



Illinois



CAPITAL BUDGET FISCAL YEAR 2017

BRUCE RAUNER • GOVERNOR

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CAPITAL BUDGET

Governor Bruce Rauner

Fiscal Year 2017
July 1, 2016 – June 30, 2017

Illinois State Capital Budget Fiscal Year 2017

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NOTICE
For Release at 12:00 Noon, Wednesday,
February 17, 2016

There is a total embargo on the budget for fiscal year 2017 until 12:00 noon, Wednesday, February 17, 2016. This prohibition includes references to any and all material in the *Illinois State Capital Budget, Fiscal Year 2017*. 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 noon, February 17, 2016.

Tim Nuding, Director
Governor's Office of Management and Budget

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

February 17, 2016

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 2017 capital budget.

Maintaining our state's infrastructure, especially in the areas of roads, bridges and transit is of critical importance to our state's economy. This proposal includes \$2 billion in pay-as-you-go funding for the fiscal year 2017 Illinois Department of Transportation's annual road program, an increase of \$150 million over last year's allocation.

For too long our state's real property assets have been allowed to deteriorate. This plan includes \$300 million to begin to address some of the most critical life, health and safety needs in our state facilities.

This plan importantly acknowledges that one of the most important components of our state's infrastructure lies in our outdated and uncoordinated technology systems. The State of Illinois has over 400 disparate financial, human resources and procurement systems built separately over the last forty years. The system is antiquated, inefficient and costly and represents a liability risk for the People of Illinois. A total of \$400 million in new bonding is proposed to support a long overdue modernization of our state's information technology systems.

I view these investments as critical to the future of Illinois and look forward to working with you to implement these proposals.

Sincerely,

A handwritten signature in black ink, appearing to read "Bruce Rauner".

Bruce Rauner
Governor, State of Illinois

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CHAPTER 1

READER'S GUIDE



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Reader's Guide

INTRODUCTION

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 plan. These investments are designed to improve the quality of life for all Illinois residents, allow for state operating efficiencies and create jobs in every region of the state.

WHAT IS THE CAPITAL BUDGET?

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

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 the revenues and liabilities associated with the capital plan. By statute, the Governor's Office of Management and Budget (GOMB) is the unit within the Governor's Office that is responsible for estimating revenues and developing recommendations that reflect the governor's program and spending priorities.

The passage of the capital and operating budgets occur in tandem for the same fiscal year and follow 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 recommendations 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.

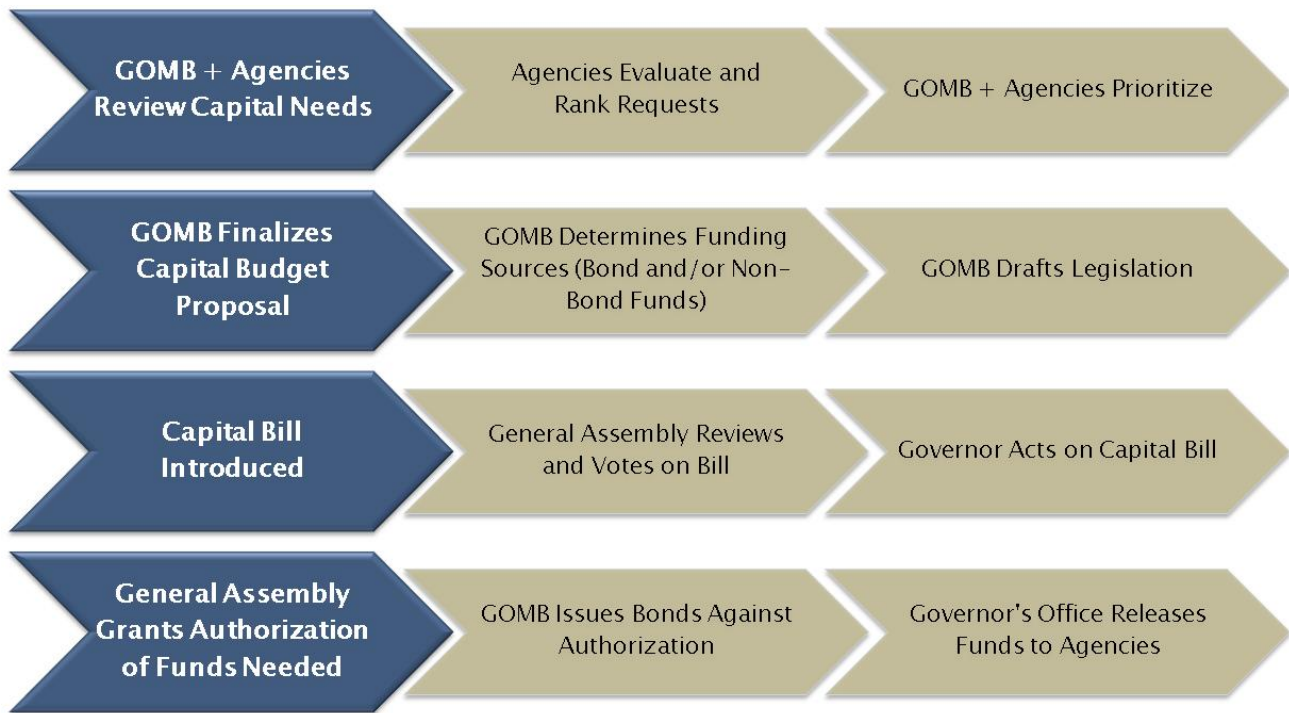
Reader's Guide

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 typical 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 typically include bond sales but may also include 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, 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).

For improvements to or new construction of state facilities, teams of architects and engineers at CDB verify project scope 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 repairing 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.

Reader's Guide

CDB works with GOMB and state agencies to evaluate the resulting agency priority list. In developing budget proposals, GOMB considers a number of factors, including:

- **Strategic priorities.** Investments should support state government's core missions such as economic development, job creation, educational opportunities, access to healthcare and public safety.
- **Agency program needs.** Improvements should assist with caseloads and enrollment trends or improve space utilization.
- **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.
- **Energy efficiency and sustainable design.** All new state-funded building construction and major renovations of existing state facilities should meet the current Leadership in Energy and Environmental Design (LEED) standards.

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. The total amount of bonds the state may issue for each authorized bonding category is limited by statutory maximums. Bonded capital projects begin when there is adequate bond authorization to completely fund a given phase of the project but it is not necessary to have all the funding available at the beginning of the project.

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, 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.

Reader's Guide

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 and execute 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 Comptroller's Office processes payments.

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CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2017

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Capital Budget Overview

FISCAL YEAR 2017 CAPITAL NEEDS AND RECOMMENDATIONS

Deferred Maintenance

Agencies under the governor occupy approximately 96,000,000 square feet of space owned by the state. The diversity of these facilities is significant, with various building types such as: office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages for heavy construction equipment, state park lodges and historic structures.

Critical repairs needed at state-owned facilities have long been delayed by the state. Postponed repairs to state facilities and equipment is categorized as deferred maintenance. The deferred maintenance for state facilities totals more than \$6 billion.

The fiscal year 2017 budget includes a recommendation for \$300 million for general deferred maintenance and \$100 million for improvements at correctional facilities. The \$100 million recommendation for improvements at correctional centers includes funding to provide facilities necessary for seriously mentally ill inmates pursuant to the *Rasho v. Walker* case.

Capital Development Board (CDB) will use these funds for deferred maintenance repairs and upgrades that directly affect the health, life and safety of the public and the clients of the state's agencies. The work needed includes replacing heating, ventilation and air conditioning (HVAC) systems; plumbing; mechanical and electrical systems; and improvements and repairs necessary to meet code requirements. If addressed in a timely manner, repairing building shell elements such as roofs, windows and doors will reduce internal damage to state-owned buildings, which ultimately reduces the overall cost of repairs. Beginning to address the backlog of deferred maintenance issues will allow agencies to correct serious infrastructure failures. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

As shown in the photo above, birds were able to penetrate the building envelope at Stateville Correctional Center and damaged thousands of pages of documents. This is but one example of the need for maintenance funding to improve state facilities.

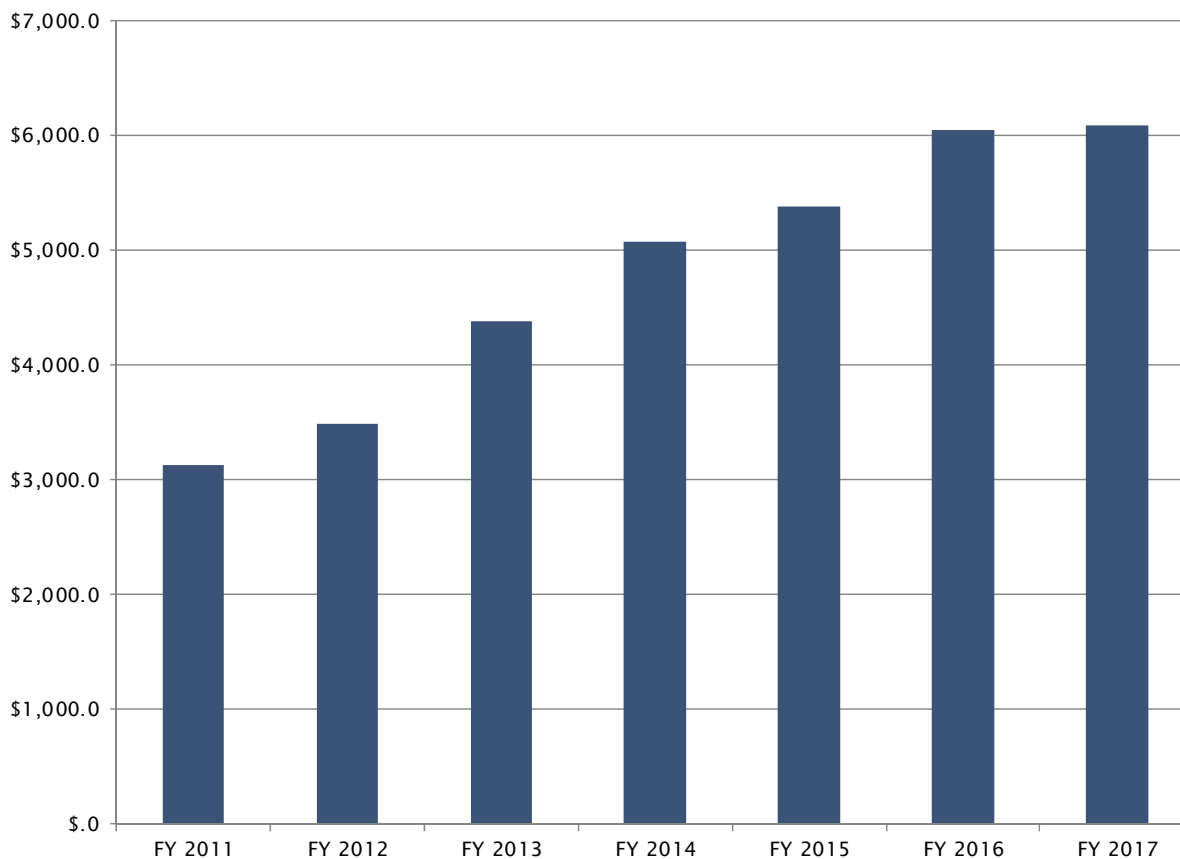


Documents have been destroyed due to birds infiltrating a few rooms.
Department of Corrections - Stateville Correctional Center - Joliet

Capital Budget Overview

The chart below shows the gradual growth of deferred maintenance needs for state facilities. Since fiscal year 2011, deferred maintenance needs have grown an average of \$500 million per year. The recommended budget takes meaningful steps toward stemming the growth of deferred maintenance needs and working to reduce the backlog of projects.

TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2011-2017 (\$ MILLIONS)



Of the \$31 billion appropriated in the 2009 capital program, Illinois Jobs Now (IJN), the Capital Development Board (CDB) was appropriated approximately \$300 million for deferred maintenance projects for state owned facilities. Since 2009, CDB has spent \$436 million on deferred maintenance projects, with some projects directly appropriated in IJN, some funded through lump sum appropriations and others funded with state agency funds.

CDB would prioritize new deferred maintenance capital appropriations for facilities that house people 24 hours a day, seven days a week. This would include the facilities operated by the Department of Human Services, the Department of Veterans' Affairs, the Department of Juvenile Justice and the Department of Corrections.

The types of projects at these 24/7 facilities that CDB would pursue would be:

- **Roof Repair, Roof Replacement, Windows** – Addressing roofing and window issues will stop water infiltration into the buildings and protect the interior and integrity of buildings.
- **Life, Health Safety and Code Compliance** – Projects to address life safety and code violation issues are important. These deficiencies affect federal certification and reimbursements as well as the safety and well-being of individuals who work in, use or are residents of the facilities.
- **Mechanical Systems** – Many state facilities need HVAC improvements along with electrical and plumbing upgrades and replacements to achieve properly functioning buildings that provide comfortable and safe living environments for the occupants. These upgrades also address life safety issues and strive for energy efficiency.

Capital Budget Overview

Transportation

The Illinois Department of Transportation (IDOT) has proposed a \$2 billion pay-as-you-go Road Program annual element for fiscal year 2017; this is one of the largest in history. The department is undertaking a number of major projects, including some of national significance.

In fiscal year 2015, IDOT improved 1,379 miles of pavement and 188 bridges while completing 121 road safety improvements. IDOT awarded a total of \$3 billion in highway contracts and obligations including construction, engineering and land acquisition. Through the first half of fiscal year 2016, IDOT improved an additional 342 miles of pavement and 73 structures.

The fiscal year 2017 budget includes recommendations for \$156 million in new bond-funded appropriations for transportation. These appropriations require no new bond authorization as a result of some earlier projects allocated to bond funds instead being paid for with proceeds from the 2013 sale of a correctional center.

Divestment of the James R. Thompson Center

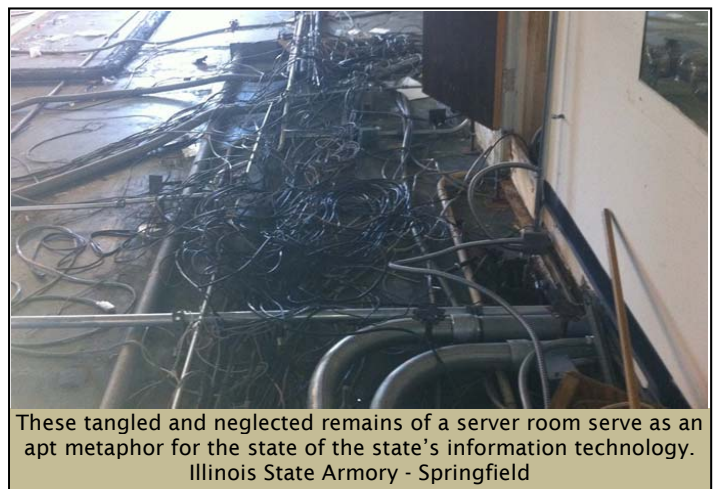


Central Management Services - James R Thompson Center - Chicago.

The state is actively working to divest itself of the James R. Thompson Center in Chicago. Since opening in 1985, the building has served as the headquarters of state government in Chicago. By divesting itself of the property, the state expects to save millions annually in operational costs and deferred maintenance that will no longer need to be performed on the building.

Information Technology and Enterprise Resource Planning (ERP) Software

Funding is recommended for Enterprise Resource Planning (ERP) system, which is a planned single state-wide system for financial reporting, projects and grant management, procurement, cash management, and human resources. Once implemented, ERP is projected to make state government significantly more efficient and save millions of dollars each year. Complete implementation of ERP will bring Illinois back to a level that is competitive with other states and enables Illinois to be transparent, to efficiently manage state government functions and reduce redundancy in information technology (IT) systems. ERP also provides a path to timely financial reporting and the possibility of an audit clean of findings related to outdated IT infrastructure. ERP is estimated to cost \$250 million over five to six years. The recommended budget includes full funding for ERP as well as an additional \$150 million for other information technology projects. This represents the largest capital investment in information technology in the state's history.



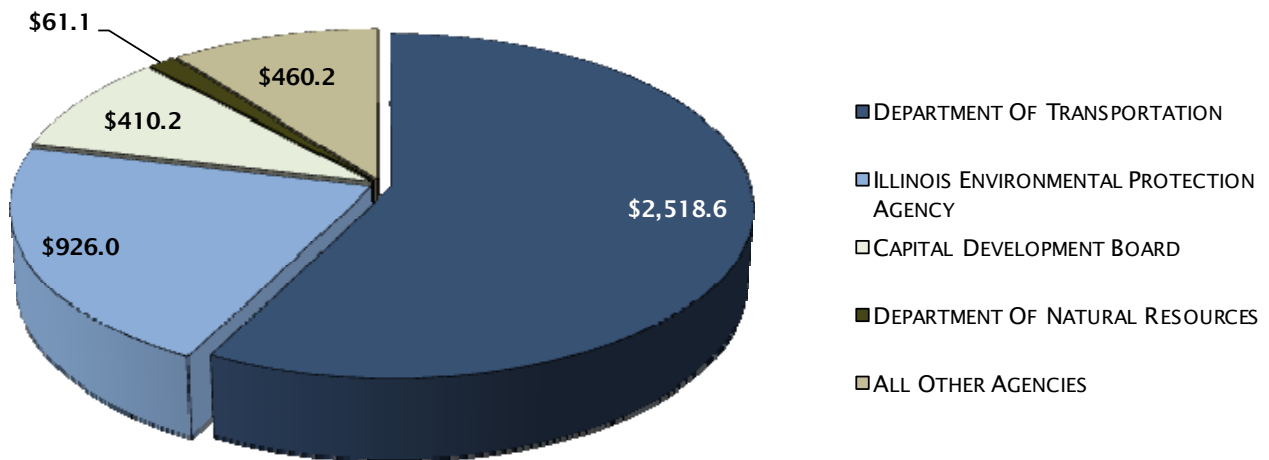
These tangled and neglected remains of a server room serve as an apt metaphor for the state of the state's information technology. Illinois State Armory - Springfield

Capital Budget Overview

FISCAL YEAR 2017 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Over 57 percent of the new capital requests are for IDOT’s multi-year, multi-modal transportation improvement program, funded largely by the motor fuel tax and vehicle registration fees. Approximately 23 percent of new capital requests are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency. The rest of the recommended new appropriations include \$410.2 million to CDB for state facilities, \$400.0 million to Central Management Services (CMS) for information technology, and recommended appropriations to other agencies.

