The following map and tables show the proposed and ongoing projects by region across the state:



Agency Budget Detail: Illinois Department of Transportation

ROAD AND BRIDGE PROJECT EXAMPLES

REGION 1

FY 2021 AND CONTINUING PROJECTS

- Installing centralized control systems on movable bridges over the Des Plaines River in Downton Joliet.
- Reconstructing interchange into diverging-diamond design at I-55 and Weber Road in Will County.
- Building a new pump station at I-290 and Des Plaines River in Cook County.
- Building a new pump station at U.S. 41 at Deerpath Road in Lake County.
- Reconstructing intersection and performing other safety improvements at Illinois 72 from the west junction to the east junction and at Illinois 83 in DuPage County.
- Replacing bridge at Illinois 47 and Kishwaukee River in McHenry County.

REGION 2

FY 2021 AND CONTINUING PROJECTS

- Resurfacing of I-39 from just north of Baxter Road to I-90, just north of Harrison Avenue interchange and U.S. 20 from west of Alpine Road to I-39.
- Resurfacing of I-74 from just south of Illinois 81 to just north of Illinois 17 in Henry County.
- Bridge replacement and interchange reconstruction on U.S. 20 at Illinois 2 southwest of Rockford.
- Additional lanes and reconstruction along Illinois 71 between Illinois 47 and Illinois 126 in Yorkville.
- Resurfacing and structure repairs along I-55 between Gardner and the Will County line.
- Bridge deck replacement, superstructure repairs, cleaning and painting, and substructure repairs on I-180 over the Illinois River in Hennepin.
- Bridge deck replacements along I-80 over the Little Vermilion River at Illinois 351 and repairs over LaSalle Road in LaSalle.
- Bridge replacement on Armour Road over the CN Railroad in Bourbonnais.
- Bridge replacements on I-57 over the Norfolk Southern Railroad and Grinnell Road, north of Illinois 17 in Kankakee; pavement reconstruction of I-57 from north of Illinois 17 to south of North Street.
- Bridge replacement on Illinois 47 over I-55 in Dwight, and pavement reconstruction along Illinois 47 adjacent to the bridge.
- Milling and resurfacing of I-57 from north of the Iroquois County line to north of the Kankakee River.

REGION 3

FY 2021 AND CONTINUING PROJECTS

- Replacement of bridge deck and steel repairs on structure carrying I-74 over the Illinois River in Peoria and Tazewell counties.
- Replacement of structure carrying Pinecrest Drive over I-74 in Tazewell County.
- Bridge preservation and repairs to structure carrying Illinois 9 over the Illinois River in Tazewell County.
- Resurfacing of I-74 from Illinois 78 to Kickapoo/Edwards interchange in Peoria County.
- Replacement of structure carrying I-74 over French Creek in Knox County.
- Resurfacing of Illinois 164 from Eighth Street in Oquawka to Warren County line in Henderson County.
- Replacement of the structure carrying U.S. 24 over Copperas Creek at Banner in Fulton County.
- Bridge deck overlays and repairs to structures on I-74 between Morton and Goodfield in Tazewell County.
- Replacement of structures carrying U.S. 34 over 120th Street in Warren County.
- Widening and resurfacing of U.S. 67 from Illinois 135/Alexis Road to 270th Avenue/County Highway 3 in Warren and Mercer counties.
- Replacement of structure carrying Illinois 8 over BNSF Railroad.
- Replacement of bridge carrying Illinois 71 over Coffee Creek, 0.6 miles east of Illinois 26 in Putnam County.
- Replacement of structure carrying Illinois 78 over Walnut Creek Tributary, about one mile north of West Jersey in Stark County.
- Replacement of structure carrying Illinois 116 (Harmon Highway) over BNSF Railroad, Union Pacific Railroad and Kickapoo Creek just east of Airport Road in Peoria County.
- Resurfacing of Illinois 116/U.S. 24/U.S. 150 from north of I-74 to south of Highview Road in East Peoria.
- Resurfacing of I-74 from west of Kickapoo/Edwards Road to 0.7 miles east of I-474.
- Resurfacing of I-55 Business from Commerce Parkway to just north of East Washington Street in McLean County.
- Resurfacing of Illinois 1 from the Iroquois County line to just north of Rossville South County Line in Vermilion County.
- Resurfacing of Illinois 10 from the Logan County line to Van Buren Street in Clinton in Dewitt County.
- Resurfacing of Illinois 10 from Illinois 48 at Weldon to I-72 in Piatt and Dewitt counties.
- Resurfacing of Illinois 49 from U.S. 136 to U.S. 150 west of Fithian in Vermilion County.
- Resurfacing of Illinois 54 from the Logan County line to just west of U.S. 51 at Clinton in Dewitt County.
- Resurfacing of Illinois 122 from Tazewell County line to Illinois 9 in McLean County.
- Resurfacing of U.S. 136 from I-55 at McLean to U.S. 51 at Heyworth in McLean County.
- Resurfacing of U.S. 136 from McLean County line to east of Fisher in Champaign County.
- Resurfacing of U.S. 150 from the Lower Terre Haute Road to Indiana State Line in Edgar County.

Agency Budget Detail: Illinois Department of Transportation

- Reconstruction of I-74 and bridge deck repairs on U.S. 150 west of Danville to Middle Fork Vermilion River in Danville in Vermilion County.

REGION 4

FY 2021 AND CONTINUING PROJECTS

- Resurfacing of U.S. 54 from Monroe Street to Archer Street in Pittsfield.
- Resurfacing of Illinois 57 from Quincy to Marblehead, including a bridge deck replacement over Payson Avenue and Curtis Creek in Adams County.
- Resurfacing and patching of U.S. 67/I-72 Business north of Morton Avenue to north of I-72 west of Jacksonville.
- Bridge deck replacements on I-72 over Wabash Avenue and Norfolk Southern Railroad in Springfield.
- Resurfacing of I-72 from west of Illinois 100 to west of Old U.S. 36 in Scott County.
- Bridge replacement over Bluffs Ditch, 1.8 miles northwest of Illinois 100 in Schuyler County.
- Rehabilitation of the U.S. 24 Quincy Memorial Bridge in Adams County.
- Resurfacing of Illinois 97/123 from north of Boy Scout Road to the Sangamon County line in Menard County.
- Resurfacing of Illinois 96 from south of Bear Creek to south of Birch Street in Ursa in Adams County.
- Replacement of Illinois 123 bridge over Richland Creek just north of Illinois 125 in Sangamon County.
- Resurfacing of I-64 seven miles west of U.S. 45 to the White County Line in Wayne County.
- Resurfacing of U.S. 36 from I-72 to just west of Harristown Boulevard and resurfacing of U.S. 51 from I-72 to just south of Cantrell Road, west of Decatur in Macon County.
- Resurfacing and signal improvements on U.S. 36 from Illinois 48 to Church Street in Decatur and West Eldorado Street from Illinois 48 to U.S. 36 in Macon County.
- Resurfacing of U.S. 40 from Salt Creek to 1500th Avenue east of Teutopolis in Effingham County.
- Resurfacing of U.S. 45/Illinois 15 from Southeast 9th Street to just west of Market Avenue and Southwest 7th Street to Southeast 9th Street in Fairfield in Wayne County.
- Resurfacing of U.S. 51 from 0.5 miles north of the Shelby County Line to the Christian County Line in Shelby and Macon counties.
- Bridge replacement on Illinois 1 over the CSX Railroad just north of U.S. 40 in Clark County.
- Bridge replacement on Illinois 1 over Sugar Creek one mile north of Lawrence County line in Crawford County.
- Resurfacing of Illinois 1 from Charles Street to Orchard Street in Lawrenceville in Lawrence County.
- Resurfacing of Illinois 121 from U.S. 36 to the south border of Mount Zion in Macon County.
- Resurfacing of Illinois 128 from Findlay Road just north of 6th Street in Shelbyville in Shelby County.

REGION 5

FY 2021 AND CONTINUING PROJECTS

- Resurfacing and bridge repairs on I-70 from I-55/270 to 2.5 miles east in Madison County.
- Ultra-thin overlay on I-55/70 from Illinois 159 to I-70/270 in Madison County.
- Resurfacing on U.S. 50 from Shattuc Road to the Marion County line in Clinton County.
- Resurfacing U.S. 67 from just north of Township Road 285 to 0.6 miles south of Tolman Road in Jersey and Greene counties.
- Resurfacing of Illinois 3 from north of Monsanto Avenue to Ruby Street in St. Clair County.
- Resurfacing of Illinois 3/111 from Alby Street to Broadway in Madison County.
- Resurfacing of Illinois 13 from South Belt to Nocturn Drive in St. Clair County.
- Resurfacing and bridge repair on Illinois 15 from Bluebird Street to Illinois 4 in St. Clair County.
- Resurfacing of Illinois 140 from Illinois 160 to the Bond County line to Madison County.
- Resurfacing of Illinois 157 from State Street to Petroff Drive in St. Clair County.
- Resurfacing of Illinois 157 from Chain of Rocks Road to Horseshoe Lake Road in Madison County.
- Resurfacing of Illinois 159 from just north of Illinois 140 to the Macoupin County line in Madison County.
- Bridge replacement on Kinlou Road over Skillet Fork Creek in Marion County.
- Resurfacing of Illinois 3 from the Monroe County line to just south of First Street in Ruma in Randolph County.
- Resurfacing of U.S. 50 from one mile east of Crackerneck Road to just west of St. Rose Road in Clinton County.
- Resurfacing of U.S. 67 in Jerseyville in Jersey County.
- Bridge replacement on I-57 over Big Creek just north of Dongola.
- Resurfacing of I-64 in White County from Wayne County line 6.5 miles east.
- Resurfacing of Illinois 127 from the CN Railroad overpass in Pinckneyville to Beaucoup Creek Bridge north of Murphysboro.
- Resurfacing of Illinois 13 in Marion from Illinois 37 to east of Norman Road and reconstruct intersection at Aurelia Drive.
- Resurfacing of Illinois 15 from Old Fairfield Road in Mount Vernon to the Wayne County line.
- Resurfacing of Illinois 145 from Illinois 146 to U.S. 45 near Metropolis.
- Resurfacing of Illinois 13 from two miles east of Randolph County line to Illinois 154 in Pinckneyville.
- Resurfacing of Illinois 141 in Gallatin County from U.S. 45 to New Haven.