EXHIBIT 1 (\$ MILLIONS)



New Capital Appropriations by Agency (\$ millions)	
Department Of Transportation	2,518.6
Illinois Environmental Protection Agency	926.0
Capital Development Board	410.2
Department Of Natural Resources	61.1
All Other Agencies	460.2
Total New Appropriations	4,376.1

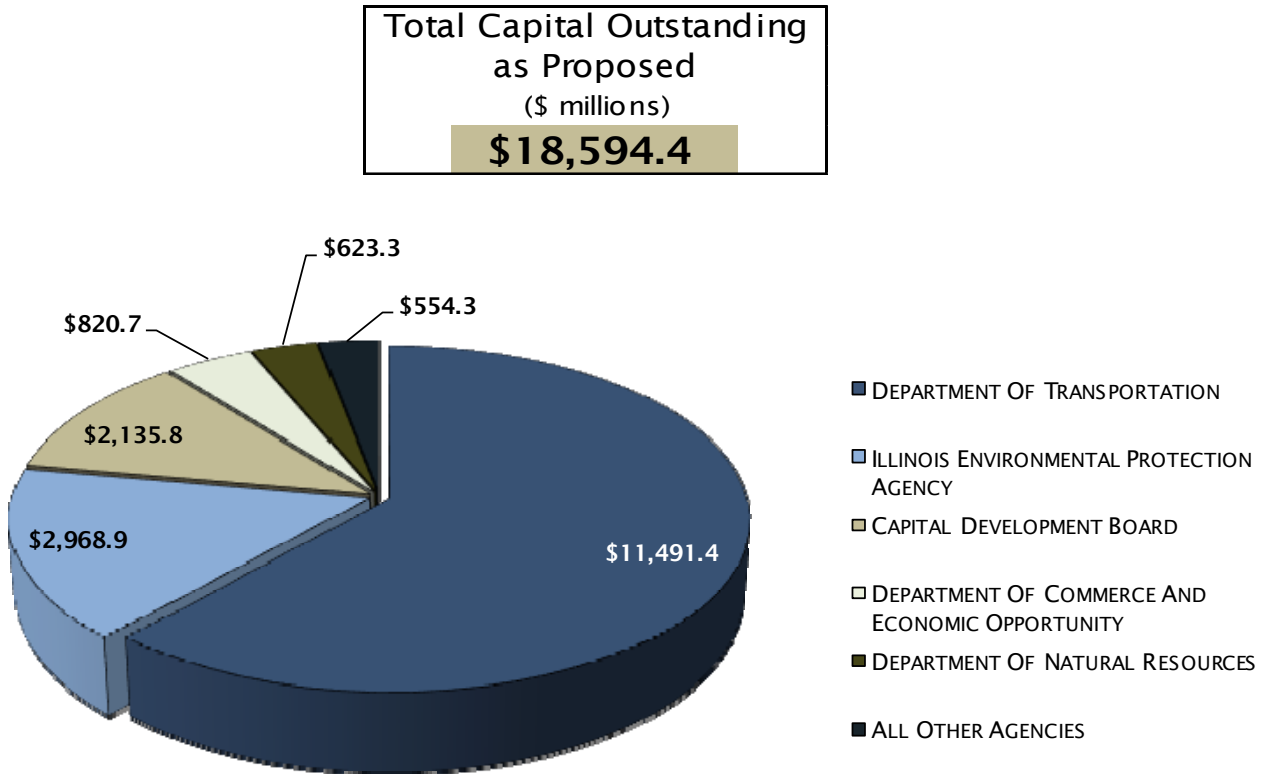
Note: Figures may not add due to rounding.

Capital Budget Overview

FISCAL YEAR 2017 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

Exhibit 2 depicts the total outstanding reappropriations (\$14.2 billion) and the recommended new appropriations (\$4.4 billion) by agency. This chart aggregates bonded and pay-as-you-go capital.

EXHIBIT 2 (\$ MILLIONS)



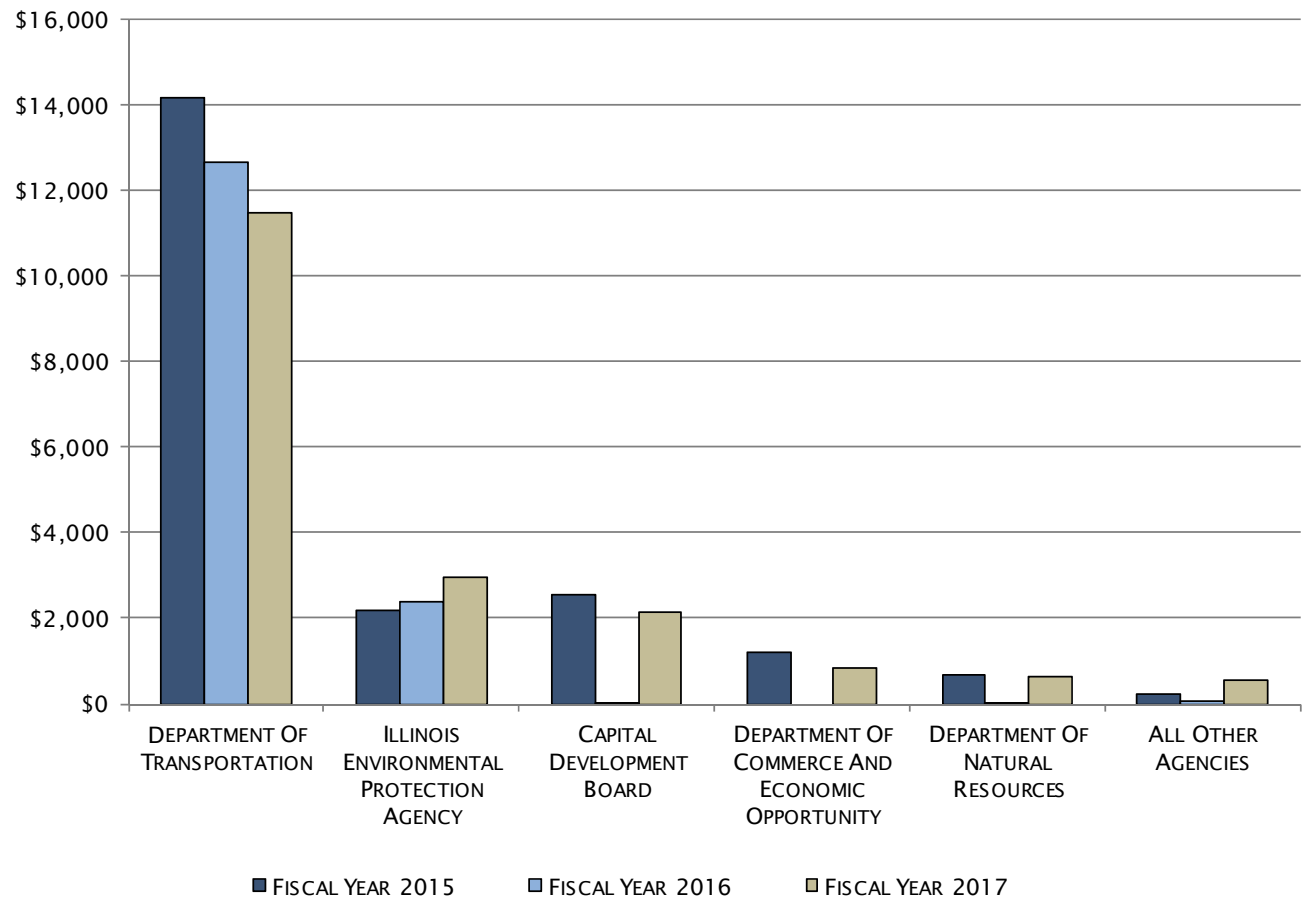
Agency (\$ millions)	Bonded	Pay-as-you-go	Total
Department Of Transportation	3,387.0	8,104.3	11,491.4
New Appropriations	156.0	2,362.6	2,518.6
Reappropriations	3,231.0	5,741.7	8,972.7
Illinois Environmental Protection Agency	117.1	2,851.8	2,968.9
New Appropriations	6.0	920.0	926.0
Reappropriations	111.1	1,931.8	2,042.9
Capital Development Board	2,125.5	10.4	2,135.8
New Appropriations	400.0	10.2	410.2
Reappropriations	1,725.5	0.1	1,725.6
Department Of Commerce And Economic Opportunity	819.7	1.0	820.7
New Appropriations	-	-	-
Reappropriations	819.7	1.0	820.7
Department Of Natural Resources	293.2	330.1	623.3
New Appropriations	-	61.1	61.1
Reappropriations	293.2	269.0	562.2
All Other Agencies	458.6	95.7	554.3
New Appropriations	405.0	55.2	460.2
Reappropriations	53.6	40.5	94.2
Total	7,201.1	11,393.3	18,594.4

Capital Budget Overview

FISCAL YEARS 2015 – 2017 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 presents the data of Exhibit 2 in another form and supplements it with two prior years. The rightmost bar for each agency alone displays the information of the pie chart (Exhibit 2). This chart aggregates bonded and pay-as-you-go capital. Fiscal year 2016 numbers reflect that a large amount of the state’s capital budget has not been appropriated yet.

EXHIBIT 3 (\$ MILLIONS)

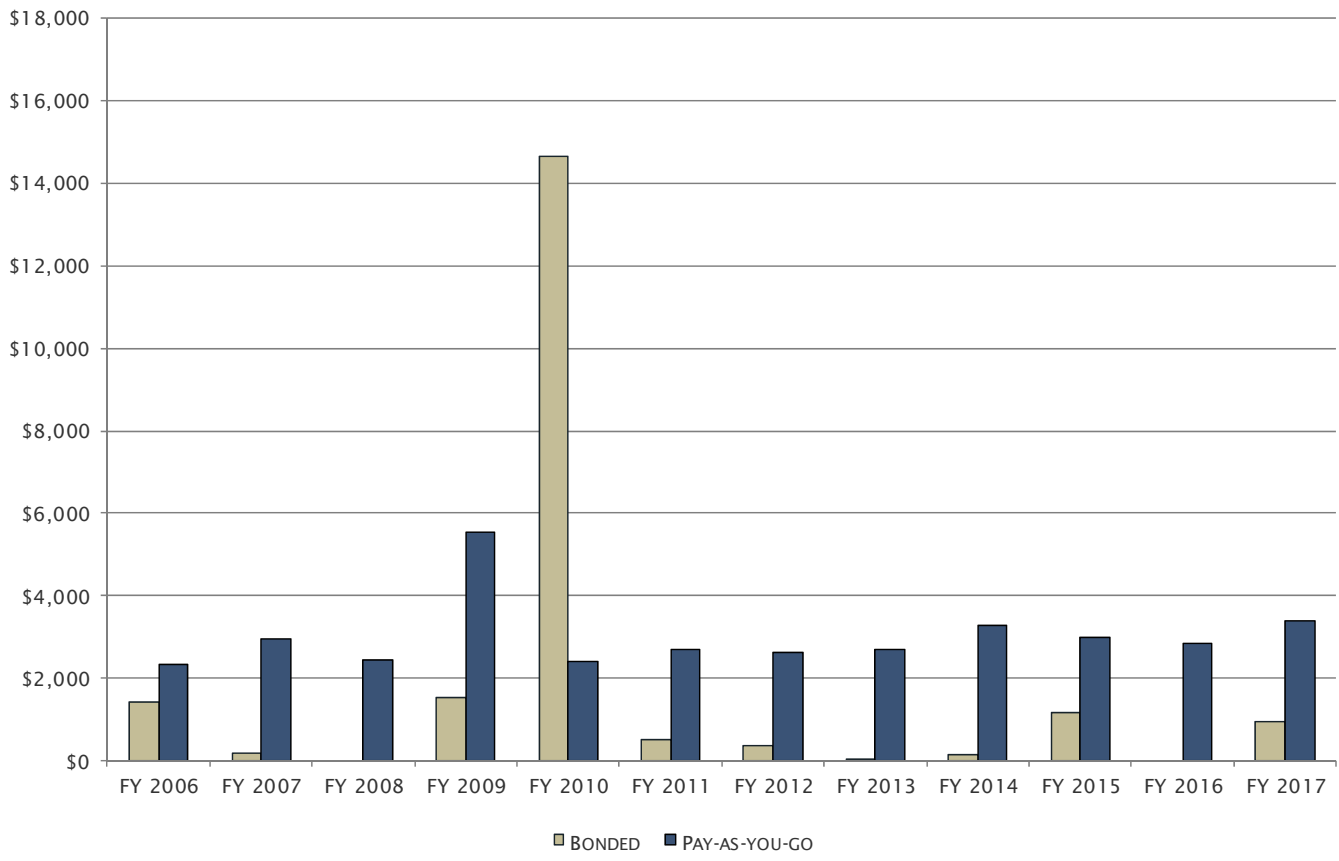


Capital Budget Overview

FISCAL YEARS 2006 – 2017 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 presents a historical view of the comparison between new bonded capital passed by the General Assembly and signed by the governor in a given year and the new pay-as-you-go capital likewise appropriated in that same year.

EXHIBIT 4 (\$ MILLIONS)

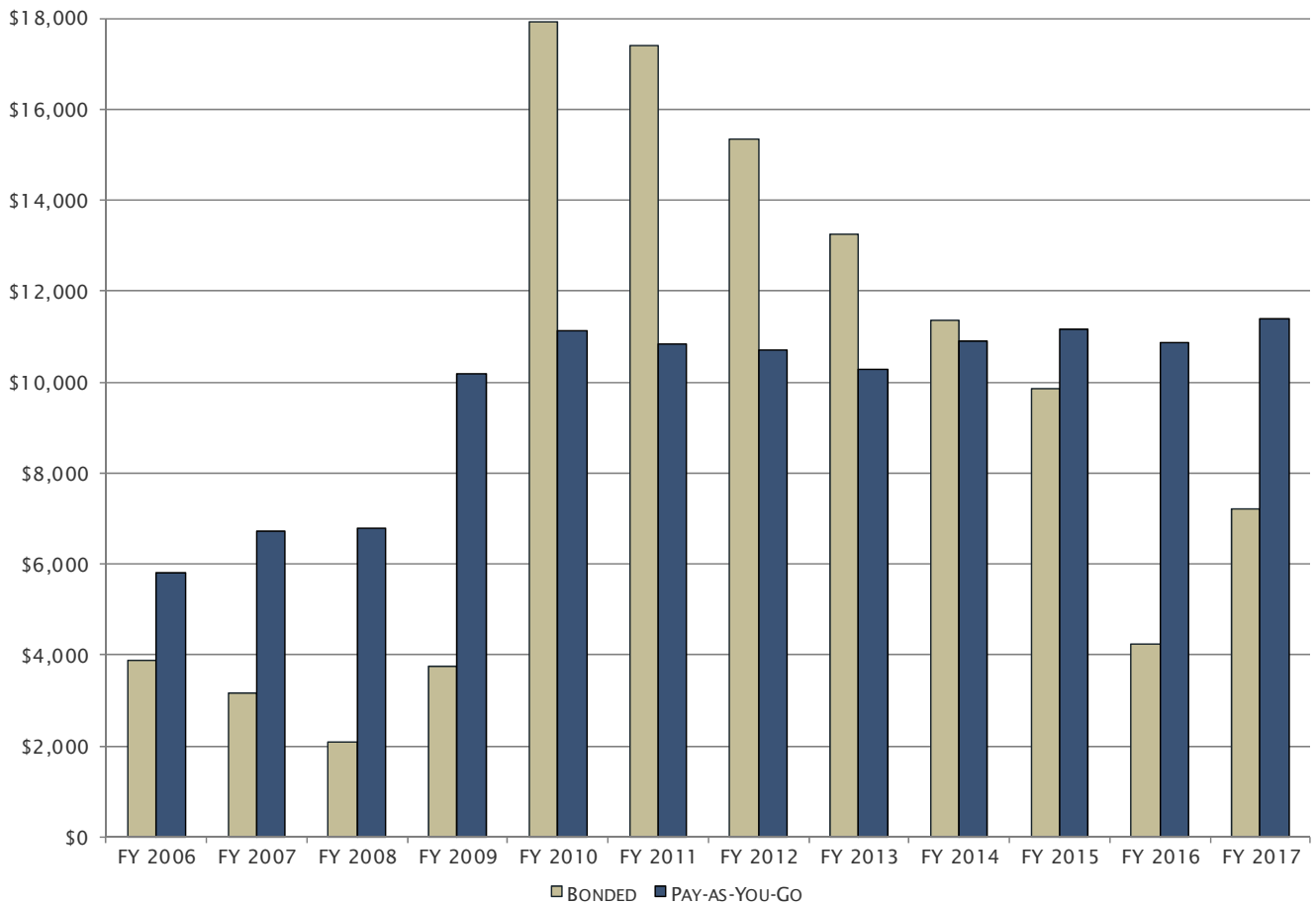


Capital Budget Overview

FISCAL YEARS 2006 – 2017 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 presents a historical view of the comparison between all bonded capital passed by the General Assembly and signed by the governor in a given year and all pay-as-you-go capital likewise appropriated in that same year.