Agency Budget Detail: Illinois Department of Transportation

- Bridge replacement on Illinois 13 and widening Illinois 13, four total structures, from east of Giant City Road to west of Reed Station Road in Carbondale.
- Bridge replacement on I-24 over Country Club Road near Metropolis.
- Bridge replacement on I-57 over Atchison Creek north of Ina.
- Resurfacing of I-57 from Old Illinois 13 in Marion to Herrin Road in Johnston City.
- Resurfacing of I-57 from north of I-64 interchange in Mount Vernon to two miles south of Dix.
- Truck parking expansion at I-57 Trail of Tears rest area in Union County.
- Resurfacing of westbound Illinois 13 from Lewis Lane to Wall Street in Carbondale.
- Resurfacing of U.S. 45 from Illinois 14 to Illinois 1 in Norris City.
- High-friction surface treatment on I-57 northbound entrance ramp from Illinois 13 in Marion.
- Resurfacing of Illinois 149 from Illinois 37 to the east city limits of West Frankfort.
- Resurfacing of Old Illinois 13 from Illinois 127 in Murphysboro to west of Tower Road in Carbondale.
- Resurfacing of Ridgway Spur from Illinois 1 to Murphy Street in Ridgway.
- Resurfacing of Illinois 169 from Illinois 37 to U.S. 45.
- Bridge removal and relocation of Chestnut Street in Alto Pass.
- Resurfacing, adding bike lane and replacing sidewalks on Illinois 149 from I-57 to Illinois 37 in West Frankfort.

RAIL

Illinois is at the center of the nation's rail network. The state has a comprehensive rail system consisting of approximately 9,982 miles of railroad track. In all, 40 railroads provide service from Illinois to every part of the United States. Chicago is the largest U.S. rail gateway with over 1,300 freight, passenger and commuter trains passing through the region every day.

CHICAGO-TO-ST. LOUIS PASSENGER RAIL IMPROVEMENTS

The Chicago-to-St. Louis rail corridor improvements will provide passenger service at up to 110 mph, leading to shorter travel times, increased reliability and safety, and new or upgraded stations. Work is now substantially complete throughout the corridor.

By the end of 2020, IDOT had made major safety upgrades at 211 grade crossings by installing four-quadrant gates and loop detectors to help prevent collisions with vehicles on the tracks. In addition, IDOT permanently closed 39 at-risk crossings.

As part of the \$1.95 billion project, IDOT, in conjunction with its partner communities, opened new stations in Dwight, Pontiac, Carlinville and Alton; renovated the station in Lincoln; improved the existing station in Normal; and made upgrades to the Springfield station. In 2018, IDOT also completed a separate project to build a new multi-modal station in Joliet. These facilities provide better customer experience, with amenities like free Wi-Fi and connections to bicycle and pedestrian facilities. The new stations have the potential to be the cornerstone of development efforts in their communities by inviting tourism, providing a new commuting option and acting as gateways to their communities.

New rolling stock is also a large component of the improvements. A total of 33 new locomotives have been in service since late 2017 for use in the Midwest on state-supported corridors. Illinois is part of a consortium of states working with the Federal Railroad Administration and the State of California on the procurement of 88 new single-level railcars to be used in the states of Illinois, Missouri, Wisconsin and Michigan. The first cars arrived in 2020, with revenue service to begin after corridor testing and commissioning is complete, in the spring of 2021.



A Venture Charger, one of the new cars that arrived in 2020.

Agency Budget Detail: Illinois Department of Transportation

The work scheduled for completion includes installation of Positive Train Control, which will allow for immediate upgrades to 90-mph service, with 110-mph service upgrades thereafter.

PASSENGER RAIL EXPANSIONS OF SERVICE AND IMPROVEMENTS TO CAPACITY

Through Rebuild Illinois, IDOT will make several important investments in intercity passenger rail. Improvements include additional funding of \$225 million for the Chicago-to-Quad Cities passenger rail expansion, \$275 million for the Chicago-to-Rockford passenger rail expansion, \$100 million for capacity improvements on the existing Chicago-to-Carbondale corridor and \$122 million to support Springfield's 10th Street Rail Improvements Project.

The Chicago-to-Quad Cities project aims to restore intercity passenger rail service via a new station in Moline. The portion of the line that runs on the BNSF Railroad (Chicago to Wyanet) is complete after improvements were made at Eola Yard near Aurora in the last several years. The Iowa Interstate Railroad portion of the project (Wyanet to Moline) is currently in preliminary engineering design and will be advancing to final design and potentially some construction elements in 2021. This project received a Federal Railroad Administration grant for implementation; however, it required additional state funding through Rebuild Illinois to complete construction.

The Chicago-to-Rockford project will restore intercity passenger rail service from Chicago to Rockford by utilizing Metra and Union Pacific Railroad tracks. Design for this project began in 2013 but was placed on hold in 2015. Improvements include upgrading tracks, making capacity improvements, adding a layover facility, providing a connection between the Union Pacific and Metra, improving bridges and building new stations. With \$275 million in funding from Rebuild Illinois, this project has reengaged, embarking on stakeholder outreach and preliminary engineering in 2020.

With \$100 million from Rebuild Illinois, IDOT aims to improve the performance of the existing Amtrak Illini/Saluki service between Chicago and Carbondale, a route that has been plagued with poor on-time performance the last several years. The host railroad, Canadian National, has identified a preliminary list of projects on the corridor that would alleviate existing capacity constraints and improve operation of the service. These projects include strategic installation of universal crossovers, siding extensions and some additional track construction. The full scope of the improvements and service guarantees from Canadian National will be negotiated in 2021.

Additionally, \$122 million from Rebuild Illinois will go toward the 10th Street Rail Improvement Project in Springfield. In 2012, IDOT and the Federal Railroad Administration completed a planning study that identified the relocation of trains from 3rd Street to a combined corridor on 10th Street as the preferred alternative among options for the project. The proposed improvements, when completed, would consolidate all freight and passenger rail traffic passing through Springfield onto one set of tracks, and include grade separations and a new passenger rail station. The project is scheduled for completion by 2025.

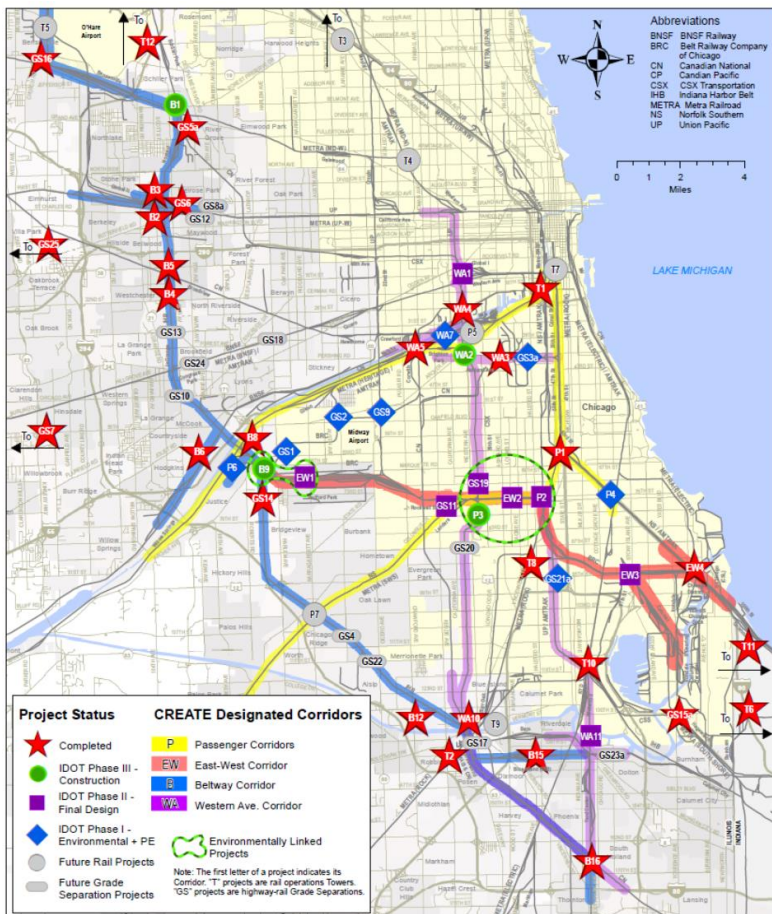
CREATE

The Chicago Region Environmental and Transportation Efficiency (CREATE) program is a public-private partnership between the U.S. Department of Transportation (U.S. DOT), IDOT, the City of Chicago, Cook County, Metra, Amtrak and the nation's freight railroads. CREATE's mission is to improve the safety and efficiency of the region's passenger and freight rail infrastructure to achieve national and regional travel and operational benefits, while advancing the local quality of life by reducing traffic delays, increasing safety and improving air quality.

Of the 70 projects in CREATE, 30 are complete, 5 are under construction, 8 are in the final engineering phase, 8 are in preliminary engineering and 19 have yet to begin.

Agency Budget Detail: Illinois Department of Transportation

In 2020, the CREATE partners continued to advance design work for the 75th Street Corridor Improvement project and Argo Connections project. In 2018, U.S. DOT awarded the partners a \$132 million Infrastructure for Rebuilding America grant from U.S. DOT for these two projects, which are also funded by matching funds of \$111 million from IDOT, \$116 million from the American Association of Railroads, \$78 million from Cook County, \$23 million from Metra, \$9 million from the City of Chicago and \$5 million from Amtrak, for a total investment of \$474 million.



Status of CREATE projects as of October 2020

in the vicinity of Pullman Junction near 95th Street between approximately Woodlawn Avenue to the west and Stony Island Avenue to the east. The award will accommodate construction of modern track configurations to allow train speeds to increase from 15 mph to 25 mph and signal and switch upgrades to replace six manually operated switches with modern signals that are compatible with Positive Train Control. This will significantly improve safety and reliability for the 37 freight trains that travel through Pullman Junction daily.

Through Rebuild Illinois, CREATE was allocated an additional \$400 million. These funds will be programmed by IDOT and the CREATE partners in the future to help further leverage federal and local dollars and continue advancement of this important program.

NORTHEASTERN ILLINOIS TRANSIT

The Regional Transportation Authority (RTA) oversees the region’s transit service boards: the Chicago Transit Authority (CTA), Metra, PACE Suburban Bus and PACE Americans with Disabilities Act (ADA) Paratransit. The RTA regional system serves 2 million riders each weekday in 6 counties with 7,200 transit route miles throughout northeastern Illinois. The RTA also serves riders with disabilities and older adults.