EXHIBIT 5 (\$ MILLIONS)



Capital Budget Overview

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

Table I-A summarizes each agency's Other State Funds - Pay-as-you-go, Other State Funds - Bonded, Federal - Pay-as-you-go and total capital appropriations for fiscal years 2015, 2016 and 2017.

Agency (\$ thousands)	FY 2015 Enacted Appropriation	FY 2016 Enacted Appropriation	FY 2017 Recommended Appropriation
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	51,205	0	0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	51,205	0	0
Federal Funds - Pay-as-you-go	0	0	0
Legislative Agencies	51,205	0	0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	51,205	0	0
Federal Funds - Pay-as-you-go	0	0	0
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	35,355	0	10,110
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	35,355	0	10,110
Federal Funds - Pay-as-you-go	0	0	0
Elected Officials And Elections	35,355	0	10,110
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	35,355	0	10,110
Federal Funds - Pay-as-you-go	0	0	0
GOVERNOR'S AGENCIES			
Department Of Agriculture	5,163	0	5,163
Other State Funds - Pay-as-you-go	5,163	0	5,163
Other State Funds - Bonded	0	0	0
Federal Funds - Pay-as-you-go	0	0	0
Department Of Central Management Services	14,983	0	405,817
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	14,983	0	405,817
Federal Funds - Pay-as-you-go	0	0	0
Department Of Commerce And Economic Opportunity	1,207,867	0	820,652
Other State Funds - Pay-as-you-go	16,295	0	1,000
Other State Funds - Bonded	1,191,571	0	819,652
Federal Funds - Pay-as-you-go	0	0	0
Department Of Natural Resources	683,705	1,141	623,282
Other State Funds - Pay-as-you-go	282,376	1,141	303,896
Other State Funds - Bonded	379,725	0	293,182
Federal Funds - Pay-as-you-go	21,604	0	26,203
Department Of Human Services	100	0	100
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	100	0	100
Federal Funds - Pay-as-you-go	0	0	0
Department Of Military Affairs	563	0	55,539
Other State Funds - Pay-as-you-go	563	0	50,539
Other State Funds - Bonded	0	0	5,000
Federal Funds - Pay-as-you-go	0	0	0

Capital Budget Overview

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

Agency (\$ thousands)	FY 2015 Enacted Appropriation	FY 2016 Enacted Appropriation	FY 2017 Recommended Appropriation
Department Of Public Health	1,749	0	1,092
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	1,749	0	1,092
Federal Funds - Pay-as-you-go	0	0	0
Department Of Revenue	15,813	0	0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	15,813	0	0
Federal Funds - Pay-as-you-go	0	0	0
Department Of Transportation	14,174,441	12,669,194	11,491,360
Other State Funds - Pay-as-you-go	8,023,412	7,673,069	7,230,051
Other State Funds - Bonded	5,322,755	4,128,350	3,387,012
Federal Funds - Pay-as-you-go	828,275	867,776	874,297
Capital Development Board	2,557,560	3,655	2,135,846
Other State Funds - Pay-as-you-go	115	0	10,355
Other State Funds - Bonded	2,557,445	3,655	2,125,491
Federal Funds - Pay-as-you-go	0	0	0
Illinois Environmental Protection Agency	2,162,909	2,375,409	2,968,921
Other State Funds - Pay-as-you-go	1,947,264	2,295,778	2,851,836
Other State Funds - Bonded	215,644	79,631	117,085
Federal Funds - Pay-as-you-go	0	0	0
Illinois Finance Authority	9,390	0	0
Other State Funds - Pay-as-you-go	9,390	0	0
Other State Funds - Bonded	0	0	0
Federal Funds - Pay-as-you-go	0	0	0
Illinois Emergency Management Agency	25,000	0	6,815
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	25,000	0	6,815
Federal Funds - Pay-as-you-go	0	0	0
Governor's Agencies	20,859,242	15,049,398	18,514,587
Other State Funds - Pay-as-you-go	10,284,578	9,969,988	10,452,840
Other State Funds - Bonded	9,724,786	4,211,635	7,161,247
Federal Funds - Pay-as-you-go	849,879	867,776	900,500
ELEMENTARY AND SECONDARY EDUCATION			
State Board of Education	85,357	60,357	69,391
Other State Funds - Pay-as-you-go	40,000	40,000	40,000
Other State Funds - Bonded	45,357	20,357	29,391
Federal Funds - Pay-as-you-go	0	0	0
Elementary And Secondary Education	85,357	60,357	69,391
Other State Funds - Pay-as-you-go	40,000	40,000	40,000
Other State Funds - Bonded	45,357	20,357	29,391
Federal Funds - Pay-as-you-go	0	0	0

Capital Budget Overview

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

Agency (\$ thousands)	FY 2015 Enacted Appropriation	FY 2016 Enacted Appropriation	FY 2017 Recommended Appropriation
HIGHER EDUCATION			
Eastern Illinois University	487	0	0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	487	0	0
Federal Funds - Pay-as-you-go	0	0	0
Southern Illinois University	331	0	0
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	331	0	0
Federal Funds - Pay-as-you-go	0	0	0
Illinois Community College Board	315	0	315
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	315	0	315
Federal Funds - Pay-as-you-go	0	0	0
Higher Education	1,133	0	315
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	1,133	0	315
Federal Funds - Pay-as-you-go	0	0	0
GRAND TOTAL	21,032,293	15,109,755	18,594,402
Other State Funds - Pay-as-you-go	10,324,578	10,009,988	10,492,840
Other State Funds - Bonded	9,857,836	4,231,992	7,201,062
Federal Funds - Pay-as-you-go	849,879	867,776	900,500

Notes

1. Figures may not add due to rounding.
2. Capital appropriations for the Historic Preservation Agency have been included in the Department of Commerce and Economic Opportunity's budget.
3. The Department of Transportation has identified \$1,745,015 in fiscal year 2015 other state funds - pay-as-you-go capital appropriations that were erroneously included in the operating budget. These appropriations have been reclassified.
4. FY 2016 Enacted Appropriations represent those appropriations enacted in a Public Act of the General Assembly or exist pursuant to a statutory continuing appropriation.

Capital Budget Overview

TABLE I-B: CAPITAL SUPPLEMENTALS TO COMPLETE FISCAL YEAR 2016

Table I-B lists the governor's recommended capital supplemental appropriations needed to complete fiscal year 2016.

Agency (\$ thousands)	Total All Funds	Other State Funds - Pay-as- you-go	Other State Funds - Bonded	Federal Funds - Pay-as- you-go
Capital Development Board.....	1,833,733.1	115.1	1,833,618.0	0.0
Department Of Agriculture.....	5,162.5	5,162.5	0.0	0.0
Department Of Central Management Services.....	10,501.2	0.0	10,501.2	0.0
Department Of Commerce And Economic Opportunity.	943,766.7	3,000.0	940,766.7	0.0
Department Of Human Services.....	100.0	0.0	100.0	0.0
Department Of Military Affairs.....	538.6	538.6	0.0	0.0
Department Of Natural Resources.....	639,870.1	293,379.0	322,062.7	24,428.4
Department Of Public Health.....	1,091.5	0.0	1,091.5	0.0
Department Of Transportation.....	56,500.0	56,500.0	0.0	0.0
Illinois Community College Board.....	314.6	0.0	314.6	0.0
Illinois Emergency Management Agency.....	6,815.5	0.0	6,815.5	0.0
Illinois Environmental Protection Agency.....	163,744.1	32,058.2	131,685.9	0.0
Office Of The Secretary Of State.....	10,110.1	0.0	10,110.1	0.0
State Board Of Education.....	25,000.0	0.0	25,000.0	0.0
TOTAL SUPPLEMENTALS	3,697,248.0	390,753.4	3,282,066.1	24,428.4

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 four fiscal years.

Source (\$ millions)	Actual FY 2014	Actual FY 2015	Estimated FY 2016	Projected FY 2017
State Taxes				
Motor Fuel Tax.....	1,294.0	1,293.3	1,325.3	1,333.0
Telecommunications Tax.....	70.4	72.4	68.7	65.0
Cigarette Tax.....	54.3	55.0	44.0	34.2
Real Estate Transfer Tax.....	28.5	33.2	37.5	40.0
Other Taxes.....	0.4	0.5	0.4	0.5
Total State Taxes	1,447.6	1,454.4	1,476.0	1,472.8
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	1,383.6	1,419.2	1,450.8	1,460.4
Water Revolving Fund Loan Repayment.....	151.4	202.1	178.2	192.0
Bond Issue Proceeds.....	4,237.6	41.8	1,659.2	1,085.0
Licenses, Fees and Registrations.....	61.0	58.7	59.3	61.5
Sale of Property, Other Earnings and Net Transfers...	251.9	258.6	280.3	252.2
Total Non-Tax State Sources	6,085.5	1,980.4	3,627.9	3,051.1
Federal Receipts	1,962.8	2,239.9	2,144.9	3,369.9
TOTAL RECEIPTS ALL SOURCES	9,495.9	5,674.7	7,248.7	7,893.8

Note: Figures may not add due to rounding.

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 four fiscal years.

(\$ millions)	Actual 2014	Actual 2015	Estimated 2016	Projected 2017
Receipts				
State Sources				
Motor Vehicle and Operators License Fees	870.7	891.9	908.1	916.1
Transfers from Motor Fuel Tax Fund	296.0	288.5	295.5	297.7
Other Earnings, Reimbursements and Transfers	133.5	192.9	203.1	196.7
Total State Sources	1,300.2	1,373.4	1,406.7	1,410.4
Total Federal Sources	1,502.9	1,721.2	1,632.9	1,552.1
TOTAL RECEIPTS	2,803.0	3,094.6	3,039.6	2,962.5
Disbursements				
Expenditures*				
Department of Transportation - Construction	1,067.3	1,259.2	1,489.1	1,224.2
Department of Transportation - Operations	978.7	960.2	1,055.5	1,095.5
Department of Transportation - All Other	159.2	129.6	166.1	132.6
Secretary of State	2.4	2.5	2.6	2.5
Department of Central Management Services - Group Insurance	120.8	123.4	120.1	95.6
All Other Agencies	3.0	2.5	4.2	5.0
Total Expenditures	2,331.4	2,477.5	2,837.5	2,555.3
Transfers Out				
Transfers to Workers' Compensation Revolving Fund	19.7	19.7	28.1	27.5
Transfers for Debt Service	358.7	346.7	336.2	315.0
Other Transfers	3.4	251.5	1.8	3.3
Total Transfers Out	381.9	617.9	366.1	345.8
TOTAL DISBURSEMENTS	2,713.2	3,095.5	3,203.6	2,901.2
SAMS Adjustment	(0.6)	(2.2)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	89.8	(0.9)	(164.0)	61.4
plus: CASH BALANCE AT BEGINNING OF YEAR	824.7	915.1	916.5	752.5
equals: CASH BALANCE AT END OF YEAR	915.1	916.5	752.5	813.8

* These figures have been adjusted to account for lapse period spending.

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE III-B: MOTOR FUEL TAX (MFT) FUND

Table III-B summarizes the receipts into the Motor Fuel Tax (MFT) Fund and disbursements from the fund for four fiscal years.

(\$ millions)	Actual 2014	Actual 2015	Estimated 2016	Projected 2017
GROSS RECEIPTS	1,224.4	1,223.6	1,252.9	1,262.3
Nonallocable Receipts				
Refunds on Nontaxable Motor Fuel	(17.6)	(17.6)	(20.2)	(22.0)
International Fuel Tax Agreement (IFTA) to Other States ..	(4.5)	(4.5)	(8.8)	(6.0)
Total Allocable Receipts	1,202.3	1,201.4	1,223.9	1,234.4
Disbursements				
Transfers Out				
State Construction Account Fund	208.5	202.1	207.0	208.6
Road Fund	296.0	288.5	295.5	297.7
County MFT Fund	196.3	191.3	195.9	197.4
Municipal MFT Fund	275.2	268.3	274.7	276.8
Township MFT Fund	89.1	86.8	88.9	89.6
Grade Crossing Protection Fund	42.0	42.0	42.0	42.0
State Boating Act Fund	5.0	5.0	5.0	5.0
Vehicle Inspection Fund	30.0	30.0	30.0	30.0
Other Funds	0.0	50.1	0.1	0.1
Total Transfers Out	1,142.1	1,164.2	1,139.1	1,147.1
Expenditures*				
Department of Revenue (net IFTA and Refunds)	40.7	42.8	40.8	43.2
Secretary of State	1.3	1.3	1.3	1.3
Department of Transportation	12.9	13.4	15.3	16.3
Court of Claims	0.0	0.0	0.0	0.0
Refunds on Nontaxable Motor Fuel	17.9	18.5	20.2	22.0
International Fuel Tax Agreement to Other States	0.7	3.2	8.8	6.0
Total Expenditures	73.6	79.2	86.5	88.8
TOTAL DISBURSEMENTS	1,215.7	1,243.3	1,225.6	1,235.9
SAMS Adjustment	(0.0)	(0.1)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	8.7	(19.8)	27.3	26.5
plus: CASH BALANCE AT BEGINNING OF YEAR	103.0	111.7	92.0	119.3
equals: CASH BALANCE AT END OF YEAR	111.7	92.0	119.3	145.7

* These figures have been adjusted to account for lapse period spending.

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2017

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2017.

Cash Basis Fund Group (\$ 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	947,879	1,025,000	0	0	1,972,879	0	1,829,681	143,197
Federal Trust Funds	7,865	7,869	136,829	0	152,563	0	143,376	9,187
Highway Funds	1,248,498	2,901,130	1,552,138	1,111,984	6,813,750	1,496,018	4,108,151	1,209,581
Special State Funds	428,646	589,732	1,674,585	196,200	2,889,163	207,308	2,245,888	435,967
State Trust Funds	56,492	163	6,330	0	62,985	0	1,920	61,065
Grand Total	2,689,379	4,523,894	3,369,882	1,308,184	11,891,339	1,703,327	8,329,016	1,858,996

Note: Figures may not add due to rounding.

Budget Basis Fund Group (\$ thousands)	Budgetary Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Budgetary Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
Bond Financed Funds	947,879	1,025,000	0	0	1,972,879	0	1,829,681	143,197
Federal Trust Funds	4,864	7,869	136,829	0	149,562	0	143,376	6,186
Highway Funds	1,104,891	2,901,130	1,552,138	1,111,984	6,670,143	1,496,018	4,108,151	1,065,974
Special State Funds	407,935	589,732	1,674,585	196,200	2,868,452	207,308	2,245,888	415,256
State Trust Funds	56,492	163	6,330	0	62,985	0	1,920	61,065
Grand Total	2,522,060	4,523,894	3,369,882	1,308,184	11,724,020	1,703,327	8,329,016	1,691,677

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2017

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2017.

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
		Revenues from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
FUNDS PRESENTED WITH OPERATING BUDGET								
Abandoned Mined Lands Reclamation Council Federal Trust	1,905	0	19,270	0	21,175	0	18,239	2,936
Adeline Jay Geo-Karis Illinois Beach Marina	629	1,470	0	0	2,099	531	1,419	149
Agricultural Premium	10,450	1,800	0	21,765	34,015	150	27,900	5,965
Asbestos Abatement	0	0	0	0	0	0	0	0
Downstate Transit Improvement	34,358	0	0	0	34,358	0	14,685	19,673
Federal Mass Transit Trust	937	0	24,000	0	24,937	0	23,500	1,437
Illinois Forestry Development	2,023	1,521	1,763	0	5,308	0	4,941	367
Illinois Habitat	5,694	1,195	606	0	7,495	125	1,831	5,538
Illinois Wildlife Preservation	1,637	234	134	113	2,119	0	336	1,783
Motor Fuel Tax	119,287	1,262,318	25	0	1,381,629	1,147,101	88,791	145,738
Motor Fuel Tax Counties	0	0	0	197,360	197,360	0	197,360	0
Motor Fuel Tax Municipalities	0	0	0	276,789	276,789	0	276,789	0
Motor Fuel Tax Townships and Road Districts	0	0	0	89,576	89,576	0	89,576	0
Natural Areas Acquisition	8,664	12,028	40	0	20,732	85	13,026	7,621
Open Space Lands Acquisition and Development	45,086	28,000	0	0	73,087	20	15,797	57,270
Park and Conservation	17,700	26,991	1,708	10,000	56,399	305	50,496	5,598
Plugging and Restoration	1,313	1,339	0	0	2,652	7	1,551	1,094
Port Development Revolving Loan	409	0	0	0	409	0	0	409
Road	752,498	1,112,673	1,552,113	297,696	3,714,980	345,835	2,555,325	813,820
School Infrastructure	53,864	99,269	0	159,181	312,313	191,205	885	120,224
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	3,770	4,607	2,738	5,040	16,155	100	13,336	2,719
State Furbearer	99	86	0	21	206	0	107	99
State Migratory Waterfowl Stamp	3,737	1,050	0	0	4,787	0	746	4,040
State Parks	3,824	10,389	0	0	14,213	125	10,256	3,832
State Pheasant	1,786	428	0	80	2,294	0	455	1,840
Underground Storage Tank	29,762	70,934	0	0	100,696	13,993	59,350	27,353
Water Revolving	157,702	279,410	110,816	0	547,928	0	402,130	145,798
Wildlife and Fish	17,738	46,197	13,400	0	77,335	660	62,374	14,301
Working Capital Revolving Loan	292	253	0	0	545	0	350	195
TOTAL	1,275,167	2,962,189	1,726,615	1,057,621	7,021,591	1,700,242	3,931,549	1,389,801
CAPITAL BUDGET FUNDS								
BOND FUNDS								
Anti-Pollution	4,766	5,000	0	0	9,766	0	7,500	2,266
Build Illinois Bond	35,681	225,000	0	0	260,681	0	246,516	14,165
Capital Development	224,758	190,000	0	0	414,758	0	382,450	32,308
School Construction	52,603	40,000	0	0	92,603	0	91,400	1,203
Transportation Bond, Series A	32,951	5,000	0	0	37,951	0	33,500	4,451
Transportation Bond, Series B	383,876	300,000	0	0	683,876	0	640,015	43,861
Transportation Bond, Series D	213,243	260,000	0	0	473,243	0	428,300	44,943
NON BOND FUNDS								
AML Reclamation Set Aside	39,875	163	4,700	0	44,738	0	0	44,738
Capital Development Board Contributory Trust	16,310	0	0	0	16,310	0	0	16,310
Federal High Speed Rail Trust	17,539	0	1,498,378	0	1,515,917	0	1,515,378	539
Federal Title IV Fire Protection Assistance	116	0	329	0	445	0	397	48

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2017

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
		Revenues from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
CAPITAL BUDGET FUNDS								
Federal/State/Local Airport	4,230	7,000	93,000	0	104,230	0	100,000	4,230
Flood Control Land Lease	677	869	0	0	1,546	0	1,010	535
Forest Reserve	0	0	230	0	230	0	230	0
Grade Crossing Protection	32,796	0	0	42,000	74,796	3,007	50,000	21,789
Illinois National Guard Construction	132	0	45,000	0	45,132	0	45,000	132
Land and Water Recreation	307	0	1,630	0	1,937	0	1,920	17
Off-Highway Vehicle Trails	824	383	0	0	1,206	0	412	794
Partners for Conservation Projects	1,424	0	0	0	1,424	0	0	1,424
Public-Private Partnerships for Transportation	0	0	0	0	0	0	0	0
Rail Freight Loan Repayment	2,817	297	0	0	3,115	0	1,000	2,115
Snowmobile Trail Establishment	263	130	0	0	393	0	128	265
State Construction Account	343,917	526,140	0	208,563	1,078,620	76	850,311	228,233
State Rail Freight Loan Repayment	5,106	1,724	0	0	6,831	2	2,000	4,829
TOTAL	1,414,212	1,561,706	1,643,267	250,563	4,869,748	3,085	4,397,468	469,196
GRAND TOTAL	2,689,379	4,523,894	3,369,882	1,308,184	11,891,339	1,703,327	8,329,016	1,858,996

Capital Budget Overview

FISCAL YEAR 2017 SOURCES AND USES OF APPROPRIATIONS

Chart 1: Sources of Fiscal Year 2017 New Appropriations

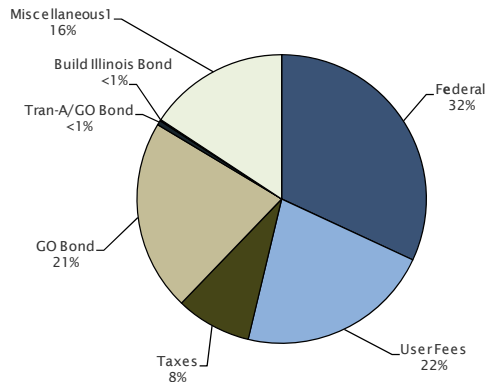
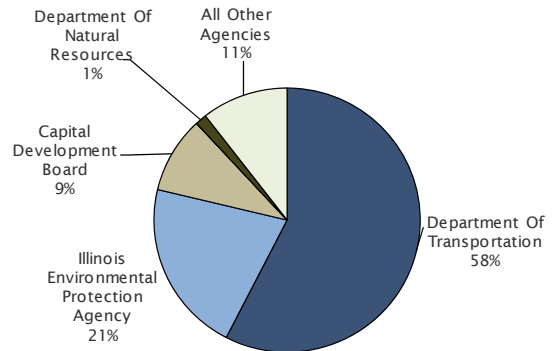


Chart 2: Uses of Fiscal Year 2017 New Appropriations



(\$ 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	1,051,577	316,692	5,892	0	22,865	0	1,397,026
User Fees	929,208	0	0	0	24,471	171	953,850
Taxes	354,347	0	0	0	13,237	2,379	369,963
GO Bond	133,001	0	400,000	0	0	405,000	938,001
Tran-A/GO Bond	23,000	0	0	0	0	0	23,000
Build Illinois Bond	0	6,000	0	0	0	0	6,000
Miscellaneous ¹	27,479	603,307	4,348	0	493	52,612	688,239
Total	2,518,611	926,000	410,240	0	61,065	460,163	4,376,078

Footnote 1. Includes loan repayments, investment income and settlements.
Note: Numbers may not add due to rounding.

Chart 3: Sources of Fiscal Year 2017 Reappropriations

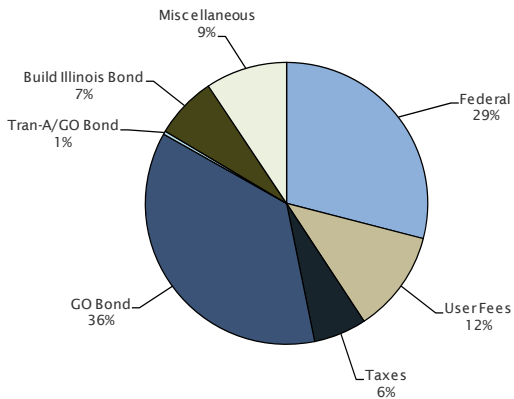
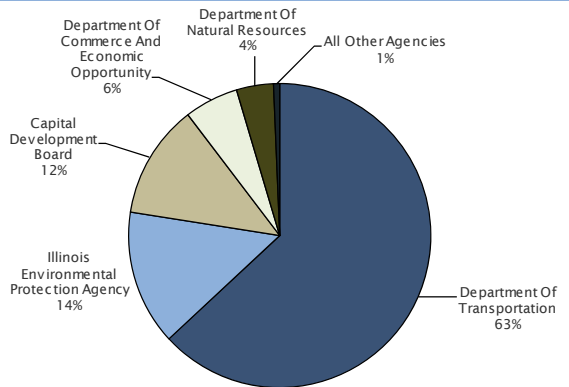


Chart 4: Uses of Fiscal Year 2017 Reappropriations



(\$ 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	3,418,237	664,997	0	0	42,693	0	4,125,927
User Fees	1,602,727	1	0	0	65,814	0	1,668,542
Taxes	664,845	0	0	0	156,196	40,000	861,040
GO Bond	3,176,049	56,435	1,654,148	57,617	190,618	35,208	5,170,075
Tran-A/GO Bond	54,963	0	0	0	0	0	54,963
Build Illinois Bond	0	54,650	71,343	762,035	102,564	18,432	1,009,024
Miscellaneous ¹	55,929	1,266,838	115	1,000	4,332	539	1,328,753
Total	8,972,749	2,042,921	1,725,606	820,652	562,217	94,179	14,218,324

Footnote 1. Includes loan repayments, investment income and settlements.
Note: Numbers may not add due to rounding.

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CHAPTER 3

AGENCY DETAIL



Illinois State Capital Budget Fiscal Year 2017

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Agency Budget Detail

CAPITAL DEVELOPMENT BOARD



Kent Infirmary at the Quincy Veterans' Home

The Capital Development Board (CDB), along with professional architects, engineers, project managers and construction experts, oversees the design and construction of state facilities. Agencies under the governor occupy approximately 96,000,000 square feet of space owned by the state. The diversity of these facilities is significant, with various building types such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages for heavy construction equipment, state park lodges and historic structures. The state is responsible for keeping each of these structures safe for the public and in proper working order. CDB manages projects that touch the lives of almost every Illinois citizen.

FISCAL YEAR 2017 DEFERRED MAINTENANCE NEEDS

The backlog of deferred maintenance for state facilities, local pre-K-12 facilities and higher education facilities is approaching \$20 billion. Addressing deferred maintenance is a critical function of state government as minor problems ignored may grow larger and could begin to impair functions of state government.

State Facilities Deferred Maintenance Needs

The deferred maintenance backlog for state facilities totals more than \$6 billion according to the Capital Development Board's analysis of state facilities. This backlog includes repairs and upgrades that directly affect the health, life and safety of the public and the clients of agencies. The work needed includes replacing heating, ventilation and air conditioning (HVAC) systems; plumbing; mechanical and electrical systems; and improvements and repairs necessary to meet code requirements and maintain the structures' integrity. If addressed in a timely manner, repairing building shell elements, such as roofs, windows and doors, will reduce internal damage to state-owned buildings, which ultimately reduces the overall cost of repairs. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

Deferred maintenance needs have grown an average of \$500 million per year since fiscal year 2011. Most of the deferred maintenance needs are for facilities operated by the Department of Corrections (DOC) and the Department of Human Services (DHS).

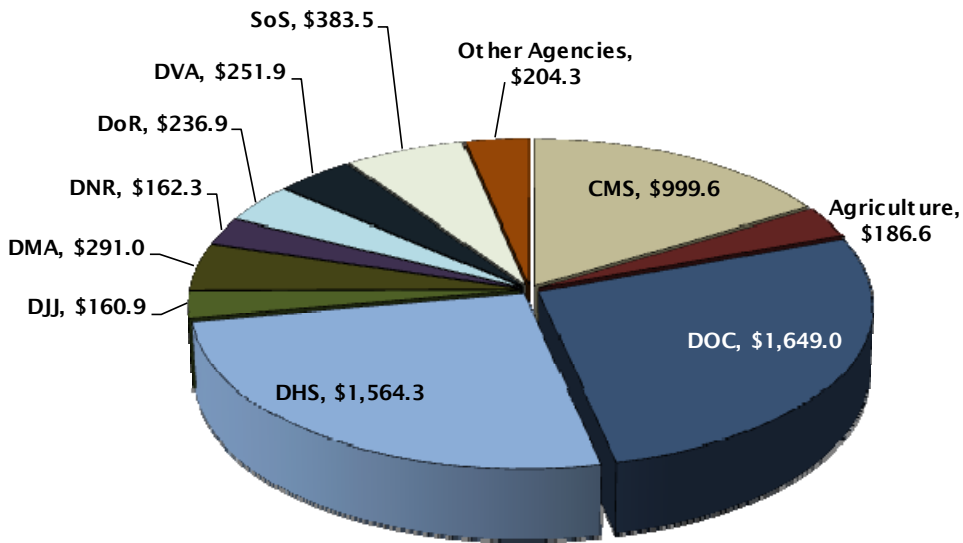
Agency Budget Detail

The charts below visually display the status and history of deferred maintenance.

- Exhibit 1 shows the fiscal year 2017 deferred maintenance needs broken out by user agency. It shows that DOC and DHS account for approximately half of statewide deferred maintenance needs.
- Exhibit 2 shows that deferred maintenance needs have grown from \$3.1 billion in fiscal year 2011 to over \$6.0 billion in fiscal year 2017, an increase of an average of nearly \$500.0 million each year.
- Exhibit 3 shows the data from Exhibit 2 broken out by user agency.

EXHIBIT 1 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2017 (\$ MILLIONS)

Total Deferred Maintenance
for State Facilities
(\$ millions)
\$6,090.3



- | | |
|---|--|
| ■ Central Management Services (CMS) | ■ Department of Agriculture |
| ■ Department of Corrections (DOC) | ■ Department of Human Services (DHS) |
| ■ Department of Juvenile Justice (DJJ) | ■ Department of Military Affairs (DMA) |
| ■ Department of Natural Resources (DNR) | ■ Department of Revenue (DoR) |
| ■ Department of Veterans' Affairs (DVA) | ■ Secretary of State (SoS) |
| ■ Other Agencies | |

Agency Budget Detail

EXHIBIT 2 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2011-2017 (\$ MILLIONS)

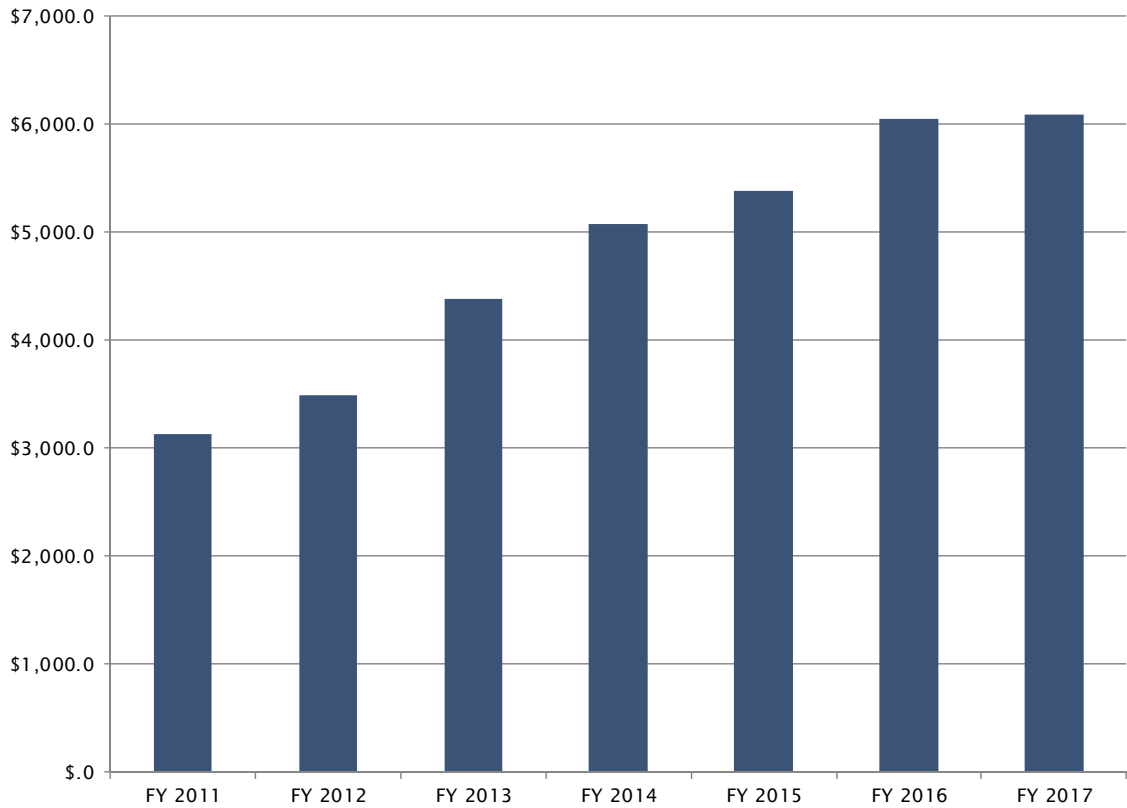
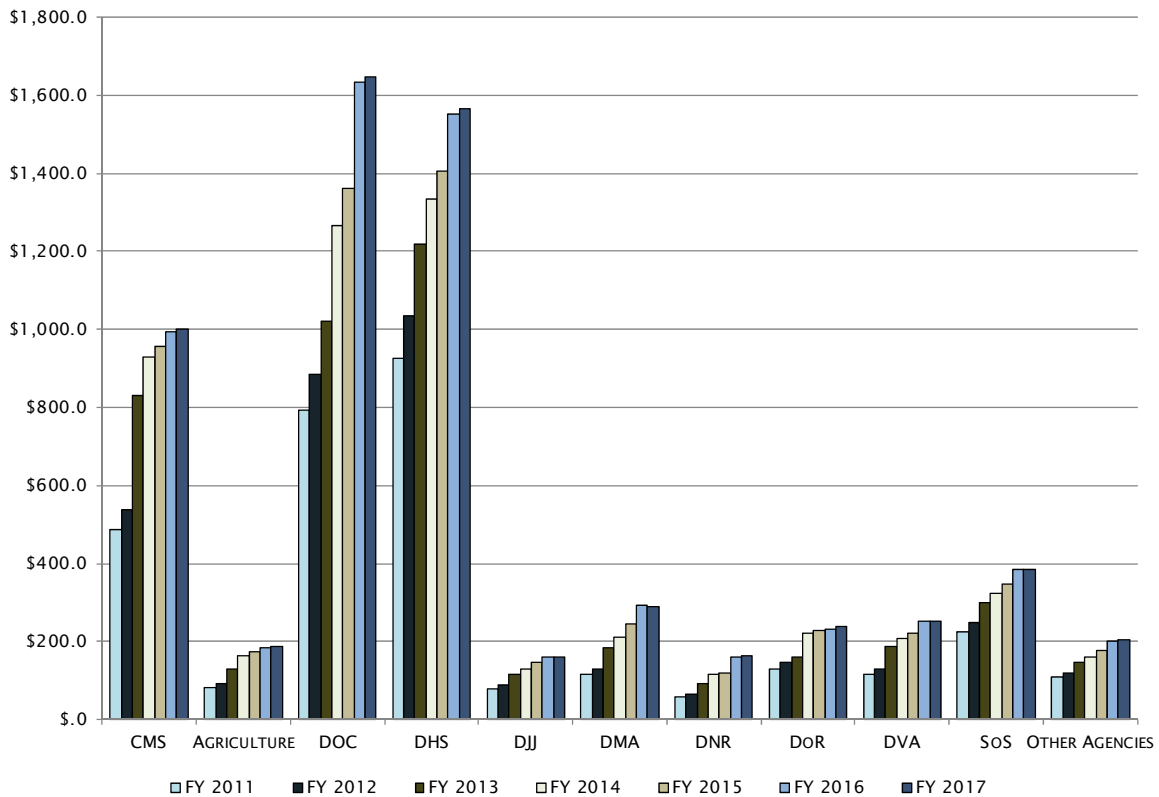


EXHIBIT 3 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEARS 2011-2017 (\$ MILLIONS)