The 75th Street corridor serves more than 2 million freight railcars annually. In addition, more than 30 Metra trains and 10 Amtrak trains pass through it daily. The corridor improvement project will eliminate multiple conflict points, add double-tracking and enhance key linkages to improve capacity and efficiency.

The major elements of the corridor improvement project include a CSX Railroad flyover bridge to eliminate intersections with other tracks, a 71st Street underpass just east of Western Avenue that will erase 10,000 hours of motorist delays annually, and new tracks and crossovers at the belt railroads where trains presently travel as slow as 10 mph. The project also includes funding to complete studies and designs for a second set of Belt Railway Company of Chicago tracks and a new rail flyover connecting Metra’s Rock Island District and Southwest Service lines.

In June 2020, the CREATE partners were awarded a \$12.9 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant from U.S. DOT for the Pullman Junction Project. This project involves rail track and signal upgrades in Chicago in the

Agency Budget Detail: Illinois Department of Transportation

CHICAGO TRANSIT AUTHORITY

Rebuild Illinois will provide funding for various CTA improvements. Projects include station rehabilitation and improvements along the Green and Blue lines, bus replacements, railcar purchases, and various station and maintenance facility improvements.

The recommended fiscal year 2022 budget includes funding of \$221 million for the purchase and installation of components for an overhaul of the 5000 series railcars, due to be completed in 2023.

The capital program also includes \$178 million for the CTA's Forest Park Blue Line Upgrades Project, the first of four phases targeted at the Forest Park Branch. With construction anticipated to begin in 2022, this project will provide for new trackwork from Halsted to the Illinois Medical District; an accessible station at Racine; and advanced utility work, a new substation and traction power equipment upgrades at Hermitage.

METRA

Metra will utilize Rebuild Illinois funds for a variety of improvement projects, including new facility construction and renovations to existing passenger and maintenance facilities throughout its service network, as well as the purchase of new railcars and the overhaul of existing ones.

Specifically, the North Line Bridges project, which involves the replacement of 11 bridges on the Union Pacific North (UP-N) Line, will use Rebuild Illinois funding.

The scope of work for this initiative includes replacement of existing stone abutments and steel spans, new ballasted bridge decks, construction of retaining walls, and embankment landscaping. The project will also include track work between the bridges, including the replacement of wood ties with concrete ties to ensure reliable train operations. Lastly, the project will include various signal improvements throughout the project corridor.

PACE

IDOT is supporting PACE, the suburban bus division of the Regional Transportation Authority, on multiple projects, including \$86 million for the bus maintenance and storage facilities in Wheeling and on I-55, as well as \$8 million for the Harvey Transportation Center.

IDOT also continues to support PACE's fleet conversion to Compressed Natural Gas (CNG), a safer, cost-effective alternative to gas and diesel. The state previously invested approximately \$49 million for the purchase of 91 CNG buses.

In addition, PACE will also fund, through Rebuild Illinois, the second phase of the Joliet Gateway Center, which includes a bus station and turnaround, for approximately \$7.5 million.

DOWNSTATE TRANSIT

DOWNSTATE CAPITAL PROGRAM

IDOT's downstate capital program consists of a variety of projects from construction, rehabilitation and renovation of facilities to bus and other equipment purchases. Construction projects include bus storage facilities, multi-modal stations, and administrative and dispatch facilities. Rebuild Illinois will provide approximately \$350 million for capital improvements to support downstate public transit systems.

In 2019, IDOT applied for federal funding through the Federal Transit Authority's competitive Buses and Bus Facilities Infrastructure Investment Program on behalf of several downstate public transit agencies. Through the program, IDOT received \$8 million in federal funding to replace buses, improve maintenance

Agency Budget Detail: Illinois Department of Transportation

facilities and purchase bus equipment for downstate providers. The funding will allow transit providers in rural areas and small cities to accommodate growing ridership, improve safety and reliability, address deferred maintenance needs and reduce maintenance costs.

CONSOLIDATED VEHICLE PROCUREMENT PROGRAM

The Consolidated Vehicle Procurement (CVP) program is IDOT's chief capital program for equipping service providers with accessible rolling stock. Service providers include private, non-profit agencies and public entities charged with meeting the transportation needs of Illinoisans with disabilities, seniors and populations who rely heavily on transit. The last CVP application cycle in 2018 resulted in 344 vehicles being awarded to 31 public providers and 77 non-profit providers, totaling almost \$20 million. The program did not accept applications in 2019 or 2020. A new application cycle is slated to begin in April 2021, and due to the two-year hiatus of the program, IDOT anticipates an increase in vehicle requests and first-time recipients. Awards for the 2021 CVP application cycle are expected to be announced in August 2021.

AERONAUTICS

The Illinois aviation system consists of more than 825 landing facilities. These facilities include commercial, reliever and general aviation airports, private landing areas, and hospital heliports. In fiscal year 2020, the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act awarded \$446.7 million to airports in Illinois for operational and maintenance expenses. This funding flowed through IDOT, with approximately 84 percent of the funds distributed by the end of 2020.

The IDOT Division of Aeronautics regulates and supervises all matters involving the development of any public air navigation facility under the authority of the Illinois Aeronautics Act. Development of a public air navigation facility may include the design, establishment, construction, extension, operation, improvement, repair or maintenance of an airport. IDOT administers the Federal Airport Improvement Program through a cooperative Memorandum of Agreement with the Federal Aviation Administration. The Division of Aeronautics annually manages between 100 and 120 grants, totaling approximately \$250 million.

ILLINOIS AVIATION SYSTEM PLAN AND ECONOMIC IMPACT ANALYSIS

IDOT is developing a new Illinois Aviation System Plan (IASP) and updating a 2012 Economic Impact Analysis (EIA). IDOT will use these important tools to gather critical information that will assist the state in program management, funding and project development decisions.

The purpose of the IASP is to evaluate the performance and interaction of Illinois airports to understand their interrelationship and identify the needs of the overall state airport system. The IASP is intended to identify facility needs and compare existing IDOT funding structures to help guide decisions, evaluate policy changes and educate those who oversee the system, including local, state and federal policy makers.

The EIA evaluates the economic importance of all Illinois airports and provides IDOT with the latest available information on the impact of the state's aviation industry, in addition to informing strategic planning and funding decisions. Once completed, the EIA will develop and measure direct and indirect impacts, resulting in a complete picture of economic impacts for aviation in Illinois.

LEWIS UNIVERSITY AIRPORT, ROMEOVILLE

IDOT's aeronautics division is overseeing the development of an \$8 million air traffic control tower at Lewis University Airport. This project is made possible by a \$6 million investment from the state through Rebuild Illinois, in addition to \$2 million in Federal Airport Improvement Program funds distributed by IDOT. IDOT anticipates construction will begin in early 2021. The tower will improve operational safety in the region's complex airspace, which includes high levels of aircraft operations and a mix of aircraft types

Agency Budget Detail: Illinois Department of Transportation

and uses, jet operations, and extensive flight trainings in small single engine aircraft.

The tower is designed as a free-standing structure. The exterior walls are precast concrete, as are the interior walls surrounding the stair and elevator shafts. These walls will be cast in approximately 35-foot lengths, causing them to span multiple levels of the tower to allow for panoramic views. Supporting the tower is a 4-foot thick single-mat foundation. A single-story structure housing the fire pump and generator rooms, as well as an entrance lobby and an exterior covered patio area will be immediately adjacent to the tower.

QUINCY REGIONAL AIRPORT, QUINCY

The Quincy Regional Airport's main Runway 4-22 was originally constructed in 1946 and last resurfaced 23 years ago. The pavement exhibits severe surface distress and is rated in very poor condition overall. The centerline longitudinal surface gradient is also inadequate to meet federal vertical line of sight requirements and poses a safety concern. A \$9 million project will reprofile the existing centerline grade through full depth reconstruction of the pavement. The project will repurpose milled and excavated pavement and subgrade material.

Quincy Regional Airport is home to United Express Airlines and enplanes more than 10,000 passengers annually. Approximately 50 aircrafts are based on the airfield, including single-engine and multi-engine airplanes, jets and helicopters. An average of 53 aircraft operations per day occur at the airport.

CHICAGO ROCKFORD INTERNATIONAL AIRPORT, ROCKFORD

Chicago Rockford International Airport (RFD) was the fastest-growing airport in the world in 2019 among airports that handled more than 250,000 metric tons of air cargo. Cargo traffic has increased by over 50 percent for the last 2 recorded years. In 2018, 2.1 billion pounds of cargo moved through the airport. Rockford is home to the second-largest United Parcel Service (UPS) hub in North America and continues to increase its daily cargo flights. The airport also serves other leaders in the air cargo industry,



Chicago Rockford International Airport

including Amazon, ABX Air, Air Transportation International and Atlas Air. A \$9 million project to construct a new cargo apron will help position the airport for even greater success.

Aviation has a major economic impact on the Rockford region. In 2019, new and existing tenants and construction-related jobs created nearly 1,000 jobs at the airport. The airport reported adding an additional 1,000 jobs in 2020.

Agency Budget Detail: Illinois Department of Transportation

WATERWAYS



Illinois International Port District

Annually, Illinois moves 1.2 billion tons of goods via road, rail, air and water. Nearly 9 percent, or 108 million tons, move on water at a value of over \$31 billion. The Illinois waterways system includes 19 public port districts and more than 400 private terminals along the Illinois, Kaskaskia, Ohio and Mississippi rivers as well as the Chicago area waterways system and Lake Michigan.

IDOT is embracing the economic significance and advantages of marine transportation, exploring opportunities that promote these ports, navigable waterways, Great Lakes and intermodal landside infrastructure that allows movement of materials to, from and on water.

The department is taking the lead on freight transportation issues relative to the Illinois Marine Transportation System in coordination with other agencies, states and the federal government, with the goals of:

- Prioritizing intermodal and multimodal port assets;
- Mitigating congestion;
- Increasing sustainability;
- Increasing marine transportation system utility and resilience; and
- Better leveraging the overall Illinois freight transportation portfolio.

Consistent with these goals, in 2017, IDOT began providing technical and capital assistance to port facilities. Although the state does not currently provide a dedicated or formal funding program for maritime activities, IDOT has been successful in providing technical oversight and funding of two port master plans, a port expansion study, two industry research projects, a formal Illinois Marine Transportation System Plan and Economic Impact Analysis Study.

The department has awarded more than \$15 million in National Highway Freight Program funds for port-related projects through the Illinois Competitive Freight Program.