Agency Budget Detail

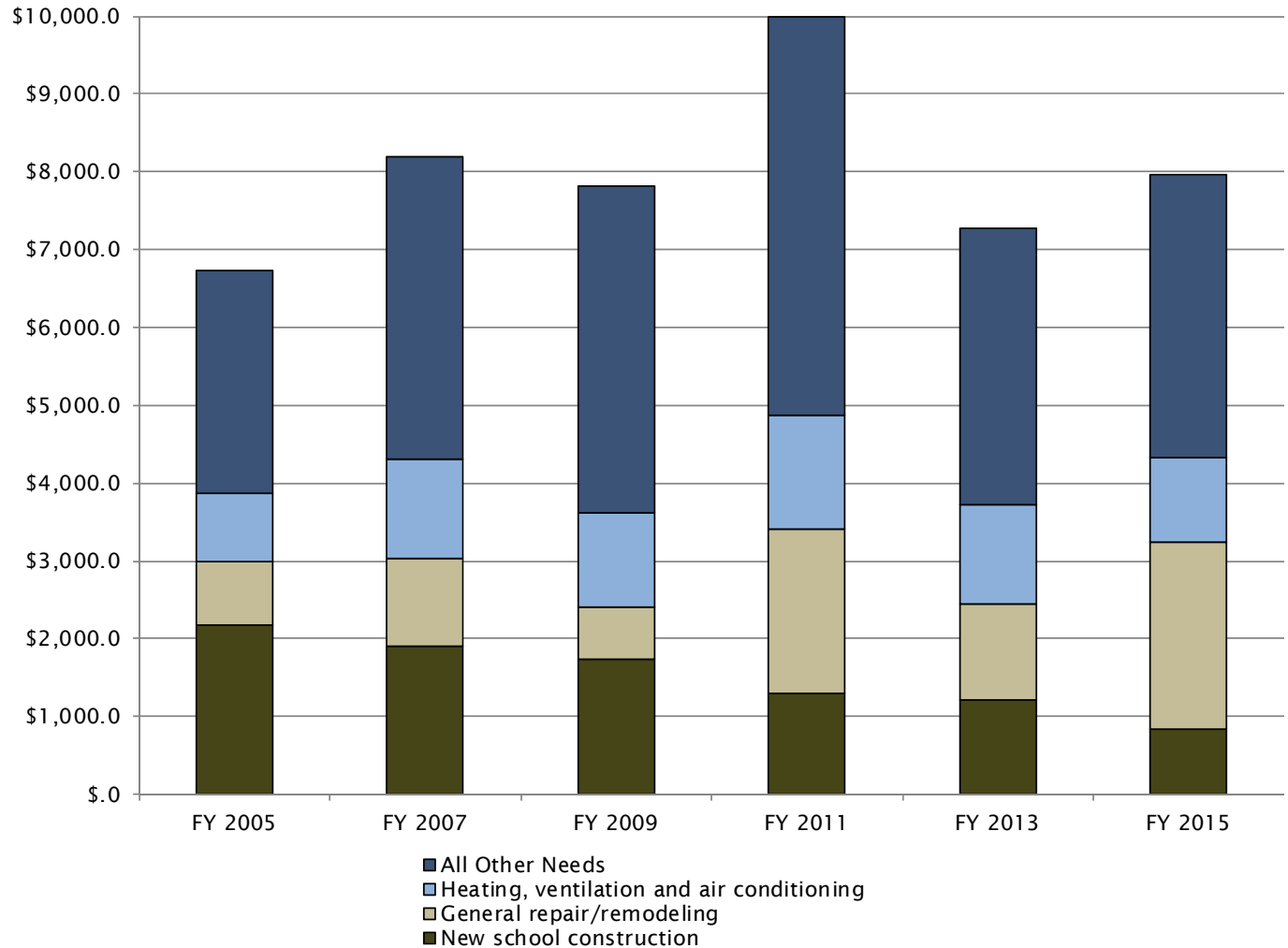
Pre-K-12 Deferred Maintenance Needs

Beginning in fiscal year 2005, the Illinois State Board of Education (ISBE), in conjunction with the Capital Development Board, has published biannual Capital Needs Assessments for Pre-K-12 education facilities. School districts undertake many capital projects with local funding, but some also rely on funding from the state.

Of the \$31.0 billion appropriated in the 2009 capital program, Illinois Jobs Now, the Capital Development Board (CDB) received approximately \$1.5 billion in appropriations for grants for school construction projects. Nearly all of the projects funded by Illinois Jobs Now were requested by school districts during fiscal year 2003.

Exhibit 4 shows the capital needs reported by ISBE and CDB broken down by the type of need. The data is incomplete as many schools choose not to report; the number of respondents has ranged between 385 and 618 of the more than 850 school districts in Illinois. Therefore, it is likely that capital needs in primary and secondary schools in Illinois are significantly greater than what the Capital Needs Assessments reports.

EXHIBIT 4 – TOTAL STATEWIDE PRE-K-12 CAPITAL NEEDS FISCAL YEARS 2005-2015 (\$ MILLIONS)



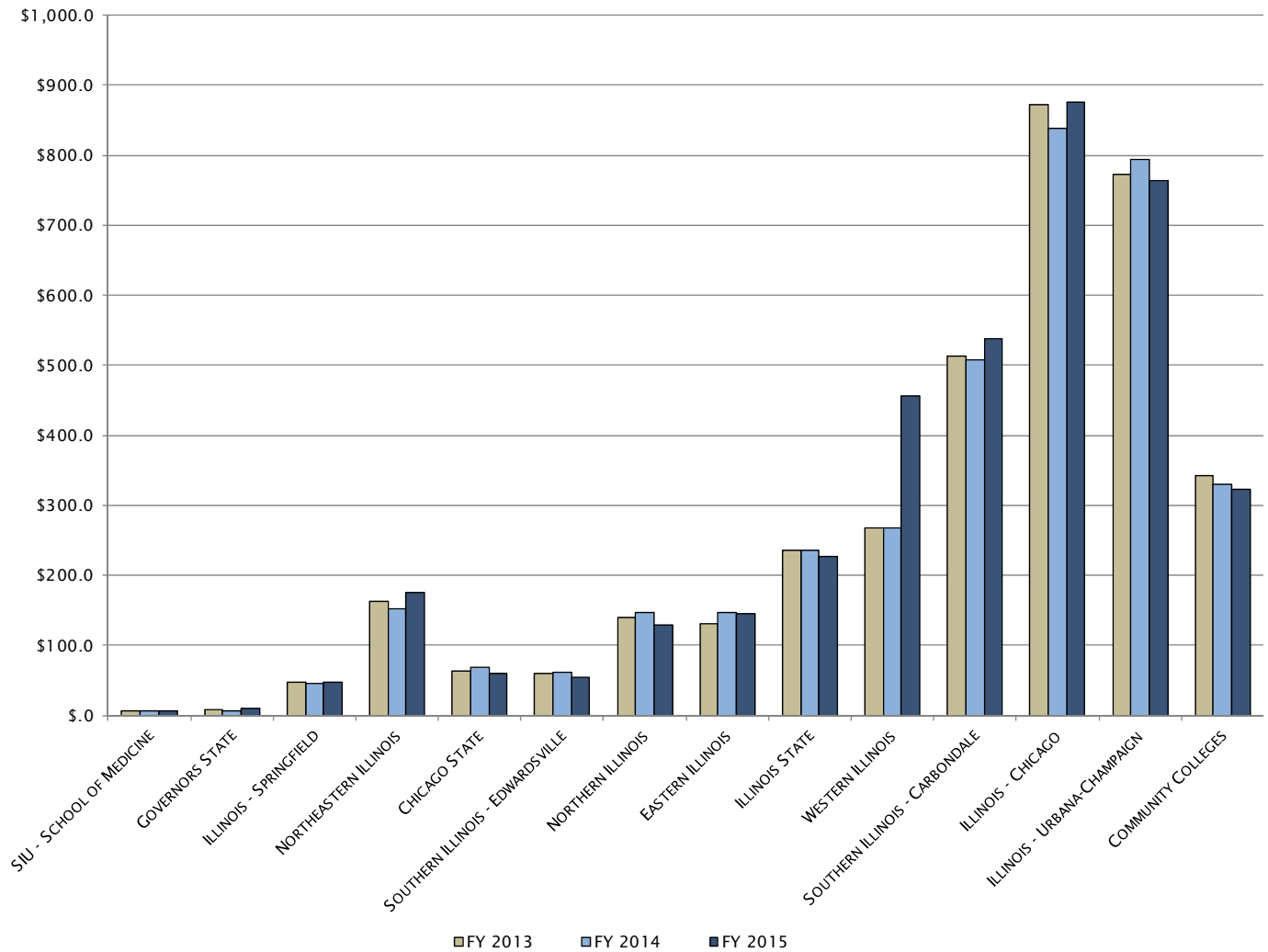
Agency Budget Detail

Higher Education Deferred Maintenance Needs

Illinois institutions of higher education have more capacity to fund their own capital projects than state agencies and thus have not experienced as significant growth of deferred maintenance. Since fiscal year 2013, needs have remained steady between \$3.6 billion and \$3.8 billion.

Exhibit 5 shows the capital needs reported by the state’s community colleges and universities by institution and fiscal year.

EXHIBIT 5 – TOTAL STATEWIDE HIGHER EDUCATION CAPITAL NEEDS FISCAL YEARS 2013-2015 (\$ MILLIONS)



Agency Budget Detail

NEW APPROPRIATIONS REQUESTS

Department of Corrections – *Rasho v. Walker* Projects

The fiscal year 2017 budget includes a recommendation for a new \$100 million bonded appropriation for improvements to correctional centers including those improvements being done for purposes of complying with agreements under the *Rasho v. Walker* case. The appropriation will be used to complete renovations at four facilities. The funding may also be used for a fifth facility or to accommodate planning for other items that may come up under the case.

In 2007, inmates of the Department of Corrections (DOC) filed a class action lawsuit that challenges the constitutional adequacy of the mental health services provided statewide to offenders with a particular emphasis on those who are seriously mentally ill. Recent estimates indicate that there are over 11,000 offenders on the mental health caseload, nearly 4,500 of whom are seriously mentally ill. DOC and the plaintiffs entered into a tentative settlement agreement in December 2015, which the judge preliminarily approved. A fairness hearing on the proposed settlement is scheduled for May 2016. DOC has worked with CDB to renovate existing facilities to achieve the infrastructure needed to provide a level of care required for the inmates. There are currently four sites undergoing *Rasho*-related construction. Renovations to convert existing facilities into residential treatment units will be done at four facilities: Dixon Correctional Center, Logan Correctional Center, Pontiac Correctional Center and the Illinois Youth Center at Joliet (IYC Joliet). In addition to serving the residential treatment population, IYC Joliet will also serve the sub-acute and behavioral management populations. Offenders in need of inpatient level of care need to be housed in a hospital-like setting; the location is yet to be determined.

IYC Joliet originally opened in 1959 and was used to house some of the most dangerous youths in the custody of the Department of Juvenile Justice. The facility was closed in 2013 due to a declining population. The total cost to convert the facility to an adult residential treatment unit is estimated to be \$24 million and will return the buildings and grounds to a condition commensurate with housing offenders suffering from serious mental illnesses. Work includes paving, upgrading the existing sally port, restoring and reconfiguring approaches to buildings, upgrading locking systems, improving suicide prevention measures, installing new storm windows over existing security windows, remodeling to accommodate health care needs, replacing inoperable HVAC equipment, repairing and replacing faulty plumbing components, upgrading communications and data, lighting, electrical upgrades, and cable television. CDB continues to work closely with DOC during the project to ensure that IYC Joliet is upgraded correctly to meet the needs of the new inmates and staff.

The other three residential treatment units will be placed at currently operating correctional centers at Logan, Dixon and Pontiac. All three are expected to require less extensive renovations than IYC Joliet. At Logan, CDB will work to renovate Housing Unit #14 with security enhancements, a new fire sprinkler system, HVAC, ductwork, windows, interior walls, restroom renovations, extensive electrical work and roofing repairs. Work at Logan is anticipated to be done in two phases totaling approximately \$15 million. Similar types of renovations will be required at Dixon and Pontiac.



New anti-ligature and suicide resistant furnishings are being installed at IYC Joliet to ensure the safety of the inmates.

Department of Corrections – IYC Joliet - Joliet

Agency Budget Detail

Statewide - Deferred Maintenance

The fiscal year 2017 recommended budget includes a \$300 million bonded lump sum appropriation for statewide capital projects to address the \$6 billion backlog of deferred maintenance. Projects that could be completed with this new funding would prevent further deterioration of state assets and preserve the life, health and safety of those who use the facilities.

Statewide - Federal Reimbursement for Department of Veterans' Affairs

Certain projects performed at facilities operated by the Department of Veterans' Affairs (DVA), like the home at Quincy, discussed below, are eligible for 65 percent reimbursement from the federal government. These reimbursements are deposited into a CDB fund and may be used for additional projects. The fiscal year 2017 budget includes a recommendation for a new \$10 million appropriation to allow greater flexibility with the federal reimbursement. The appropriation will allow CDB to perform additional work with the federal funds it receives.

Statewide - Demolition

The fiscal year 2017 budget includes a recommendation for a \$240,000 appropriation from the FY09 Budget Relief Fund for demolition statewide. This fund was used during fiscal year 2009 to receive fund reallocations and supplement the General Revenue Fund. Due to federal law restrictions on the use of tax-exempt bond proceeds that the state typically uses for state facilities projects, the governor is recommending that the limited remaining amount of money available in this fund be used for projects that cannot be funded with federally tax-exempt bond proceeds. Demolition without construction of a new building cannot be funded with such proceeds. Statewide, there are buildings that are in very serious states of disrepair and are abandoned with no intention of future occupancy. CDB will evaluate eligible facilities and utilize the limited funding to maximize benefits. Possible facilities to be demolished include the Administration Building at Menard Correctional Center operated by DOC, which is causing damage to adjacent buildings that house inmates. Other candidates for demolition include facilities operated by the Department of Military Affairs at Salem, Springfield and North Riverside.



The Administration Building at Menard has been unable to fulfill its function for years and may be slated for demolition.
Department of Corrections - Menard Correctional Center - Chester

Agency Budget Detail

STATE FACILITIES PROJECTS

Statewide - Winterization

During fiscal year 2016, CDB was forced to put most projects on hold because of the lack of capital appropriations. Several of the projects that were placed on hold required a limited amount of work to protect the project from damage due to winter conditions. Winterization work included providing limited building enclosures, the completion of temporary roofing systems and temporary heat to prevent pipes from freezing. The work, which cost less than \$2 million for all projects put on hold statewide, protected many projects in progress, including the nearly complete Illinois State Police Forensics Lab in Belleville and the Department of Military Affairs Lincoln's ChalleNGe Academy in Rantoul. The winterization effort is estimated to have protected over \$120 million worth of work done on the projects.



Temporary plywood walls were installed to keep winter weather out of the partially completed gymnasium.
Department of Military Affairs - Lincoln's ChalleNGe - Rantoul

Department of Veterans' Affairs - Quincy Veterans' Home



Department of Veterans' Affairs - Quincy Veterans' Home - Quincy

The Quincy Veterans' Home is the oldest and largest in Illinois. It is home to over 300 veterans. During 2015, 13 deaths and over 50 illnesses occurred, which some have attributed in part to an outbreak of Legionnaire's Disease. During late 2015, a cooperative effort began between CDB, the Department of Public Health (DPH) and the Illinois Environmental Protection Agency to assess and repair the facility's plumbing as well as install new water treatment facilities.

As one of the oldest veterans homes in the country, Quincy has several facilities that are outdated and are in need of extensive renovations. Notably, the Kent Infirmary needs nearly \$20 million worth of improvements to address DPH nursing home standards. These improvements would not only enhance the safety of the building for the veterans

inside, but also ensure that the facility continues to qualify for per diem reimbursement from the federal government. The project qualifies for 65 percent reimbursement from the U.S. Department of Veterans' Affairs. That reimbursement would allow the state to leverage its initial investment and perform an additional \$13 million of work at Quincy or other veterans' homes.

Agency Budget Detail

Department of Agriculture – State Fairgrounds

The state fairgrounds at both DuQuoin and Springfield are in need of infrastructure improvements. The two facilities combine to account for over \$180 million of deferred maintenance needs.

The fairgrounds at Springfield have numerous buildings with roofing and electrical problems. The barns that house the horses for harness racing have roofs with holes that can be seen from the floor and are covered with tarps. Temporary solutions like these become burdensome on the operational budget of the facility and are not sufficient to fix the problem. Electrical upgrades are necessary in many buildings that host events year-round. Some buildings have not had any upgrades to electrical service in over 20 years, leaving the buildings unable to compete with other facilities to host events.

At DuQuoin, in 2015, ductwork in the Southern Illinois Center collapsed, causing staff to close the building. Conditions like this, coupled with other inadequacies, may cause the facilities at both state fairgrounds to be noncompetitive and create a loss of revenue to the state.



Collapsed ductwork at the Southern Illinois Center.
Department of Agriculture - DuQuoin State
Fairgrounds - DuQuoin

Department of Military Affairs – Kankakee Aviation Support Facility and Army Readiness Center

With the help of grant funds from the Department of Commerce and Economic Opportunity, CDB has continued work on an aviation and support facility at Kankakee for the Department of Military Affairs. The project is expected to cost the state \$10.5 million but will leverage an investment of over \$40.0 million in federal funding.

The project provides for an approximately 168,000 square-foot Leadership in Energy and Environmental Design (LEED) Silver-Certified Aviation Support Facility and Army Readiness Center, including a 64,000 square-foot Army Readiness Center with administrative space, classrooms, locker rooms, restrooms and maintenance space; and a 104,000 square-foot Aviation Support Facility, including a hangar, classrooms, and administrative and maintenance space.

Department of Central Management Services – Maine North Regional Office Building



Department of Central Management Services – Maine North
Regional Office Building – Des Plaines

The former Maine North High School, now the state’s Maine North Regional Office Building in northwest suburban Des Plaines, houses regional offices for the Department of Revenue, the Illinois State Police and other state agencies. The building has a long litany of needs including outdated fire alarm systems, obsolete HVAC equipment, abandoned structures and electrical distribution systems in need of upgrades. Its deferred maintenance costs are estimated at over \$80 million; that is over half of the \$150 million estimated cost to replace the building. The site is also famous for playing Shermer High School in the 1985 film *The Breakfast Club*.

Agency Budget Detail

Department of Corrections – Statewide

The Department of Corrections operates 25 adult correctional facilities that house approximately 47,000 inmates. Each facility contains numerous buildings that have historically been poorly maintained. The department has the highest deferred maintenance backlog of any state agency with over \$1.6 billion in needs for fiscal year 2017. The needs vary from minor tuckpointing to life, health and safety concerns. Correctional facilities necessarily operate 24/7 and must be able to maintain minimum standards to ensure the safety of both staff and the inmates housed as well as perform their purpose of securing the inmates.

Among the needs that the department has:

- **Big Muddy** – renovate kitchen; repair guard towers
- **Danville** – rehabilitate Vocational Building heating system; replace fire alarm and lock controls
- **Decatur** – replace boiler burners
- **Dixon** – install new steam absorber and cooling tower; replace roofing systems; upgrade fire alarm
- **East Moline** – expand and renovate gatehouse; install air conditioning
- **Graham** – replace roofing systems; replace freezers
- **Hill** – replace fire alarm and lock controls; replace roofing systems; replace tower windows
- **Illinois River** – replace fire alarm and lock controls
- **Lincoln** – replace generators
- **Logan** – renovate showers; replace electrical loop; replace exterior doors
- **Menard** – replace plumbing in the South Cell House; replace roofing systems; replace steam air handling units
- **Pinckneyville** – correct structural deficiencies; replace cell locks
- **Pontiac** – upgrade perimeter wall and guard towers
- **Shawnee** – replace water heaters; replace windows
- **Sheridan** – upgrade security
- **Southwestern** – renovate showers and restrooms
- **Stateville** – replace windows
- **Vienna** – replace windows; upgrade main electrical distribution system
- **Western** – replace fire alarm and lock controls; upgrade boilers and chillers



The interior of Cell House F, the “roundhouse”, one of many buildings at Stateville, the facility with the most deferred maintenance needs at DOC.

Department of Corrections – Stateville Correctional Center – Joliet

This list of projects illustrates the condition of the correctional centers statewide. Addressing every project on this list would cost approximately \$120 million, less than eight percent of the total deferred maintenance for the department. Many of these projects are necessary to proactively address code violations. These projects include work on kitchens in order to maintain food safety in the facilities and prevent condemnation. Furthermore, some building systems at facilities on the list above are so outdated that replacement parts are no longer available.

Agency Budget Detail

Department of Human Services – Statewide

The Department of Human Services (DHS) operates numerous facilities statewide including mental health centers and developmental centers that house persons in the care of the state who cannot care for themselves due to mental illness or developmental disability. DHS also operates the Illinois School for the Deaf and the Illinois School for the Visually Impaired. In total, the department has fiscal year 2017 deferred maintenance needs of more than \$1.5 billion. DHS facilities face systems obsolescence that increases operating costs as well as potential life, health and safety concerns. Deficiencies exist at every DHS facility in the state. Examples include:



Shapiro Developmental Center, which opened in 1879, requires nearly \$200 million in maintenance and has the most deferred maintenance needs of DHS' facilities.

Department of Human Services – Shapiro Developmental Center – Kankakee

- **Alton** – replace roofs; upgrade fire alarm
- **Chester** – replace smoke and heat detectors; upgrade HVAC
- **Chicago-Read** – replace roofs; upgrade fire alarm and public address system; upgrade heating system
- **Choate** – repair water tower; replace roofs
- **Elgin** – electrical main replacement; renovate food service facilities; replace chillers; replace roofs
- **Fox** – replace roofs; replace windows and doors; upgrade power plant
- **Kiley** – install emergency public address system; install generator; replace fire sprinklers and fire alarms; replace roofs
- **Ludeman** – replace roofs
- **Mabley** – replace freezer; replace roofs
- **Madden** – renovate food service facilities; replace absorber; structural repairs
- **McFarland** – repair sink holes; replace HVAC and chillers; replace roofs; upgrade facility electrical system
- **Murray** – replace roofs
- **School for the Visually Impaired** – install emergency generator
- **Shapiro** – replace roofs

This deferred maintenance list would cost over \$80 million to remedy and is illustrative of the larger deferred maintenance needs at DHS facilities. DHS facilities require numerous small projects to be properly maintained, but the agency also has a number of much larger projects that account for substantial portions of the deferred maintenance needs; five such projects are detailed below.

Ludeman Developmental Center – Renovation of Seven Residences

The residential unit buildings at Ludeman have deteriorated to the point that major renovation work is needed. The buildings are inadequate and unsuited to its purpose in a number of ways. The bathrooms are not compliant with the Americans with Disabilities Act (ADA). Exterior doors and windows are leaking, and the doors' surrounding structures are rotting and rusting. The interior walls of the buildings are primarily drywall and are subject to repeated damage and repeated fixes. The drywall repairs and other problems have been addressed in short term manners, but these fixes have failed to address the underlying problem. Additionally, the center has received citations from the Department of Public Health for poor lighting conditions and inadequate HVAC systems. These renovations would cost approximately \$10 million.

Agency Budget Detail

Shapiro Developmental Center – Upgrade Steam and Condensate Lines

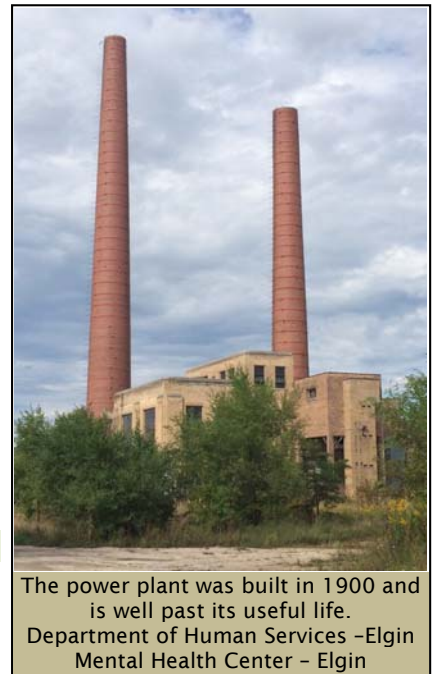
Shapiro is the largest developmental center in the state and uses a steam distribution system to deliver heating to campus buildings. Existing steam and condensate lines show extensive damage and deterioration and have developed leaks due to severe rusting and pitting of the pipes, causing partial loss of both water and heat. These inefficiencies create additional burdens on the center’s operational budget. When breaks in the pipes occur, buildings in the center can lose heating, cooling and water supply. Loss of such basic utilities at the buildings can jeopardize federal accreditation. Federal accreditation comes with 50 percent reimbursement of operating costs. The center needs approximately 8,000 feet of pipes to be replaced at an estimated cost of \$11 million.

Murray Developmental Center – Replace HVAC Systems and Absorbers in All Buildings

The HVAC systems at the buildings campus-wide are well beyond their useful life. The estimated useful life of the systems is 30 years, but these units have been in operation for 48 years. The age of the units causes increased operational cost; the units currently operate at approximately 50 percent efficiency. Replacement of the units would yield an immediate savings. Inability to properly control temperature and humidity within federal and state mandated levels may result in poor air quality. The design of the existing system is also flawed by having insulation inside of the ductwork rather than outside, which can promote mold growth, especially at higher humidity levels, compounding the problems. Replacement of the HVAC systems and absorbers is estimated to cost nearly \$18 million.

Elgin Mental Health Center – Replace Power Plant

One of the largest deferred maintenance projects at a DHS facility is the replacement of the power plant at the Elgin Mental Health Center. Home to nearly 400 residents, the center was established in 1869; the power plant was added to the campus in 1900 to provide steam for heating, domestic hot water, dietary cooking and sanitation use. A study was performed in 1992 to evaluate the steam generating systems and found that the boilers had less than four years of useful life left. The age of the boilers makes them more difficult to repair as replacement parts no longer exist. Earlier design work called for a two megawatt combined heat and power plant to meet the needs of the facility. The power plant is also being targeted for improvements due to clean air legislation that requires lower emissions from plants like the one at Elgin. Replacement of the plant is expected to save more than \$100,000 annually in repair and maintenance and more than \$500,000 in utility costs. Total project cost is estimated at just over \$20 million.



The power plant was built in 1900 and is well past its useful life.
Department of Human Services – Elgin
Mental Health Center – Elgin

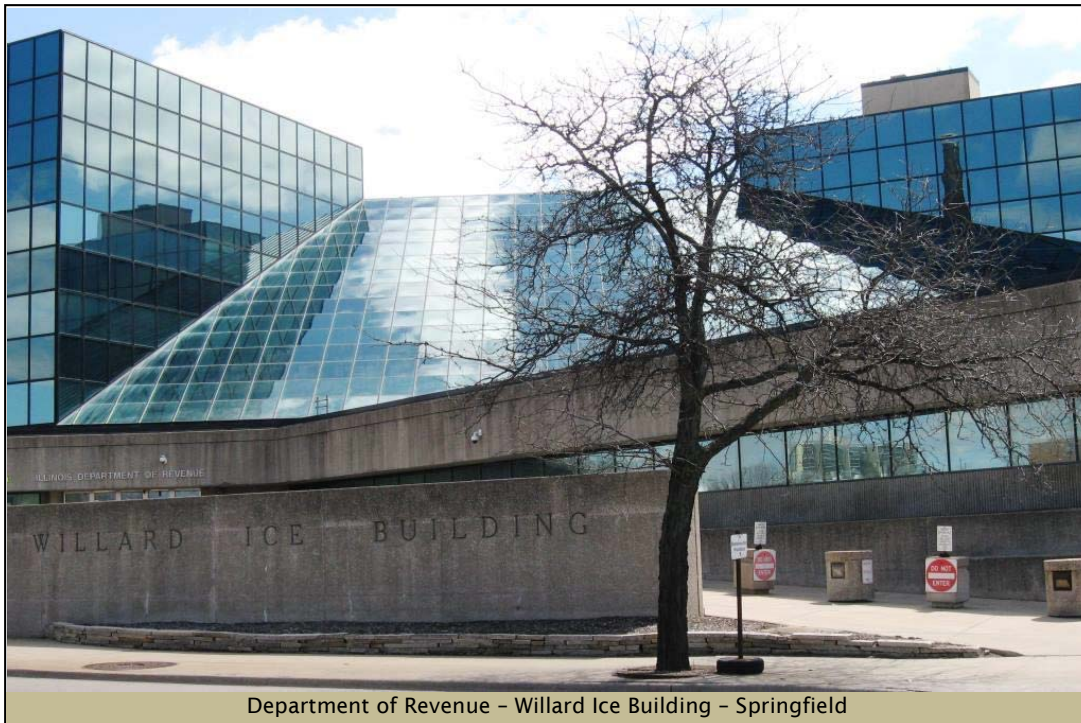
Rushville Treatment and Detention Facility – Expansion Phase II

While DHS has substantial needs for deferred maintenance, the department also has needs for new facilities because existing facilities cannot accommodate the needs even if renovated. The \$28 million expansion to the Rushville Treatment and Detention Facility will allow DHS to continue accepting more of the high-risk sexually violent persons who are housed at the facility. The population at the facility has been growing for many years and prompted the original construction of Phase I of the facility. Expansion is required due to an ever-growing population.

Agency Budget Detail

Department of Revenue - Security Upgrades Statewide

The Department of Revenue facilities require substantial improvements to address Internal Revenue Service (IRS) Publication 1075, which defines the standards for the protection of federal taxpayer information. The Department of Revenue occupies most of the space of the Willard Ice Building in Springfield and space in satellite offices statewide. In December 2010, the IRS conducted an audit of the department's compliance with its IRS Publication 1075 and determined that the department was out of compliance. As a result, the department must address these security deficiencies, or risk losing access to federal taxpayer information, which could result in over \$150 million in lost revenues annually from direct enforcement efforts. The Department of Revenue has engaged in employee awareness training, taken initial steps toward securing document shred operations, hired a security consulting firm to assess its electronic data security and hired a physical security consultant to develop a plan to address all remaining physical security needs at the Willard Ice Building.



Department of Revenue - Willard Ice Building - Springfield

Agency Budget Detail

EDUCATION PROJECTS

School Construction Program

The Capital Development Board, in partnership with the Illinois State Board of Education, has provided over \$3.4 billion in state grants for K-12 school construction and renovation through the School Construction Program since its inception in 1997. The program has benefited over 500 elementary and secondary school districts in every part of the state.

The Illinois Jobs Now program provided funding for 99 grants totaling over \$1.3 billion and, through a successful partnership using local and state matching funds, over \$2.6 billion has been invested in school facilities.

One of the districts that benefitted from the program is Wesclin Community Unit School District #3, which built a new high school to replace the cramped and outdated old facility. The construction of the new facility allowed the district to reuse the existing building for a new elementary school. The new facility allows students to be exposed to newer technologies, enhancing the learning experience. Additional classrooms allowed the school to conduct all classes in classrooms instead of resorting to using any available space. The school opened its doors for the 2014-2015 school year.



New Wesclin Senior High School - Trenton

Higher Education Capital Renewal

Public colleges and universities prioritize capital renewal each year in their state capital funding requests. Capital renewal projects are those that address deferred maintenance. Illinois Jobs Now provided \$90 million to higher education institutions statewide for capital renewal. When capital renewal projects are funded, the Illinois Board of Higher Education allocates the amount to the colleges and universities on the basis of gross square footage of space at each campus. Capital renewal projects typically include a local share in addition to the state share.

Collaboration with Community Colleges

Although all community colleges have been affected by the budget impasse during fiscal year 2016, some colleges worked collaboratively with CDB to finish projects that were nearly complete prior to the impasse. Triton Community College in west suburban River Grove and Illinois Valley Community College in Oglesby both provided local funding to CDB for completion of ongoing projects.

At Triton, the college was able to fund completion of renovations to convert the old Technology Building to a new Health & Sciences Building. The renovated facility was provided with new mechanicals, including ventilation, plumbing and electrical systems. The building will be the home to new classrooms that will host a variety of subjects. The building also features new spaces for labs and administrative offices.

Illinois Valley Community College was able to complete construction of its new 76,000 square foot Community Instructional Center, which includes new classrooms, laboratories, and general use and support space. The work also provided site improvements, including the construction of additional parking and a drop off lane, development of an entry plaza, and installation of landscaping and site lighting.

Agency Budget Detail

Fiscal Year 2017 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	71,343.2	71,343.2
Capital Development Fund	400,000.0	1,373,304.1	1,773,304.1
School Construction Fund	-	280,844.1	280,844.1
Pay-as-you-go			
Asbestos Abatement Fund	-	115.1	115.1
Capital Development Board Contributory Trust Fund	10,000.0	-	10,000.0
FY09 Budget Relief Fund	240.0	-	240.0
Total	410,240.0	1,725,606.5	2,135,846.5

Agency Budget Detail

Fiscal Year 2017 Recommended New Appropriations for the Capital Development Board (\$ thousands)

Project Description	FY 2017 Recommended New Appropriations
Capital Development Board	310,240.0
Capital Development Fund	300,000.0
Statewide - Deferred Maintenance and Other Purposes as Authorized by Subsection (e) of Section 3 of the GO Bond Act	300,000.0
Capital Development Board Contributory Trust Fund	10,000.0
Statewide - Capital Improvements Including, but not Limited to Department of Veterans' Affairs Facilities	10,000.0
FY09 Budget Relief Fund	240.0
Statewide - Building Demolition and Non-Bondable Projects	240.0
Department Of Corrections	100,000.0
Capital Development Fund	100,000.0
Statewide - Capital Improvements to State Facilities, including Improvements to Correctional Centers and Improvements for Seriously Mentally Ill Inmates, and other Purposes Authorized by Subsection (e) of Section 3 of the GO Bond Act (via CDB)	100,000.0
Grand Total	410,240.0

Agency Budget Detail

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY



FarmedHere - Chicago

The Department of Commerce and Economic Opportunity (DCEO) is the state's lead economic development agency. The department provides access to capital in communities throughout Illinois to foster long-term economic development, make investments in energy, continue to improve infrastructure, further the development of new industries and technologies, attract more business to Illinois, and create new jobs.

PROGRAM HIGHLIGHTS

Office of Business Development

The Office of Business Development enhances the economic competitiveness of the state with incentive financing of bondable development, including purchase of land, construction or rehabilitation of buildings and utilities and acquisition of equipment. This will result in private investment and job creation or retention.

Komax Systems Rockford, Inc.

In March 2015, Komax Systems Rockford, Inc., part of Komax Medtech, held its official grand opening for its new facility in Loves Park. Relocation from its old Rockford facility to a new facility in Loves Park allowed Komax to double its production space and hire more than 25 new employees.



Komax is the first tenant in The Business Park at Spring Creek Lakes along I-90. Komax is a manufacturer of automated assembly systems. The facility develops sophisticated, customer-specific machine systems for the automated assembly of mass-produced medical and automotive clutch devices.