Rebuild Illinois included \$110 million for the public port districts, which demonstrates the commitment of the state to support this economic driver in Illinois. Additionally, IDOT is working on a \$40 million investment from Rebuild Illinois for a public-private partnership at the Alexander-Cairo Port District to build a new inland port at the confluence of the Mississippi and Ohio rivers in Cairo.

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2022 Recommended Appropriations for the Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	0.0	5,614,260.5	5,614,260.5
Transportation Bond, Series B Fund	0.0	1,328,353.6	1,328,353.6
Transportation Bond, Series D Fund	0.0	125,633.4	125,633.4
Multi-Modal Transportation Bond Fund	0.0	4,342,018.0	4,342,018.0
Pay-as-you-go			
Downstate Mass Transportation Capital Improvement Fund	0.0	146,954.0	146,954.0
Downstate Transit Improvement Fund	5,000.0	16,522.3	21,522.3
Federal High Speed Rail Trust Fund	0.0	664,365.2	664,365.2
Federal Mass Transit Trust Fund	73,500.0	63,336.5	136,836.5
Federal/State/Local Airport Fund	113,940.0	291,393.2	405,333.2
Grade Crossing Protection Fund	39,000.0	306,664.2	345,664.2
High-Speed Rail Rolling Stock Fund	1,000.0	30,000.0	31,000.0
Rail Freight Loan Repayment Fund	0.0	1,099.6	1,099.6
Road Fund	2,413,847.6	5,243,236.2	7,657,083.8
Regional Transportation Authority Capital Improvement Fund	0.0	1,317,586.0	1,317,586.0
South Suburban Airport Improvement Fund	1,000.0	0.0	1,000.0
State Construction Account Fund	910,013.9	4,037,979.9	4,947,993.8
State Rail Freight Loan Repayment Fund	0.0	10,000.0	10,000.0
Total	3,557,301.5	23,539,402.6	27,096,704.1

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2022 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2022 Recommended New Appropriations
Downstate Transit Improvement Fund	5,000.0
Downstate Transit Capital Grants	5,000.0
Federal Mass Transit Trust Fund	73,500.0
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	51,500.0
Coronavirus Response & Relief Supplemental Appropriation Act - For support to rural transit districts	22,000.0
Federal/State/Local Airport Fund	113,940.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	100,000.0
Coronavirus Response & Relief Supplemental Appropriation Act - For support to airports	13,940.0
Grade Crossing Protection Fund	39,000.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0
High-Speed Rail Rolling Stock Fund	1,000.0
Costs Associated with Acquisitions, Offsets, Overhaul Fees and Other Costs of the Rolling Stock	1,000.0
Road Fund	2,413,847.6
Coronavirus Response & Relief Supplemental Appropriation Act - Maintenance, Construction and other activities related to highways	352,911.5
Statewide - Permanent Improvements to IDOT Facilities	40,000.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	7,500.0
Statewide Disposal of Hazardous Materials	1,950.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (A)	39,000.0
Statewide - Motorist Damage to Highway Structures	13,000.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)	16,500.0
Statewide - Township Bridges	15,000.0
Statewide - Apportionment to Needy Road Districts And Townships	16,824.1
Statewide - Apportionment to High Growth Cities	6,720.0
Statewide - Apportionment to Counties Under One Million in Population	36,624.0
Statewide - Transportation and Related Construction	916,900.8
Statewide - Road Improvements - Local Share of Road Fund/Road Program	872,917.2
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	3,000.0
Chicago Department of Transportation for State Only Chicago Commitment (SOCC) Infrastructure Improvements	50,000.0
High Speed Rail Maintenance Costs	25,000.0
South Suburban Airport Improvement Fund	1,000.0
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
State Construction Account Fund	910,013.9
Statewide - Transportation and Related Construction	910,013.9
Total	3,557,301.5

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Agency Budget Detail: Illinois State Toll Highway Authority

BUDGET HIGHLIGHTS

The Tollway plans to invest \$1.53 billion this year for capital improvements needed to support the existing system, in addition to projects that will bring regional mobility improvements and congestion relief. The Tollway projects \$1.42 billion in revenue in 2021, including \$567.00 million allocated for capital program investments. This allocation, combined with planned debt issuances, will provide the necessary funding for the 2021 capital program year. The Tollway is not requesting state appropriations.

AGENCY PROJECT DETAIL

The 2021 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility, including:

- Design and construction associated with the new I-490 tollway and the new connection to O'Hare International Airport;
- Design and reconstruction of the Central Tri-State Tollway (I-294);
- Construction to complete the Tri-State I-294/I-57 interchange; and
- Systemwide repairs on roadways, interchanges and bridges to keep the existing system in good repair.

INTERSTATE 490 TOLLWAY PROJECT

The Interstate 490 (I-490) tollway project includes design and construction of new tollways and interchanges. I-490 is a new cashless tollway that will run between the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294). It will also connect the new Illinois Route 390 to the west side of O'Hare International Airport. This project will improve travel efficiency by reducing congestion on the local street network and increasing access to O'Hare from the west.

The Tollway expects to spend \$451.4 million in 2021 on work to advance the I-490 tollway and interchange. This will include:

- Approximately \$45.3 million for continuing design services and coordination for the I-490 interchange including the associated ramps and bridges, the I-490/I-294 Interchange and the southern segment of I-490 from I-294 to Franklin Avenue/Green Street;
- Approximately \$179.6 million for the construction and inspection of the I-490/I-294 interchange and the I-490/I-90 interchange, as well as right-of-way acquisitions and utility relocation; and
- Further right-of-way acquisitions and utility relocations, bridge construction and other advance work contracts.



I-490 Tollway Project

An additional \$109.8 million of federal Congestion Mitigation and Air Quality Improvement Program grant funds and other local contributions will be spent on work to support the project.

Agency Budget Detail: Illinois State Toll Highway Authority

TRI-STATE TOLLWAY (I-94/I-294/I-80)

In 2021, the Tollway expects to spend \$690.4 million on the Tri-State Tollway (I-94/I-294/I-80) to advance the ongoing \$4.0 billion project to reconstruct and widen the Central Tri-State from 95th Street to Balmoral Avenue.

The project will include:

- Reconstruction of the Archer Avenue Bridge over I-294 and corresponding ramp bridges;
- More than \$121.1 million to continue reconstruction on the Burlington Northern Santa Fe Railway Bridge over I-294 and the Mile Long Bridge;
- Advance work near the I-290/I-88 interchange; and
- \$242.9 million for widening and reconstruction of two mainline segments, including 95th Street to I-55 from St. Charles Road to Wolf Road.

TRI-STATE TOLLWAY (I-294/I-57) INTERCHANGE

Move Illinois includes construction of a new interchange at the Tri-State Tollway (I-294) and I-57.

The first phase of construction was completed in October 2014 allowing movement from northbound I-57 to I-294 and from I-294 to southbound I-57, as well as a new access at 147th Street.

The second phase of the interchange construction began in 2019. In fiscal year 2021, \$78 million is allocated for ongoing construction of the I-57 roadway, bridge widening between Kedzie Avenue and the CSX Railroad, and several I-294/I-57 ramp connections.

REAGAN MEMORIAL TOLLWAY (I-88)

Approximately \$24.9 million will be spent in 2021 for roadway and bridge rehabilitation between Aurora Plaza and Illinois Route 59, to complete work related to the Deerpath Road Bridge reconstruction and to begin work on the Windsor Road Bridge widening.

SYSTEMWIDE

In 2021, the Tollway will spend \$285.3 million on systemwide infrastructure and safety improvements including bridge, pavement and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures will include program support activities such as project management services, materials engineering services, utility relocations, support staff and land acquisition support services. Specific capital projects include:

- \$151.8 million for fleet upgrades, general engineering consultant positions, traffic engineer positions, information technology services, a job order contracting program and a back office system replacement;
- \$44.1 million to support project management services, materials engineering services, utility relocations, support staff and land acquisition support services; and
- \$41.7 million to continue improvements to Tollway facilities systemwide in compliance with Leadership in Energy and Environmental Design (LEED) certified building standards, including construction of a new maintenance site to serve the Reagan Memorial Tollway (I-88) and improvements at the Bensenville (M-16) maintenance site on the Illinois Route 390 Tollway.

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Agency Budget Detail: Illinois Environmental Protection Agency

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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MAJOR RESPONSIBILITIES AND MISSION

The Illinois Environmental Protection Agency (IEPA) is charged with protecting, restoring and enhancing the quality of air, land and water resources to benefit current and future generations. Providing affordable capital financing for community wastewater and drinking water systems is a key component of that mission. In addition to low-interest loans, IEPA administers various capital grant programs for communities across Illinois.

FIVE-YEAR PLAN

To accomplish its mission, IEPA will implement and expand programs focused on core administration and agency priorities: providing safe drinking water to Illinois residents, modernizing wastewater systems, remediating contaminated sites and expanding electric vehicle infrastructure. Rebuild Illinois provided IEPA with \$355 million for new and existing programs to work towards meeting the agency's goal of safeguarding the state's natural resources from pollution to provide a healthy environment for citizens of the state.

FISCAL YEAR 2022 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2022 budget includes \$652.5 million in new appropriations and reappropriations for programs funded in fiscal year 2021, including the:

- Drinking Water Loan Program;
- Wastewater Loan Program;
- Unsewered Communities Grant Program;
- Green Infrastructure Grant Opportunities Program;
- Hazardous waste remediation; and
- Transportation Electrification Grant Program.

AGENCY PROJECT DETAIL

WATER REVOLVING FUND PROGRAM

IEPA's wastewater and drinking water loan programs provide low-interest loans through the Water Revolving Fund. These programs issue loans to municipalities using federal funding, state matching funds, interest earnings, loan repayments and leveraged bond proceeds. Rebuild Illinois provided IEPA with \$100 million in Anti-Pollution Bond Funds for deposit into the Water Revolving Fund to be used as the state's 20 percent match for annual federal capitalization grants. IEPA has deposited \$46 million to date and expects to deposit another \$23 million in fiscal year 2022, capturing \$345 million in federal grants and increasing the capacity of the program. For further expansion, IEPA works with the Illinois Finance Authority to issue bonds secured by loan repayment revenues. The most recent bonds issued were the State of Illinois Clean Water Initiative Revolving Fund Revenue Bonds, Series 2020 (Series 2020 Green Bonds), which are rated AAA by both S&P Global Ratings and Fitch Ratings. The recommended fiscal year 2022 budget recommends \$450 million in new appropriations for wastewater and \$200 million for drinking water infrastructure projects in local communities.