DCEO provided a \$200,000 bond-funded grant that leveraged \$1.6 million in private investment for the build-out of the new, leased facility. In addition, the Illinois Department of Transportation provided \$1.5 million of Economic Development Program grant funds to the City of Loves Park for the extension of Interstate Boulevard.

Agency Budget Detail

Office of Entrepreneurship, Innovation and Technology – Emerging Technology

The Office of Entrepreneurship, Innovation and Technology provides grants, loans and other investments to emerging technology enterprises to support and encourage:

- commercialization of technology based products and services;
- technology transfer projects involving the promotion of new or innovative technologies; and
- research and development projects to respond to unique, advanced technology projects and to foster the development of Illinois' economy through the advancement of the state's economic, scientific and technological assets.

Investment in emerging technologies can provide the biggest return on investment in the attraction of private sector capital investment and the creation of high-wage jobs in Illinois.

FarmedHere

FarmedHere is the country's largest vertical farm. Located on the southwest side of Chicago, FarmedHere believes in the need to grow food where people live – in urban centers. FarmedHere decided to locate its facility in the neighborhood of Englewood, an area considered to be a food desert. To grow their food indoors, FarmedHere experimented with a variety of lighting types and now uses Illumitex Eclipse LED grow lights to grow a wide variety of leafy greens. A massive installation in January 2015 brought the number of Eclipse fixtures at the farm to well over 1,000. DCEO provided a grant of \$100,000 to assist in funding the light installations. The project also leveraged \$379,000 of private investment funds and created eight new jobs.

MATTER

MATTER is a healthcare and biomedical focused incubator for startup companies in Chicago. They welcome entrepreneurs and industry leaders from a range of fields including healthcare IT, medical devices, diagnostics and biopharmaceuticals. Located in the Merchandise Mart, MATTER's supportive space illuminates the path to success through mentorship, networking and shared resources for companies. MATTER's goal is to provide a sense of community among members and extend out to the greater healthcare network, both locally and globally. In two years, MATTER has already had 120 companies join as members. DCEO issued a grant of \$2.5 million to support the growth of biotech companies and build the physical space for MATTER. The project has also leveraged \$8.6 million of private investment funds.

Illinois Energy Office – The Next-Generation of Biofuels Grant Program

The department's Next-Generation of Biofuels Grant Program funds capital projects to enhance the production of ethanol by implementing new technologies to increase capacity, improve energy efficiency and reduce carbon dioxide gas emissions. It is also integrating new product lines to diversify existing ethanol plants' revenue streams. Grant funding currently supports projects at two leading ethanol producers: Prairie Gold, Inc. and CHS Inc. These two projects create new markets for Illinois corn; provide skilled, full-time jobs; and yield both renewable fuel and economic development support in the areas.

Prairie Gold, Inc.



Grant funds helped Prairie Gold, Inc. to build a 4,000,000 bushel corn oil and protein extraction plant in Galva. The process extracts crude corn oil and zein protein from corn using hot ethanol as a solvent, thereby creating two valuable co-products from the corn to ethanol production stream. The process is the most efficient method of producing corn oil and zein when both extractions are performed simultaneously. This project is substantially complete. The total cost of the project is approximately \$19 million including \$4 million in grant funds from DCEO.

Agency Budget Detail

CHS Inc.

Next-Generation of Biofuels grant funds will assist CHS Inc. to build a 5,000,000 gallon biodiesel production facility adjacent to its ethanol plant in Annawan. The plant converts corn oil, extracted from 40,000,000 bushels of corn that CHS Inc. processes annually, into biodiesel using both Green Shift's and Jatro Diesel's methods. The combined processes reduce the energy used by the plant by improving heat transfer efficiency in the evaporators as a direct result of oil extraction and its insulating characteristics.

This project is near completion and is expected to be at the full production capacity year in the near future. Total costs for the plant are approximately \$20 million including DCEO's grant funds of \$4 million.



Agency Budget Detail

**Fiscal Year 2017 Recommended Appropriations for the
Department of Commerce and Economic Opportunity
(\$ thousands)**

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	762,035.1	762,035.1
Capital Development Fund	-	57,616.7	57,616.7
Pay-as-you-go			
Port Development Revolving Loan Fund	-	1,000.0	1,000.0
Total	-	820,651.8	820,651.8

Agency Budget Detail



The Department of Natural Resources (DNR) operates state parks and also manages a number of capital projects that protect the state’s natural resources, keep waters clean, increase emergency preparedness and support public museums.

PROGRAM HIGHLIGHTS

Major Lock and Dam Renovation

The department maintains several dams and one lock system on the waters of the state. Periodically, these structures require extensive capital investment to maintain their function to the using public. An example of this is the renovation and upgrade of the Stratton Lock and Dam, originally constructed in 1939, on the Fox River at the Chain of Lakes, the busiest inland recreational waterway per acre in the United States. The Stratton Lock and Dam is integral to the continued management of the Fox River and Chain of Lakes water levels and safe navigation by recreational boaters. Replacement of the sluice gates will allow continued regulation of water stages in the river and lakes for recreation management, flood damage reduction and ecosystem management. The expansion of the lock capacity will allow for more recreational opportunities. The \$17 million renovation project was started in 2014 and is anticipated to be completed in 2017.



The department also undertakes projects to improve publicly owned locks and dams, navigation channels and pumping stations, assuring adequate dam safety and maintenance. DNR is also working on the removal of other dams to restore rivers to more free-flowing channels. This will increase the diversity of fish and aquatic life, eliminate dangerous undercurrents that are a threat to paddlers and fishing enthusiasts, and eliminate the need for future maintenance costs on obsolete structures.

Agency Budget Detail

Waterway Improvement and Floodplain Management



The department issues permits for work along Illinois waterways and assists local officials with floodplain management needs. DNR also works with the Federal Emergency Management Agency (FEMA) to prepare floodplain maps and coordinate flood mitigation programs. Flood hazard mitigation efforts underway include acquisition of flood-prone properties to eliminate repetitive flood damage while reducing public expense and improving floodplain management. In six communities throughout the state there are approximately 170 flood-prone properties being acquired directly, which leverages the buyout of an estimated 241 additional properties statewide via

FEMA's Hazard Mitigation Grant Program to eliminate future flood risk. Recent flooding has clearly demonstrated that these endeavors are working. Of the 240 flood insurance claims that have occurred statewide so far in calendar year 2016, only four of the claims were on new buildings; this claim rate on new buildings is the lowest in the nation. DNR programs have saved the taxpayers millions of dollars in loss avoidance.

The department also assists local governments in implementing urban flood control projects independently or in cooperation with federal agencies. From fiscal years 2010 to 2016, DNR has identified nearly \$60 million for these projects, some of which are matched at a ratio of three federal dollars to every dollar the state invests. These investments continue repairs of water control systems and improve floodplain management throughout the state.

Stewardship of Natural Resources

DNR manages and maintains over 330 parks, fish and wildlife areas, state forests, state trails, natural areas, and recreational sites, totalling over 376,000 acres of land and water. Many of these sites are in need of capital improvements to maintain the existing facilities for continued use by the citizens of the state.



The picture on the left shows erosion to the Hennepin Canal towpath. The picture on the right is after the repair.

An example of such a capital improvement was the emergency repairs to a section of the Hennepin Canal's towpath embankment east of Lock 7. The towpath was being compromised by erosion from Big Bureau Creek, as stream migration moved the creek north into the canal embankment. Spring and summer flooding in 2014 caused erosion of this section, resulting in the loss of approximately half of the embankment. If this levee had breached, six miles of the canal would have drained and potentially flooded adjacent private property. Through emergency actions in the summer of 2015, the department performed \$1.3 million in repairs to the embankment, preventing the failure of the canal at this site.

Agency Budget Detail

Clean Water Efforts

The department maintains a vast array of systems that support the operation of its parks. These systems include water treatment plants for drinking water and wastewater treatment plants for sewage. Many of these systems are aged and require constant maintenance to continue operation. In spring 2013, flood waters from the Illinois River inundated the sewage treatment plant at Starved Rock State Park, threatening complete failure at the department's most visited site. This plant processes wastewater from throughout the park including the lodge, visitors' center, offices and campground. The flooding damaged many components of the treatment plant, requiring repair or replacement to bring the sewage plant back online.



Temporary repairs to keep the plant operational were done in 2013, 2014 and 2015 with system replacement design underway during that time. The department currently seeks to undertake these needed repairs, thereby ensuring continued service to the park's 2,000,000 annual visitors and the environmentally safe handling of wastewater at the site.

Illinois Conservation Reserve Enhancement Program (CREP)

The partnership between DNR and the U.S. Department of Agriculture, Conservation Reserve Enhancement Program (CREP), is designed to help farmers improve water quality in the Illinois River and restore bottomland habitat through conservation easements.

DNR works with the Nature Conservancy, Ducks Unlimited and other contributors to restore wildlife habitats and reduce soil erosion. CREP also benefits the state by bringing in four federal dollars for every dollar the state invests. From fiscal year 2010 to 2016, DNR has provided \$45 million for these projects.



Agency Budget Detail

Fiscal Year 2017 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	102,564.4	102,564.4
Capital Development Fund	-	190,617.7	190,617.7
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0	10,760.4	23,760.4
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0	-	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	3,635.3	4,010.3
Federal Title IV Fire Protection Assistance Fund	525.0	518.0	1,043.0
Flood Control Land Lease Fund	900.0	-	900.0
Forest Reserve Fund	500.0	-	500.0
Illinois Forestry Development Fund	925.0	5,340.9	6,265.9
Illinois Habitat Fund	1,600.0	8,358.9	9,958.9
Illinois Wildlife Preservation Fund	500.0	1,963.0	2,463.0
Land and Water Recreation Fund	2,500.0	15,842.4	18,342.4
Natural Areas Acquisition Fund	6,000.0	23,735.8	29,735.8
Off-Highway Vehicle Trails Fund	400.0	2,005.0	2,405.0
Open Space Lands Acquisition and Development Fund	-	99,596.3	99,596.3
Park and Conservation Fund	14,750.0	61,588.4	76,338.4
Partners for Conservation Projects Fund	-	3,142.5	3,142.5
Plugging and Restoration Fund	500.0	-	500.0
Snowmobile Trail Establishment Fund	120.0	237.4	357.4
State Boating Act Fund	2,570.0	17,621.0	20,191.0
State Furbearer Fund	100.0	117.7	217.7
State Migratory Waterfowl Stamp Fund	800.0	2,886.0	3,686.0
State Parks Fund	3,750.0	1,848.8	5,598.8
State Pheasant Fund	550.0	1,967.6	2,517.6
Wildlife and Fish Fund	9,200.0	7,869.7	17,069.7
Total	61,065.0	562,217.0	623,282.0

Agency Budget Detail

Fiscal Year 2017 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2017 Recommended New Appropriations
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 - 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
Statewide - Boating Infrastructure Grant Program (Big-P) - Federally Supported Program Provides up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities	75.0
Statewide - For Multiple Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Program Receives 75% Federal Reimbursement of Costs for Projects	1,500.0
State Parks Fund	3,750.0
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes - Provides State Match for Federal Recreational Trails Program Projects on Department Sites	150.0
Debt Service and Associated Permanent Improvements for the World Shooting and Recreation Center	3,600.0
Wildlife and Fish Fund	9,200.0
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
Reallocation of Wildlife and Fish Grant Reimbursement	7,500.0
Expenses of Subgrantee Payments	1,500.0
Forest Reserve Fund	500.0
Statewide - US Forest Service Programs - Provides Pass Through Payments to Counties Containing National Forests in lieu of Property Taxes	500.0
State Furbearer Fund	100.0
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0
Natural Areas Acquisition Fund	6,000.0
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	6,000.0
State Pheasant Fund	550.0
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0
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

Agency Budget Detail

Project Description	FY 2017 Recommended New Appropriations
Land and Water Recreation Fund	2,500.0
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	2,500.0
Off-Highway Vehicle Trails Fund	400.0
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	400.0
Federal Title IV Fire Protection Assistance Fund	525.0
Statewide - Rural Community Fire Protection Programs	525.0
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 Migratory Waterfowl Stamp Fund	800.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0
Statewide - Migratory Waterfowl Restoration	250.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
Park and Conservation Fund	14,750.0
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project	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
Construction and Maintenance of State-Owned, Leased and Managed Sites	10,000.0
Statewide - Program for Acquisition, Development and Maintenance of Public Bike Paths on State Lands and Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects	750.0
Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	2,000.0
Illinois Forestry Development Fund	925.0
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	625.0
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
Illinois Wildlife Preservation Fund	500.0
Purposes of the Illinois Non-Game Wildlife Protection Act	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
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

Agency Budget Detail

Project Description	FY 2017 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
Plugging and Restoration Fund	500.0
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	500.0
Flood Control Land Lease Fund	900.0
Statewide - Disbursements of Federal Flood Control Monies to Counties Received per Act of Congress on September 3, 1954	900.0
Grand Total	61,065.0

Agency Budget Detail

ILLINOIS DEPARTMENT OF TRANSPORTATION



Diverging Diamond Interchange - IL-59 at I-88 - Naperville

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 and transit systems. The agency'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.

Agency Budget Detail

ROADS AND HIGHWAYS



New bridge under construction connecting northbound Lake Shore Drive to outbound I-55.

PROGRAM HIGHLIGHTS

Diverging Diamond Interchanges

In 2015, the first interchanges done in a modern diverging diamond-style design opened in Illinois, improving traffic flow and safety at two locations. The first opened summer 2015 at I-57 and IL-13 in Marion. The project was constructed by the Village of Marion with engineering guidance from IDOT. The second interchange was constructed by IDOT at IL-59 and the Reagan Memorial Tollway (I-88). It opened in September and is part of the larger project to reconstruct and widen IL-59 through Aurora and Naperville. The new interchange accommodates pedestrians and bicyclists by guiding them through the center of the interchange on a shared, multiuse path.

Meredosia Bridge

Progress is continuing on a replacement for the 75-year-old structurally deficient and functionally obsolete bridge that carries IL-104 across the Illinois River in Meredosia. The \$75 million project is expected to be completed in 2018. This is the first tied-arch bridge project undertaken by IDOT in decades.



Agency Budget Detail

I-55 Managed Lanes Project

I-55 experiences severe congestion for extended periods of time on a daily basis and is unable to accommodate the existing traffic demands due to limited roadway capacity, high truck volumes and numerous interchanges. In addition, commuters have limited available public transit options. This has resulted in increasingly long and unreliable travel times, and increased costs for delivery of goods and services.

Project studies on I-55 will include analysis of corridor travel performance with active management of added capacity to optimize benefits to the traveling public. Improved signage and intelligent transportation systems are needed to achieve these goals. Sustainable solutions will seek to maximize the use of the existing infrastructure, support public transit options and evaluate new revenue opportunities to support the implementation and maintenance of proposed improvements.

The 25 mile I-55 managed lane project extends from I-355 to I-90/94 along the current alignment of I-55. The scope of work for this project is anticipated to include the addition of at least one lane in each direction needed to accommodate implementation of a managed lane. Options could include an Express Toll Lane (ETL), High Occupancy Vehicles (HOV) lane, High Occupancy Toll (HOT) lane, Congestion Priced lane, or other feasible managed lane configurations as determined to be appropriate for a projected 2040 travel demand.

A 2011 state law allows IDOT to build, finance, operate and maintain highway projects using public-private partnerships (P3), as long as the General Assembly adopts a resolution in support of the project. That law is modeled on best practices from across the country and includes opportunities for public hearings and input. A joint resolution has been introduced in the General Assembly to proceed with this project as a P3. The joint resolution would allow IDOT to further explore a P3 for the I-55 project and commence the procurement process. While managed lanes have been successful in other states as P3s, the I-55 project would be a first for Illinois.

It is possible that toll revenues from the project and P3 financing sources would be available to pay for construction, operation and maintenance costs. Construction could start as early as next year and wrap up in 2019. The estimated cost for construction is \$425 million.

I-74 Bridge in the Quad Cities

The I-74 corridor provides a vital link between Iowa and Illinois and is an important gateway to the Quad Cities region. Growing population during the past several decades has led to increasing traffic volumes. The current configuration of roadways and bridges along I-74 does not provide consistent travel times along this major transportation corridor. Traffic incidents and maintenance activities on the narrow Mississippi River bridges impede traffic flow.

Therefore, improvements to the I-74 corridor are needed to enhance the movement of persons and goods between Iowa and Illinois, and serve the transportation needs for continued economic development in the Quad Cities region.

This project, anticipated to cost in excess of \$1 billion, has examined a wide range of alternatives designed to improve traffic flow and mobility in the project area, which extends from Avenue of the Cities in Moline to 53rd Street in Davenport, Iowa.



Agency Budget Detail

Jane Byrne Interchange



The Jane Byrne Interchange, formerly the Circle Interchange, is located in the heart of downtown Chicago, adjacent to the west end of the central business district. Carrying more than 400,000 vehicles each day, the interchange is over 50 years old and near the end of its useful life.

The interchange, which is the confluence of I-90/94, I-290 and Congress Parkway in Chicago, is consistently ranked as one of the nation's worst bottlenecks according to the American Transportation Research Institute and the Federal Highway Administration. The reconstruction project has made significant progress over the last year.

Ground was broken in the spring of 2015 on one of the new flyover bridges linking I-90/94 with I-290. Major closures on the expressway system were required over four weekends for the installation of new bridge beams. The bridge will be complete in late 2016. The overall \$600 million interchange project is anticipated to be complete in 2020, providing improved safety, traffic flow and travel times.

The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on interstate and arterial roadways. Of the more than 400,000 vehicles per day, 33,000 are trucks; this traffic significantly impacts roadway capacity and levels of service.