Agency Budget Detail: Illinois Environmental Protection Agency

DRINKING WATER LOANS

The recommended fiscal year 2022 budget includes \$200 million in new pay-as-you-go funding for drinking water infrastructure loans. IEPA has implemented a Source Water Assessment Program (SWAP) pursuant to the 1996 amendments to the federal Safe Drinking Water Act. Source water protection includes the implementation of pollution prevention practices to protect water quality. Through SWAP, IEPA has conducted assessments of all public water supplies in Illinois and identified areas in need of water infrastructure improvements. The agency's drinking water loan program has provided over \$1.4 billion in funding for such improvements across the state between 2015 and 2020. It continues to be one of the most cost-effective means of constructing virtually every kind of necessary public water supply system improvement, including water meters, distribution mains, and storage and treatment facilities. Through the program, IEPA and local governments can ensure that over 11 million Illinoisans have clean and safe drinking water.

LEAD INITIATIVE – DRINKING WATER LOAN EXPANSION

Lead was commonly used in drinking water pipes prior to 1986, but research has shown that human consumption can have several negative health effects. As a result, efforts are being made to replace lead service lines for the health and safety of Illinois residents. IEPA expanded its drinking water loan program in 2017 to include funding for the replacement of lead service lines. The funding for lead service line replacements has been in the form of fully forgivable loans of up to \$4 million. Since 2017, IEPA has forgiven \$26 million in loans used for lead service line replacement and anticipates forgiving up to \$55 million in fiscal year 2021.



Lead service line replacement construction in Chicago

Over the last few years, as community leaders have become more aware of dangers of lead service lines and the availability of loans from IEPA for the replacement of those service lines, applications for funding have steadily increased. The agency currently has more than \$21 million in applications under review for lead service line replacement. The agency is working to assist communities with the replacement of lead service lines by taking advantage of recent federal action allowing a one-time, \$107 million transfer of federal wastewater loan funds to the drinking water loan program. Those funds will be solely dedicated to lead service line replacement activities. This transfer will enable IEPA to fund additional lead service line replacement projects in fiscal years 2021 through 2023.

WASTEWATER LOAN PROGRAM

The Wastewater Loan Program provides municipalities with funding to address two categories of polluted water: stormwater and wastewater. Stormwater runoff is rainwater and snowmelt that enters rivers and lakes from land. Runoff can contain toxic chemicals, oil and grease, pesticides, metals and other contaminants that pose a threat to public health and the environment. The collection and treatment of wastewater, which is the water from sanitary sewer systems, is vital to public health. Sewers collect domestic waste from homes, businesses and industries, delivering it to wastewater treatment facilities before it is discharged or reused. IEPA assists communities with ensuring safe, compliant, efficient and environmentally conscious water treatment.

U.S. EPA recognizes Combined Sewer Overflows (CSOs) as a major source of pollution, as they collect both stormwater and wastewater into a single pipe. Under normal conditions, this pipe transports all the

Agency Budget Detail: Illinois Environmental Protection Agency

wastewater it collects to a sewage plant for treatment and then discharges to a body of water. However, during periods of heavy rainfall or snowmelt, stormwater and untreated wastewater may discharge directly into nearby rivers and other bodies of water. Contaminants from CSOs can cause a variety of surface water problems, impair aquatic habitats and pose a threat to drinking water. Approximately 860 communities across the country have CSOs, and more than half can be found in four states: Illinois, Indiana, Ohio and Pennsylvania. Illinois has nearly 200 communities with these systems. The proposed budget includes \$450 million in new appropriation authority in fiscal year 2022 to assist communities in need of low interest funding opportunities to make necessary improvements to their wastewater treatment facilities.

CENTREVILLE/ALORTON/EAST ST. LOUIS

The communities of Centreville, Alorton and East St. Louis are located within low-lying areas of watersheds that experience significant flooding events during heavy rainfall. The communities' wastewater collection systems and treatment plants are frequently overwhelmed resulting in sewer backups into streets, businesses and homes. These communities must contend with social, economic and environmental problems long after the flood waters recede.



Centreville residential wastewater and sewage flooding

In fiscal year 2021, IEPA anticipates awarding \$1 million of state and federal funds for the implementation of the Prairie du Pont/Judy's Branch Creek watershed project. This project includes development of a watershed-based

plan for the entire 95,000-acre project area. It also implements an outreach and information program for traditional stormwater runoff control and minor sewer system infrastructure issues. The outreach and information program will also include community-based efforts such as training and technical assistance. IEPA will continue to work with federal, state, and local elected officials, environmental advocacy groups, and residents to identify further funding to continue to address these longstanding issues.

UNSEWERED COMMUNITIES

IEPA recognizes that small communities face unique challenges funding wastewater management solutions. There are over 200 communities in the state that lack modern sewer systems. These communities that lack sewer systems connected to wastewater treatment facilities dispose of their waste by straight pipe discharge. This results in the discharge of raw sewage into waters or onto land surfaces. IEPA seeks to address this issue with its new Unsewered Communities Grant Program. Rebuild Illinois included funding for IEPA to supply grants to disadvantaged communities to either connect to nearby publicly owned treatment facilities or to construct new treatment facilities. In fiscal year 2022, IEPA anticipates awarding \$20 million for infrastructure improvements and \$1 million for planning grants to communities that lack sewage systems. The Unsewered Communities Planning Grant Program will utilize a portion of the IEPA Water Pollution Control Loan Program funds generated from loan repayments. IEPA anticipates awarding up to 50 planning grants in fiscal year 2021.

GREEN INFRASTRUCTURE GRANT OPPORTUNITIES PROGRAM

The IEPA Green Infrastructure Grant Opportunities Program (GIGO) provides competitive grant awards for construction of green infrastructure Best Management Practices (BMPs) that prevent, eliminate or reduce water quality impairments through the decrease of stormwater run-off into Illinois' rivers, lakes and streams. According to the U.S. EPA, localized and riverine flooding will likely become more frequent as global temperatures continue to rise. Localized flooding happens when rainfall overwhelms the capacity

Agency Budget Detail: Illinois Environmental Protection Agency

of urban drainage systems, while riverine flooding happens when river flows exceed the capacity of the river channel. By reducing and detaining stormwater before it can flow through urban areas and by reconnecting streams to their floodplains, the GIGO program will reduce the frequency of localized and riverine flood events.



Installation of permeable pavers at Westchester Public Library

Past projects include the installation of permeable pavement, riparian buffers, stream channel restoration, green roofs and cisterns. These improvements reduce stormwater flows to sewer systems or to surface waters while also delivering environmental and social benefits, such as: reducing nonpoint source pollution, improving air and water quality, providing habitats for plants and animals, creating recreational and educational opportunities, reducing flooding, and revitalizing downtowns and streetscapes.

Beginning in fiscal year 2021, IEPA anticipates awarding \$5 million annually. Projects that include BMPs proven effective at reducing stormwater run-off impacts from urban

development or at reconnecting a body of water to its floodplain will receive priority.

HAZARDOUS WASTE REMEDIATION PROGRAM

The hazardous waste remediation program is a state implementation of the federal Resource Conservation and Recovery Act. This act was signed into law in 1976 and consisted of amendments to the Solid Waste Disposal Act of 1956. The intent of the program is to provide a cradle-to-grave management scheme for hazardous wastes to ensure they are not mismanaged in a manner that will impact human health or the environment. IEPA expects to expend approximately \$16.0 million in state funds and capture \$94.5 million in federal matching funds during fiscal years 2021 and 2022 to finance waste remediation projects at up to 20 sites across Illinois.

TRANSPORTATION ELECTRIFICATION GRANT PROGRAM

In fiscal year 2022, IEPA plans to begin its new Transportation Electrification Grant Program. The \$70 million program will allow the state to invest in the future of electric vehicles by providing grants to environmental justice communities to electrify and decarbonize Illinois' transportation sector. The program will help reduce barriers of entry into the electric vehicle market and will ensure that these communities have an opportunity to be early adopters of electric transportation methods. Grant distribution will be designed to work in tandem with the Volkswagen settlement plan and IEPA's other federal grant programs to strengthen the impacts of the program.

Agency Budget Detail: Illinois Environmental Protection Agency

Fiscal Year 2022 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	0.0	139,000.0	139,000.0
Build Illinois Bond Fund	0.0	205,896.1	205,896.1
Pay-as-you-go			
Water Revolving Fund	652,500.0	1,444,220.0	2,096,720.0
Total	652,500.0	1,789,116.1	2,441,616.1

Fiscal Year 2022 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Project Description	FY 2022 Recommended New Appropriations
Water Revolving Fund	652,500.0
Planning Cost Grants for Wastewater Collection and/or Treatment Facilities	1,000.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	1,500.0
Illinois Water Works - Wastewater Loan Program	450,000.0
Illinois Water Works - Drinking Water Loan Program	200,000.0
Total	652,500.0

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Agency Budget Detail: Other Agencies

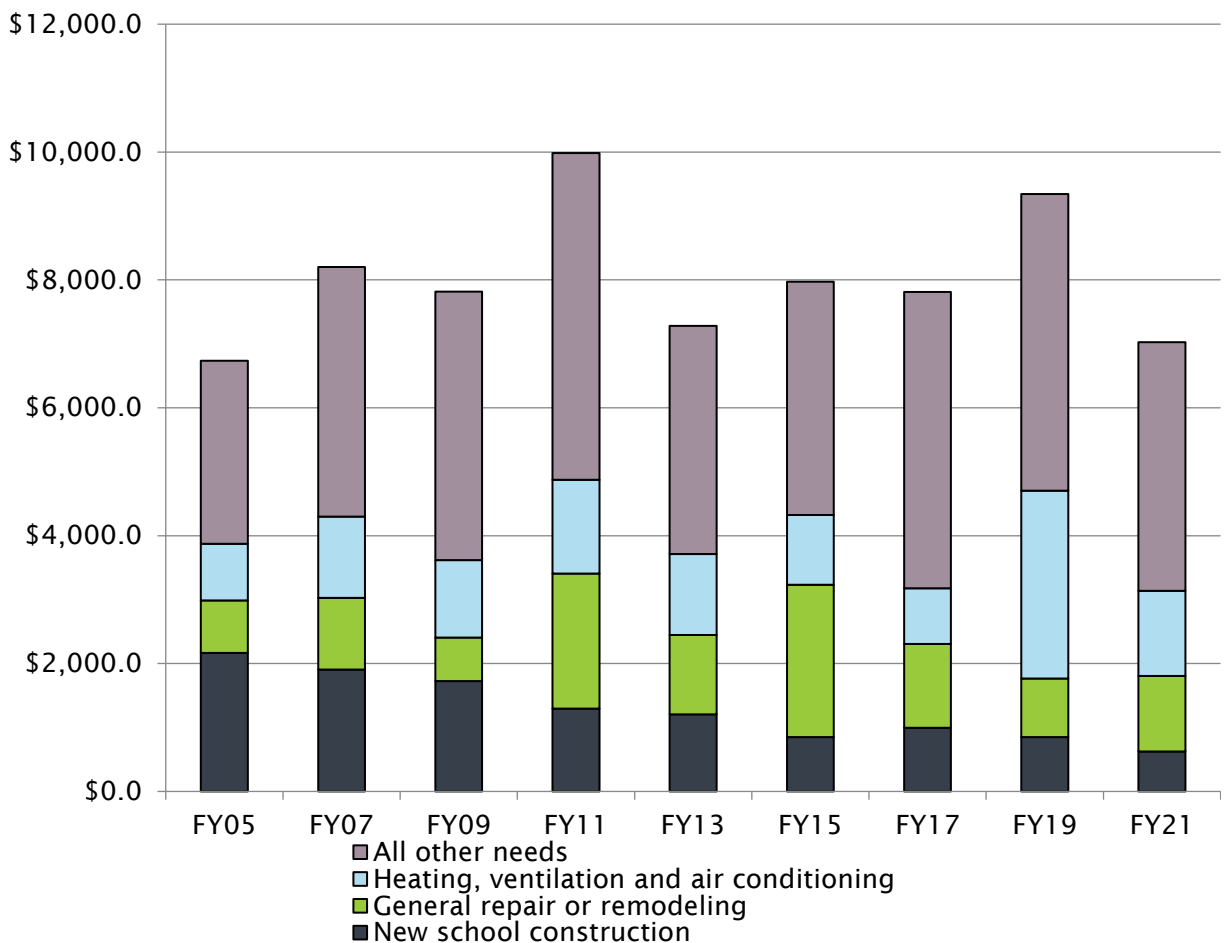
ILLINOIS STATE BOARD OF EDUCATION

The Illinois State Board of Education (ISBE) works in partnership with educators, families and stakeholders to provide students with safe and healthy learning conditions, great educators and equitable opportunities. ISBE’s primary capital responsibilities include the oversight of school maintenance grants and school construction grants that are jointly administered with the Capital Development Board (CDB). In addition, ISBE is responsible for the administration of the E-rate State Matching Grant Program, which provides discounts to assist schools in obtaining affordable internet access.

PREK-12 DEFERRED MAINTENANCE

The state’s preK-12 education facilities have accumulated significant maintenance needs over time. Since fiscal year 2005, ISBE, in conjunction with CDB, has published a biennial Capital Needs Assessment for preK-12 education facilities. The chart below shows the capital needs reported in the most recent Capital Needs Assessment from fiscal year 2021 by type of need. Please note: the data is incomplete because fewer than half of school districts participated in this report. In fiscal year 2019, approximately 41 percent of districts responded to the assessment. In fiscal year 2021, only 29 percent of districts responded.

PREK-12 DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2005-2021 (\$ MILLIONS)



Agency Budget Detail: Other Agencies

SCHOOL MAINTENANCE GRANT PROGRAM

Rebuild Illinois provided ISBE with \$200 million to issue maintenance grants to help address the deferred maintenance needs of preK-12 facilities.

The School Maintenance Grant Program is a dollar-for-dollar state matching grant program that awards up to \$50,000 per project exclusively for the maintenance or upkeep of buildings for educational purposes. Any school district, cooperative high school, type 40 area vocational center or special education cooperative may apply for a grant. In fiscal year 2020, ISBE awarded \$36.1 million in school maintenance grants to 745 school districts around the state. The funds will be utilized for projects such as facility security, new roofing, windows, and electrical or plumbing systems.

SCHOOL CONSTRUCTION GRANT PROGRAM

The School Construction Law establishes the School Construction Grant Program, which was designed to address the shortage of classroom space due to population growth or aging buildings. ISBE and CDB jointly administer the program. Through the agencies' work, the state has issued nearly \$4.5 billion in school construction grants since 1998.

In 2019, PA 101-0010 established the School Construction Task Force to review the School Construction Law and provide recommendations for revisions, to ensure the capital needs of public schools, early childhood programs and vocational education programs are met. Members of the task force included the Deputy Governor for Education, the director of the Governor's Office of Management and Budget, the director of the Capital Development Board, members of the General Assembly, the state superintendent and five members of the public representing educational programs.

In February 2020, the task force issued a report¹ recommending that the equity principles of the Evidence Based Funding (EBF) formula should apply to the School Construction Program. The report also identified issues with the existing statutory program and presented recommendations for addressing those items. The report represents an important step in identifying and evaluating the challenges faced across the state related to school infrastructure needs.

DEPARTMENT OF MILITARY AFFAIRS

The Department of Military Affairs' (DMA) capital budget continues to focus on aged and deteriorated readiness center infrastructure utilizing a combination of restoration, modernization and new construction to leverage increased federal funding. Completing projects jointly funded with federal and state dollars bolsters local economies across the state. Additionally, DMA continues the acquisition of land to accommodate the changes in Illinois Army National Guard (ILARNG) units, which now have far more equipment and require more space than units of the past.

Illinois Army National Guard facilities are crucial to the state's and the nation's defense. These facilities are where soldiers train and where response missions initiate. ILARNG deployed soldiers during 2020 to support communities around the state, and it is critical that facilities be adequately maintained, sized, correctly configured, and strategically located to ensure effective support.

DMA is currently using Rebuild Illinois appropriations to fund nearly \$25 million in deferred maintenance projects, resulting in an anticipated \$11.8 million in federal matching funds. Work is underway for projects such as roof replacements, upgrades to electrical and lighting systems, repair of plumbing and HVAC systems, and parking lot expansion and resurfacing.

¹ <https://www.isbe.net/Documents/School-Construction-Task-Force-Report-2020.pdf>

Agency Budget Detail: Other Agencies

The Readiness Center Transformation Master Plan², a federal initiative designed to modernize facilities across the country, proposed four investment scenarios based on varying levels of federal Military Construction and Sustainment, Restoration and Modernization funding as well as state investments. Funding provided by Rebuild Illinois aligns with the Affordable Readiness scenario and will enable the ILARNG to meet readiness goals, curtailing additional infrastructure degradation and improving the readiness of ILARNG to meet state and national defense requirements.

The recommended fiscal year 2022 budget includes a reappropriation of the \$90 million provided to DMA. This allows for ongoing and future investments of approximately \$15 million annually to continue to generate federal matching funds, which will flow into the Illinois National Guard Construction Fund and allow DMA to undertake additional projects.

OFFICE OF THE ILLINOIS SECRETARY OF STATE

Rebuild Illinois provided \$50 million to the Office of the Illinois Secretary of State (SOS) for the Public Library Construction Act Grant Program. This program funds projects such as replacing or reconstructing facilities damaged by natural disasters, upgrading or replacing aging facilities, addressing health or safety hazards and increasing accessibility for individuals with disabilities. In October 2020, SOS announced more than \$2.6 million in awards to library districts throughout the state.

- Palatine Public Library District will receive \$1.8 million for a \$5.3 million major interior renovation project.
- Poplar Creek Public Library District will receive \$95,600 for a \$349,300 addition of an 800-square-foot meeting and activities room for its Hanover Park Branch.
- Walnut Public Library District will receive \$23,200 for a \$36,000 project to replace all exterior windows.
- The Hillsboro Area Public Library District will receive \$643,200 for a \$1 million project to convert a former bank building into a library to replace the over 100-year-old current library.

SOS anticipates awarding additional grants throughout fiscal year 2021 and over the duration of the Rebuild Illinois capital program as more library districts meet the criteria for project eligibility and local cost shares.



Rendering of the new Hillsboro Area Public Library District downtown building

² <https://docplayer.net/78876300-Readiness-center-transformation-master-plan.html>

Agency Budget Detail: Other Agencies

OFFICE OF THE ARCHITECT OF THE CAPITOL

The Office of the Architect of the Capitol (OAC) oversees the maintenance and preservation of the buildings and grounds around the capitol complex, which is defined as the area bounded by Washington, Third, Cook and Pasfield streets in Springfield. The office reviews and approves all contracts related to its mission, allocates space within the capitol complex for use by the General Assembly and state agencies, and acquires land for the operation and expansion of facilities within the complex.



The Illinois State Capitol Building in Springfield

OAC is also responsible for designing and implementing a long-term master plan for development of the Capitol Complex. Work on the master plan stalled approximately 10 years ago, when the design was only 75 percent complete. OAC has revived the project and plans to complete the design by summer 2021. A completed master plan will help guide future infrastructure work, remodeling and reuse of existing buildings.

Utilizing \$350 million provided by Rebuild Illinois, OAC is overseeing the design phase for the capitol building's north wing renovation. Preliminary work and relocation of staff will start in the summer of 2021. OAC anticipates the 30-month construction schedule will begin in 2022. Improvements associated with the north wing renovation include upgrades to the fire alarm, sprinkler and emergency lighting systems; improvements to accessibility of the capitol itself, as well as accessible bathrooms, routes and door hardware; and modernization of the mechanical, electrical, plumbing and Information Technology (IT) systems to improve energy efficiency, air quality and thermal comfort. OAC also anticipates making security upgrades, including removal of vehicle parking and drives near the building and relocating visitor screening to the outside of the building. The renovation plan also incorporates enhanced electronic locking and lockdown provisions. In addition, the plan calls for more space for conference and meeting rooms in the complex.

Structural improvements and modernization are key components of the north wing remodel, but the project will also focus on returning the wing to its original grandeur. The remodel will re-create historic design elements and incorporate period-appropriate details. A remodel from the 1970's added mezzanines to the wing which made the original ornate plaster crown moldings look disproportionate to the space. The new design will remove the mezzanines and highlight the original design.

The plan includes a new underground parking garage just north of the Stratton Building to compensate for this loss of parking capacity. Construction for the structure is scheduled to begin in fall 2021.

Once the north wing remodel is under construction, OAC will begin the design phase for the east wing renovation. The east wing improvements will be similar to those in the north wing, focusing on accessibility, life safety, security, restoration and modernization of building systems.

DEPARTMENT OF INNOVATION AND TECHNOLOGY

The Department of Innovation and Technology (DoIT) is responsible for the information technology functions of agencies under the authority of the Governor. DoIT's mission is to empower the State of Illinois through high-value, customer-centric technology by delivering best-in-class innovation to client agencies, fostering collaboration and empowering employees to provide better services to residents, businesses and visitors. The fiscal year 2022 budget recommends a reappropriation of \$170.2 million for information technology (IT) upgrades across the state.

Agency Budget Detail: Other Agencies

DoIT is building the solid foundation necessary for any modern technology organization, focusing on five main pillars:

- **Architecture:** Maximizing interoperability via service-oriented architecture;
- **Service Management:** Creating best practices for how technology is administered and maintained;
- **Program Management Office:** Improving project governance and execution in achieving successful transformation;
- **Data and Analytics:** Establishing robust data practices and environments turning insights into action; and
- **Information Security:** Protecting the data assets of the agencies and residents supported and served.

INFORMATION TECHNOLOGY TRANSFORMATION

Illinois is transitioning to an Enterprise Resource Planning (ERP) platform, which will enable the state to realize efficiencies in financial reporting and streamline accounts receivable and accounts payable by automating interactions among state agencies. The platform will help improve cash management by increasing transparency of revenue and disbursements within the state. Approximately 58 agencies have migrated to SAP, the new ERP financial reporting system, representing 91 percent of budgets under the Governor’s purview and over 2,000 users live on the system. Since the program began, \$51.4 billion has been disbursed through the platform.

The Human Capital Management (HCM) portion of ERP is a comprehensive human resources system, which will assist state agencies with recruitment, onboarding activities, timekeeping, payroll, education, training and performance. Currently, HCM is in the discovery phase during which business requirements are collected and a solution is designed. A retooled Work for Illinois site, part of the recruitment phase of HCM, went live in January 2021 and will allow for a consolidated hiring platform across state agencies. SuccessFactors, the new recruiting/hiring module streamlines the application and hiring process enabling agencies to hire faster and have the applicant be better informed throughout the process. DoIT anticipates deploying the entire HCM portion of ERP by the end of 2022.

STATEWIDE BROADBAND

The fiscal year 2022 budget recommends reappropriating the remaining funds from a \$20 million Rebuild Illinois appropriation to revitalize the Illinois Century Network (ICN).

DoIT is responsible for maintenance of the ICN, a high-speed broadband network serving K-12 and higher education institutions, public libraries and museums, state and local governments, and broadband service providers. The ICN owns or leases approximately 2,100 miles of fiber optic cables throughout the state and interconnects with multiple regional public and private networks throughout Illinois. The ICN provides internet and intranet connectivity for thousands of sites statewide. In fiscal year 2020 DoIT established the Illinois K-12 Broadband Network consortium to specifically address K-12 requirements for digital learning. Public K-12 members of the consortium receive, via the ICN, internet and intranet access, broadband connections and security services.



Agency Budget Detail: Other Agencies

DoIT is upgrading and expanding the broadband network for ICN customers. Key components of the upgrade and expansion include refreshing aged components on the network with efficient, higher capacity network nodes; supporting additional interconnects to cloud resources, Internet2 and other state networks; enabling increased redundancy for mission critical applications; supporting increased security with state-of-the art security appliances; supporting enhanced management and monitoring of the network via ICN equipment refreshes; and enhancing the integrity of the ICN via necessary replacement of data center power equipment.

MODERNIZATION OF INFORMATION TECHNOLOGY CAPABILITIES AND MANAGEMENT

DoIT has initiated a new service management program to replace fragmented legacy solutions. When fully implemented, this program will improve the State of Illinois enterprise visibility and efficiency, governance, risk control, and compliance management. In addition, the program will increase the IT maturity level by deploying a suite of industry leading applications and tools to support and manage the lifecycle of IT services.

Known as the "ITXM" Program, this modernization consists of four project types: IT Service Management, IT Operations Management, IT Business Management and IT Asset Management. Together, the projects associated with this program will allow DoIT to upgrade from outdated systems, deliver consistent services, align projects and resources with strategic goals, deliver products and services efficiently and effectively, and manage the overall life cycle of IT assets.

DATA CENTER MIGRATION TO HYBRID CLOUD

The Hybrid Cloud is another transformation initiative underway that will improve system, storage and application performance, and is designed to improve efficiency and increase cost-effectiveness of data storage across the state. This initiative will allow DoIT to reduce the state's cyber risk using encryption and increased network security and reduce expenses by eliminating expensive out-of-date equipment while maintaining the flexibility to utilize existing hard storage resources for sensitive data.

ILLINOIS HOUSING DEVELOPMENT AUTHORITY

The Illinois Housing Development Authority (IHDA) finances the creation and preservation of affordable housing in Illinois by improving the availability, quality and access to affordable housing for low and moderate-income earners. Rebuild Illinois provided IHDA with \$200 million for construction and rehabilitation of affordable housing, and for loans to low-income individuals and families seeking permanent housing. IHDA will administer programs with a focus on housing projects for special needs populations including, but not limited to, seniors, people experiencing homelessness, people with disabilities and at-risk displaced veterans. A portion of the funding will be dedicated specifically for the development of permanent supportive housing solutions. Funding affordable housing across Illinois provides short and long-term benefits to Illinois' economy by creating jobs for the construction and maintenance of the properties and increasing the buying power of the residents.

In fiscal year 2021, IHDA is utilizing \$60 million from Rebuild Illinois to launch two new mortgage programs, SmartBuy and Opening Doors, which will help thousands of first time homebuyers purchase homes in Illinois. Launched in December 2020, both programs are marketed to communities underrepresented in home ownership, including Deferred Action for Childhood Arrivals (DACA)-eligible, African American and Latino households.

SmartBuy is designed to increase home purchase accessibility, help build a new generation of wealth, grow the middle class and increase homeownership opportunities for low- to moderate-income borrowers across Illinois affected by student loan debt. On average African Americans and Latinos are more severely impacted by student debt than other populations. IHDA Mortgage SmartBuy will provide an affordable 30-year fixed rate first mortgage with a deferred \$5,000 for down payment and closing cost assistance. In

Agency Budget Detail: Other Agencies

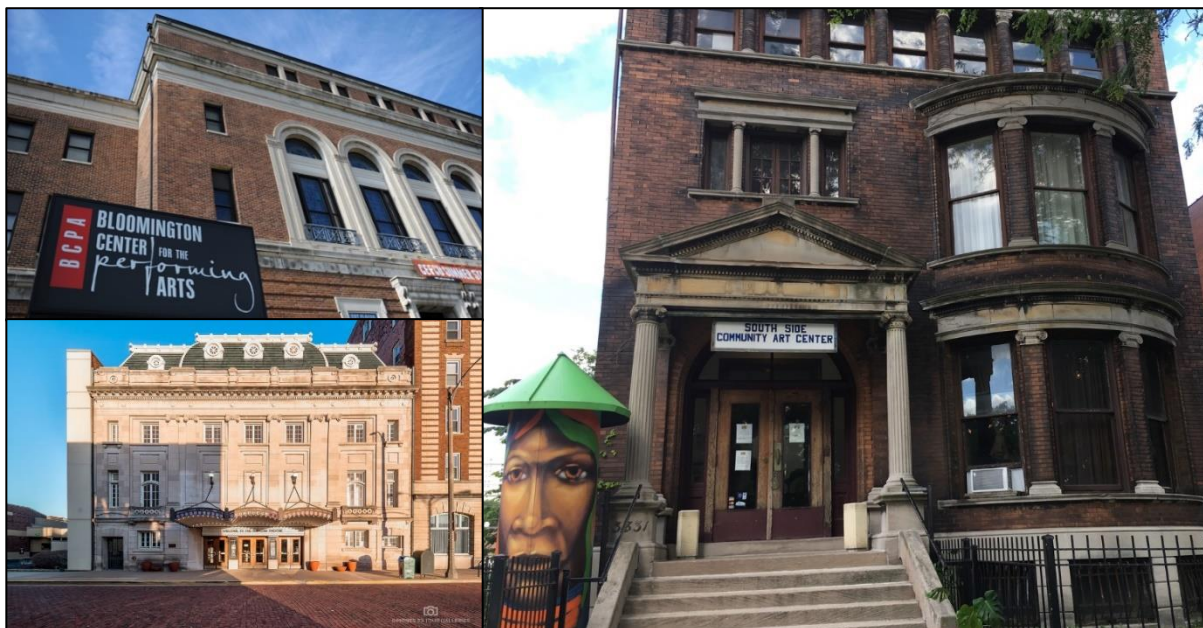
addition, the program will provide 15 percent of the purchase price (up to \$40,000) in assistance for student loan debt relief to borrowers looking to buy a home and help build generational wealth. Relieving student debt paves a path to viable home ownership, one of the best paths to building wealth and decreasing the racial wealth gap. The program is expected to assist approximately 500 to 1,000 borrowers.

Opening Doors, or Abriendo Puertas, is designed to increase home purchase accessibility for low to moderate-income qualified homebuyers across Illinois. This includes DACA recipients, who pay hundreds of millions of dollars in federal, state and local taxes, yet struggle to find mortgage lenders and programs that will work with them. IHDA will provide a 30-year first mortgage with a fixed interest rate and \$6,000 for down payment and closing cost assistance. The down payment assistance is forgiven after five years. The program is expected to assist approximately 6,000 borrowers.

Another program, the Strong Communities Program (SCP), is allocating an additional \$10 million in fiscal year 2021 to local governments to address blight in communities large and small across Illinois. The program provides grant funds to units of local government to address affordable housing needs and community revitalization efforts. A Federal Reserve study found that vacant and abandoned properties threaten the sustainability of communities. SCP will return vacant residential properties to productive and taxable use through rehabilitation and provide funds for demolition in cases where properties are beyond repair and are negatively impacting neighboring residences. As a result, SCP will increase property values, create jobs, help reduce crime, generate additional tax revenue and attract further community investment. It will preserve existing affordable housing stock that is often in city centers and in proximity to community amenities like schools, parks, medical facilities, shopping centers and transportation.

ILLINOIS ARTS COUNCIL

The Illinois Arts Council supports investments in Illinois' creative infrastructure. The council works with arts organizations in more than 90 percent of legislative districts across the state. In 2021, capital investments provided by Rebuild Illinois will fuel 36 projects, ranging from large-scale investments, such as an expansion of a historic dance center, to small but critical projects, such as Americans with Disabilities Act (ADA) accessibility improvements to a community theater. The projects will have long-lasting benefits on the arts sector and will create and sustain jobs in the construction and manufacturing industries.



The Illinois Arts Council will provide grants to institutions such as the Bloomington Center for the Performing Arts, the Orpheum Theater and the South Side Community Art Center.

Agency Budget Detail: Other Agencies

Fiscal Year 2022 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund			
Department Of Public Health	0.0	15,000.0	15,000.0
Illinois Housing Development Authority	0.0	150,000.0	150,000.0
Illinois State Police	0.0	122,500.0	122,500.0
Office Of The Secretary Of State	0.0	84.3	84.3
University of Illinois	0.0	935.0	935.0
Capital Development Fund			
Department Of Innovation And Technology	0.0	170,221.7	170,221.7
Department Of Military Affairs	0.0	72,000.0	72,000.0
Illinois Community College Board	0.0	10,000.0	10,000.0
Office Of The Architect Of The Capitol	0.0	359,802.9	359,802.9
Office Of The Secretary Of State	0.0	46,779.7	46,779.7
State Board Of Education	0.0	25,000.0	25,000.0
School Construction Fund			
State Board Of Education	0.0	731.9	731.9
Pay-as-you-go			
Illinois National Guard Construction Fund			
Department Of Military Affairs	0.0	70,000.0	70,000.0
Rebuild Illinois Projects Fund			
Illinois Arts Council	0.0	50,025.0	50,025.0
School Infrastructure Fund			
State Board Of Education	0.0	221,157.4	221,157.4
Total	0.0	1,314,237.9	1,314,237.9

CHAPTER 4

GLOSSARY



Illinois State Capital Budget Fiscal Year 2022

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Glossary

Anaerobic Digestion - A natural, biological process that breaks down organic matter without oxygen. The byproducts of the process are biogas and nutrient-rich compost/fertilizer.

Appropriation - Spending authority from a specific fund given by the General Assembly and approved by the Governor for a specific amount, purpose and time period.

Arterial Roadway - A high-capacity urban road designed to divert traffic from freeways or expressways, and often having limited or private access.

Backlog - An accumulation of tasks unperformed or bills not processed.

Biogas - A mixture of gases produced by the breakdown of organic matter in the absence of oxygen (anaerobically), primarily consisting of methane and carbon dioxide.

BNSF - One of the largest freight railroads in North America.

Bond - A debt security that grants the holder specific and binding authority to receive a return of principal and periodic interest payments. The state uses bonds to finance many of its long-term capital projects.

Bond Authorization - Legislatively enacted dollar amount of bonds that may be issued by the state for each category and subcategory of the bond acts. To pass, a three-fifths vote in both chambers of the General Assembly is needed.

Bond Fund - A fund that receives proceeds from the sale of bonds to be used for capital projects or other bonded purposes.

Build Illinois (BI) Bond - A state revenue bond program, started in 1986, backed by the state's share of sales tax revenue.

Capital Assets - Buildings, structures, equipment, land and technology. Acquisition, development, construction and improvement of capital assets is typically paid for through bond funds.

Capital Expenditure - Expenses from all aspects of the capital budget, including asset development, financial and physical planning, land acquisition, architecture and engineering, construction, and durable equipment purchases. Also included are grants to other entities for capital purposes.

Cloverleaf Interchange - A cloverleaf interchange is a two-level interchange in which left turns are handled by ramp roads.

Collector-Distributor Road - A type of road that parallels and connects the main travel lanes of a highway or entrance ramp.

Cradle-to-Grave - A system to manage, by regulation, a hazardous waste from its moment of generation through transportation to its treatment, storage and final disposal.

Dark Fiber - Unused optical fiber, available for use in fiber-optic communication.

Debt Service - Payment of principal, interest and other obligations associated with the retirement of debt.

Decarbonized - The removal of carbon or carbonaceous deposits from an engine or other metal object.

Dedicated Funds - Revenues assessed and collected for a specific state program.

Glossary

Diamond Interchange - A common type of interchange in which the freeway itself is grade-separated from the minor road, one crossing the other over a bridge. Approaching the interchange from either direction, an off-ramp diverges only slightly from the freeway and runs directly across the minor road, becoming an on-ramp that returns to the freeway in similar fashion.

Directional Interchange - An interstate road that provides free-flow movement in all directions with a small deviation from the direction of travel, as opposed to loop ramps, which require large deviation from the original trajectory.

Diverging Diamond Interchange - A type of road diamond interchange in which the two directions of traffic on the non-freeway road cross to the opposite side on both sides of the bridge at the freeway.

Drilling Mud - A water-based or oil-based suspension of clays pumped into an oil well during drilling in order to seal off porous rock layers, equalize the pressure, cool the bit and flush out the cuttings.

Enact/Enacted - To establish by legal authoritative act, specifically to make into law.

Excise Tax - A tax paid when purchases are made on a certain good or service.

Expenditure - State spending. As appropriations allow, agencies submit vouchers to the Comptroller's Office, which prepares a state check, called a warrant, and maintains accounting records.

Federal Aid - Funding provided by the federal government for specific programs.

Fiscal Year - Illinois state government's fiscal year extends from July 1 to June 30. The fiscal year is numbered by the year in which June 30 falls, which is the end of the 12-month period. This is the period during which obligations are incurred and appropriations are expended. The federal government's fiscal year is October 1 through September 30.

Flyover - A bridge, road, railway or similar structure that crosses over another road or railway.

Four-Quadrant Gates - A type of gate protecting a grade crossing. It has a gate mechanism on both sides of the tracks for both directions of automotive traffic.

Freight Forwarder - A person or company that organizes shipments for individuals or corporations to get goods from the manufacturer or producer to a market, customer or final point of distribution.

Full Faith and Credit - An unconditional guarantee to pay interest and principal on general obligation debt.

Fund - An account established to hold money for specific programs, activities or objectives.

Gbps (Gigabits per second) - A measurement of peripheral data transfer or network transmission speed.

General Obligation (GO) Bonds - State bonds issued that are secured by general tax revenues and guaranteed by the full faith and credit of the state.

Girder - A support beam used in construction. It is the main horizontal support of a structure which supports smaller beams.

Girder Bridge - A basic, common type of bridge where the bridge deck is built on top of such supporting beams, that have in turn been placed on piers and abutments that support the span of the bridge.

Glossary

Grade Crossing - A crossing of highways, railroad tracks, or pedestrian walks. or combinations of these on the same level.

Grant - An award or contribution to be used either for a specific or a general purpose, typically with no repayment provision.

Herpetarium - A zoological exhibition space for reptiles and amphibians, most commonly a dedicated area of a larger zoo.

Highway Fund - A fund that receives special dedicated revenues related to transportation to support the construction and maintenance of transportation facilities and activities.

HVAC - Heating, ventilation and air conditioning.

Intermodal - Relating transportation by more than one means of conveyance, for example a facility that links port and highway systems.

Internet2 - A not-for-profit United States computer networking consortium led by members from the research and education communities, industry, and government.

Intranet - A local or restricted communications network, especially a private network created using World Wide Web software.

Leadership in Energy and Environmental Design (LEED) - A rating system for the design of energy efficient and environmentally friendly buildings developed by the U.S. Green Building Council. LEED has four ratings of increasing energy efficiency: Certified, Silver Certified, Gold Certified and Platinum Certified.

Let - To award a contract, for a particular project, to an applicant.

Loop Detectors - Vehicle detection loops, also called inductive-loop traffic detectors, can detect vehicles passing or arriving at a certain point, for instance, approaching a traffic light or in motorway traffic.

Maintenance Costs - The cost of keeping buildings or equipment in good working order.

Makerspace - A collaborative workshop that supplies equipment and technology, such as 3D printers, soldering tools and industrial sewing machines for creative projects.

Match - Contribution to a program required to receive that program grant. Some matches are state funds required for federally funded programs; other matches are from local governments or other grantees.

Multi-modal - Multiple modes of transport, for example rail and bus.

Obligation - A binding agreement committing a person to a payment or other action.

Pay-As-You-Go or **Pay-Go** - Non-bonded current year revenues that finance capital programs.

Procurement - The obtaining of supplies or goods by government.

Ramp Taper - Tapers move traffic laterally from the normal lane to an adjacent lane of traffic at prevailing highway speeds.

Reappropriation - An unspent appropriation that is appropriated again to continue into the next fiscal year, typically for a capital or other multi-year project or commitment.

Glossary

Rebuild Illinois - The six-year, \$45 billion capital infrastructure plan enacted in 2019.

Revenues - Receipts from taxes, fees, assessments, grants and other resources used to fund programs.

Reversible Lane - A traffic lane that may travel in either direction depending on certain traffic patterns or weather conditions, used to improve the flow of traffic during rush hours.

Revolving Fund - A fund that remains available to finance an organization's continuing operations and projects without fiscal year limitations, because the organization replenishes the fund by repaying money used from the account through federal match, loan repayments, interest income, etc.

Riparian Buffers - An area adjacent to a stream, lake or wetland that contains a combination of trees, shrubs and/or other perennial plants and is managed differently from the surrounding landscape, primarily to provide conservation benefits.

Rolling Stock - Any vehicle that moves on a railway.

Rubblization - Construction and engineering technique that involves saving time and transportation costs by reducing existing concrete into rubble at its current location rather than hauling it to another location.

Shovel Ready - A project at the stage where workers can be employed, and construction can begin.

Six-Lane Cross Section - A six-lane arterial highway that typically contains paved travel lanes, curbing and driveway entrances, directional signage and sidewalks.

Source Water Assessment - A study or report that generates information about potential contaminant sources and the potential for systems to be impacted by these sources.

Statute - A law passed by the General Assembly and signed by the Governor.

Storage Hangar - A closed building structure to hold aircraft or spacecraft.

Three-Span Steel Plate - Steel plates are meant to carry loads from systems and/or to support columns from different floors.

Type 40 Area Vocational Center - Illinois State Board of Education code denoting an area vocational center or state-designated facility which is jointly owned and operated by school districts.

User Agency - A state agency that receives the benefit of a Capital Development Board capital project.

Voucher - Document submitted to the Comptroller requesting payment.

Waste Remediation - A process by which contaminants are rendered neutral so they cannot cause harm.

Watershed - An area or ridge of land that separates waters flowing to different rivers, basins or seas.

Wellhead - A specific place where a spring comes out of the ground.

Wet Labs - A lab space suitable for handling various types of hazardous "wet" chemicals.

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