The main features of this reconstruction project include:

- the replacement of the 50-year-old bridges over I-90/94;
- the provision of four lanes in each direction on I-90/94 to correct a lane balance issue;
- reconstruction and widening of the northbound to westbound and eastbound to northbound ramps that will improve safety and mobility;
- a new Collector-Distributor (C-D) road from northbound I-90/94 to downtown exit ramps and a new C-D road from southbound I-90/94 to Taylor Street exit that will improve safety by eliminating weaves and forced merges; and
- three flyover ramps will be reconstructed including the northbound to westbound ramp over Harrison and Halsted and the westbound to southbound ramp over Harrison to help improve mobility.

The ancillary features of this project include nine bridges that will be reconstructed at Taylor, Harrison, Van Buren, Jackson, Adams, Monroe, Halsted, Peoria and Morgan. These new bridges will enhance the multimodal transportation system of the surrounding street network, including bike lanes, wider sidewalks and improved access to transit. Lighting upgrades, traffic signal 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-Chicago campus.

These improvements will produce a 50 percent reduction in delays which will result in up to 5,000,000 fewer hours annually of drivers sitting in congested traffic. Reduced idle time will save up to 1,600,000 gallons of gasoline annually. It will also save an estimated \$185 million annually in lost productivity from delayed travelers. The annual on-road CO₂ emissions from the project area will be lowered by one-third from 2012 to 2040.

Agency Budget Detail

I-55 and Lake Shore Drive

Construction started in spring 2015 on the \$133 million project to rebuild all of the ramps and bridges linking I-55 and Lake Shore Drive. The current work involves rebuilding the outbound ramps and bridges, with an estimated completion in fall 2016. The second phase of the project involves rebuilding the inbound ramps and bridges. The entire project is expected to wrap up in late 2017.

At its eastern terminus, I-55 links into Lake Shore Drive, an urban expressway, neighbor to McCormick Place and Soldier Field, which connects Chicago's neighborhoods from north to south to the Central Business District and the Loop. The project limits along I-55 include the structure and approach roadways extending from approximately Prairie Avenue spanning over Martin Luther King Jr. Drive and the Illinois Central (IC) Railroad/Metra Electric tracks to Lake Shore Drive. The improvement limits along Lake Shore Drive extend from approximately 23rd Street near Soldier Field to approximately 1,000 feet north of 31st Street. The total project length including the six bridge structures is approximately one mile long.

Over the last five years, IDOT has needed to utilize several roadway contracts to patch these structures and there are times when unplanned closures for repairs have been necessary to patch holes in the bridge decks. Based on the age and condition of the structures, they need to be replaced. In addition, motorists utilizing the interchange experience delays due to the existing lane configurations and geometry. For these reasons, this project will reconstruct the interchange and provide enhancements to the roadway geometry. The proposed work focuses mainly on the reconstruction of the bridges, but will also include two lanes for the north to west and south to east ramps where the original ramps only carried one lane. The bridges on I-55 will also be widened for more efficient flow of traffic. No changes will be made to mainline Lake Shore Drive as part of this project. The project work will include six new bridge structures, six retaining walls, installation of curb and gutter, modifications to drainage structures, and relocation of light poles and signs. Work also includes upgrades and additions to surveillance equipment. Care has been taken to consider the aesthetics and a separate final landscaping plan is being coordinated with the Chicago Park District staff who oversee the plantings along Lake Shore Drive. Several green initiatives are anticipated for use on this project including the use of recycled aggregates, protection of natural habitat through the use of a well-defined storm water pollution prevention plan, and erosion control measures as allowed within the project limits.

Through coordination efforts with the Metropolitan Water Reclamation District and the Chicago Park District, the project seeks to provide potential water quality improvement measures for the outfall of stormwater to Lake Michigan.



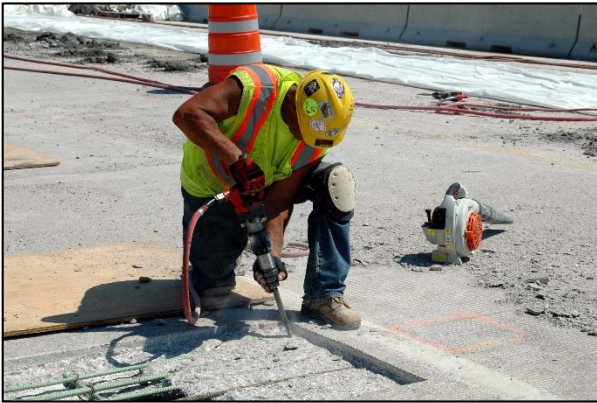
Installation of a bridge girder on a ramp from Lake Shore Drive to I-55.

Agency Budget Detail

I-74 Improvements in Tazewell County

Work is expected to be completed summer of 2016 on the \$86 million project to improve I-74 in Tazewell County. The overall project includes:

- reconstruction of the I-74/155 interchange;
- reconfiguration of the I-74/Morton Avenue interchange;
- addition of new lanes to I-74;
- removal of eight structures on I-74;
- construction of six new structures;
- I-74 and I-155 ramp improvements;
- installation of highway lighting and
- installation of roadway drainage.



This project will bring roads and ramps up to modern design standards and improve safety as well as regional mobility. The bridge and overpass improvements are needed to address the deterioration of the existing structures, which are reaching the end of their service life. The ramp work will improve sightlines for motorists and increase the amount of time available to merge from northbound I-155 to eastbound I-74. The switching of I-74 and I-155 elevation at the interchange of those two interstates provides increased safety for motorists on I-74, particularly those entering westbound I-74 from the Morton Avenue exit.

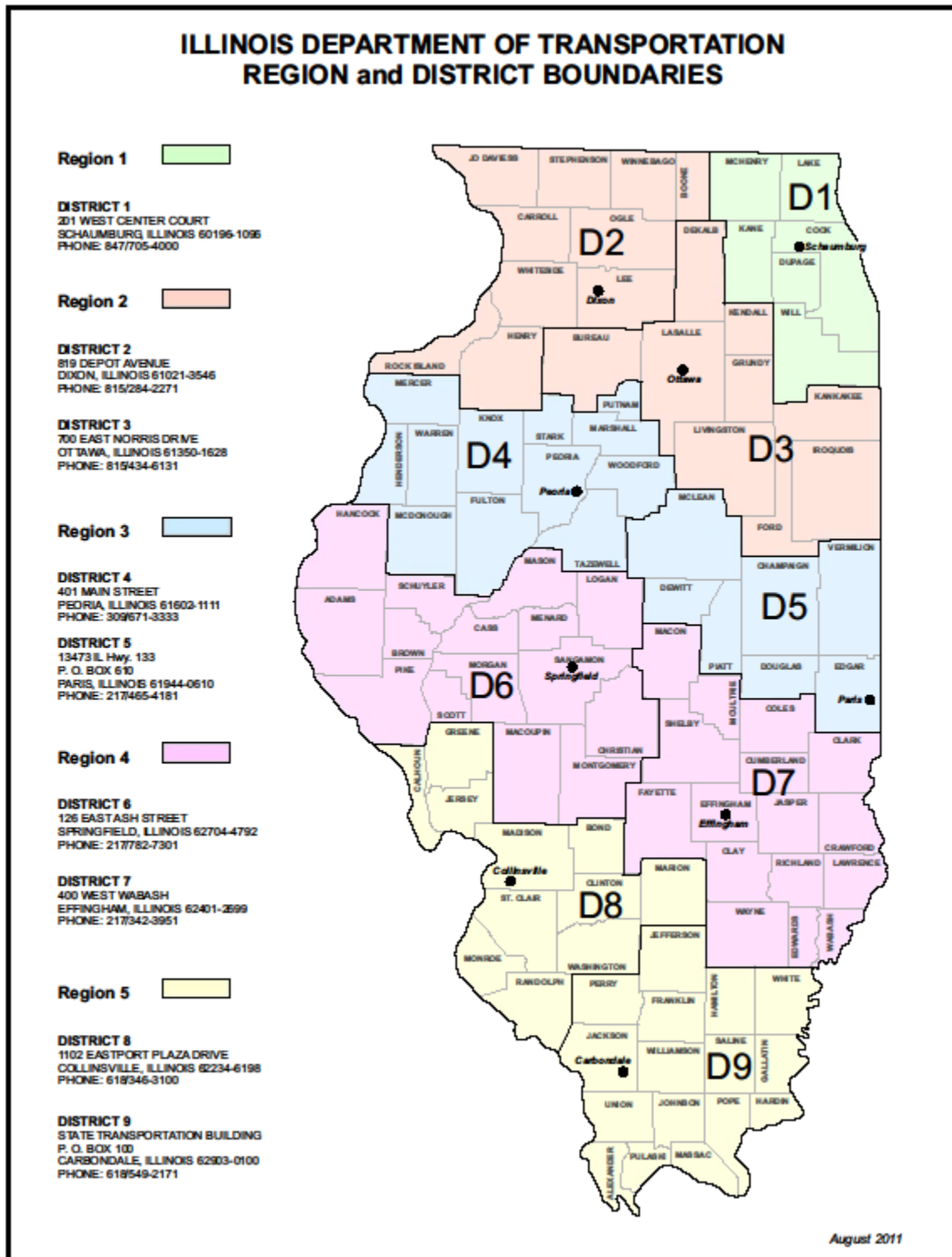
Clybourn Avenue Protected Bike Lanes

The Clybourn Avenue protected bike lanes was one of the more innovative projects IDOT unveiled in 2015. Built in partnership with the Chicago Department of Transportation, this project created the first protected bike lanes on a state route, further demonstrating IDOT's commitment to increasing travel choices and improving mobility by providing more options for bicyclists and pedestrians. The project added a raised concrete median, creating a buffer between bikes and vehicular traffic.



Protected bike lanes, like this one on Jackson, have become increasingly common in Chicago.

Agency Budget Detail



Agency Budget Detail

ROAD AND HIGHWAY PROJECT EXAMPLES
REGION 1
FY 2016 New Projects
<ul style="list-style-type: none"> • Reconstruction of the existing interchange at I-55 at US-6 to enhance access, mobility, operations and safety. • Construction of a new flyover bridge and auxiliary lanes along I-90 (Kennedy Expressway) at Cumberland Avenue. • Replacement of the existing steel truss bridge carrying Torrence Avenue over the Grand Calumet River.
FY 2016 Continuing Projects
<ul style="list-style-type: none"> • Reconstruction and additional lanes on US-6/IL-7 (159th Street) from I-355 to west of US-45 (LaGrange Road). • Reconstruction and additional lanes on US-12/45 (Mannheim Road) from IL-72 (Higgins Road) to IL-19 (Irving Park Road). • Construction of a grade separated roadway at US-30 (Lincoln Highway) and the Canadian National Railroad in Lynwood.
Proposed FY 2017 Projects (program not finalized)
<ul style="list-style-type: none"> • Construction of new lanes on I-90 (Kennedy Expressway) from IL-171 (Cumberland Avenue) to IL-43 (Harlem Avenue). • Resurfacing and bridge repairs on I-55 (Stevenson Expressway) from Willow Springs Road to Weber Road. • Intersection improvements along IL-68 (Dundee Road) corridor in order to improve operations and reduce congestion.
REGION 2
FY 2016 New Projects
<ul style="list-style-type: none"> • Bridge replacement on IL-89 over the Illinois River in Spring Valley. • Reconstruction, widening and resurfacing along IL-26 from south of Red Covered Bridge Road to I-80 in Princeton. • Reconstruction and widening of IL-5 in Moline from I-74 to 70th Street.
Proposed FY 2017 Projects (program not finalized)
<ul style="list-style-type: none"> • Additional lanes and reconstruction along US-34 between Eldamain Road and Center Parkway in Yorkville. • Resurfacing, patching and structural repairs along I-57 from the Champaign County line to the Iroquois County line. • Reconstruction and additional lanes on I-74 from the Mississippi River to 7th Ave in Moline.
REGION 3
FY 2016 New Projects
<ul style="list-style-type: none"> • Bridge replacement over I-74 at CH 9 interchange east of Galesburg in Knox County. • Bridge rehabilitation on IL-8/IL-116 (Cedar Street) over the Illinois River in Tazewell and Peoria counties. • Interstate resurfacing and ramp repair of I-57 from Sadorus Road to 1 mile south of I-74 in Champaign County.
FY 2016 Continuing Projects
<ul style="list-style-type: none"> • Construction of northbound lanes on IL-336/US-136/IL-110 (Macomb Bypass) from US-136 to US-67 in McDonough County. • Bridge replacement on IL-89 over BNSF Railroad and Crow Creek 4.8 miles south of IL-17 in Marshall County. • Resurfacing on I-39 in Marshall County from 2 miles south of IL-17 to the LaSalle County line.
Proposed FY 2017 Projects (program not finalized)
<ul style="list-style-type: none"> • Painting and steel repairs to structure carrying I-474 (Shade Lohman) over Illinois River in Tazewell & Peoria Counties. • Resurfacing on US-24 from Banner to Kingston Mines in Peoria and Fulton Counties. • Bridge replacement on US-150 over Burlington Northern Santa Fe Railroad 0.2 miles east of Galesburg in Knox County.
REGION 4
FY 2016 New Projects
<ul style="list-style-type: none"> • Bridge superstructure replacement on US-51 in Macon County over the Sangamon River 1 mile south of Harristown. • Resurfacing of IL-97 in Sangamon County from east of IL-125 to Koke Mill Road. • Bridge replacement on State Street (IL-96) in Quincy over Emery Creek 0.3 miles east of 24th Street.
Proposed FY 2017 Projects (program not finalized)
<ul style="list-style-type: none"> • Bridge widening and deck replacement on I-70 over the CSXT Railroad west of the Brownstown interchange in Fayette County. • Safety project of new shoulders on US-40/IL-128 in Fayette and Effingham counties from UP Railroad in St. Elmo to Altamont. • Resurfacing of I-55 Business Loop in Lincoln from Kenwood Drive to south of IL-10.
REGION 5
FY 2016 New Projects
<ul style="list-style-type: none"> • Resurfacing on I-64 from just west of IL-157 to IL-159 in St. Clair County. • Construct a new IL-13 frontage road from Campground Road to Greenbriar Road near Carterville. • Resurfacing on IL-157 from IL-143 to IL-140 in Madison County.
FY 2016 Continuing Projects
<ul style="list-style-type: none"> • New ramp from eastbound Martin Luther King Bridge to westbound I-55/64/southbound IL-3 in St. Clair County. • Bridge replacement on IL-157 over St. Clair Ave., Metrolink and Schoenberger Creek in St. Clair County.
Proposed FY 2017 Projects (program not finalized)
<ul style="list-style-type: none"> • Bridge superstructure replacement on IL-127 over Big Muddy River in Murphysboro. • Bridge joint repairs on the I-57 Bridge over the Mississippi River. • Resurfacing IL-15 in Mt. Vernon.

Agency Budget Detail

PUBLIC TRANSIT



Berwyn Station on the CTA's Red Line

NORTHEASTERN ILLINOIS PUBLIC TRANSIT

Chicago Transit Authority (CTA)

Your New Blue

IDOT continues to participate in the Chicago Transit Authority's (CTA) four-year Your New Blue improvement program for the Blue Line O'Hare branch, a \$492 million program to provide faster, smoother commutes and improved stations.

Your New Blue includes state-funded components of track improvements and station improvement projects along the 12.5-mile stretch of the O'Hare Branch between Grand and O'Hare, including rehabilitation projects at Western, Damen and California that were completed in 2015. The Peoria Street entrance at UIC/Halsted was also completed in 2015.

The state is also funding components of station renewal projects at Addison, Irving Park, Montrose, Harlem and Cumberland, with expected completion in late 2016. Pending state funds will contribute toward projects at Grand, Chicago, Division and Jefferson Park.

Funding for Your New Blue is being provided by a variety of local, state and federal sources, including \$240 million from the state.

Agency Budget Detail

95th/Dan Ryan Terminal Improvements

The CTA has approved a contract to construct a new, modern and larger 95th Street Terminal on the Red Line. This is one of the largest rail station projects in CTA history and an investment that will modernize transit and promote economic opportunity on Chicago's South Side.

The \$180 million contract will engineer, design and build new north and south passenger terminals. The project will replace an outdated, cramped bus and rail facility at 95th Street and the Dan Ryan Expressway (I-90/94) with a modern, spacious facility that will better serve more than 20,000 bus and rail passengers who travel through 95th Street Terminal each day. The terminal is one of CTA's busiest, with 24-hour Red Line service and more than 1,000 CTA and Pace bus trips on a typical weekday.

In addition, the project scope will include improvements to the tracks south of 95th Street to the 98th Street Yard, which stores Red Line trains and maintenance facilities. The work includes replacement of track and all elements in the right of way, including a complex interlocking, signal and traction power cabling with duct banks, ballast, and other related materials. This is being done simultaneously with the station work and will limit the need for any service disruptions after the new station is built.

The new station will have buildings both north and south of 95th Street, connected by an enclosed walkway over 95th, increasing safety for thousands of commuters and will include expanded retail concession space. The new station will create a better, safer and more accessible pedestrian environment, with wider sidewalks and larger waiting areas for increased passenger comfort. Wider bus lanes and increased spacing between bus bays will reduce congestion and improve traffic flow.

The project also includes a 27 percent Disadvantaged Business Enterprise (DBE) commitment. Milhouse Engineering and Construction, Inc., an African-American-owned firm, will contribute civil and bridge engineering, electrical engineering and construction expertise. The CTA will also work closely to coordinate outreach events with the contractor to help identify certified DBE vendors who may be eligible to work on the project.

The south terminal will open in 2017 and the north terminal will open in 2018. The total cost of the project is \$240 million, of which \$90 million is being provided through IDOT.



The CTA's rendering of the new 95th Street Terminal.

Agency Budget Detail

Wilson Station Reconstruction

The CTA is actively pursuing the \$203 million Wilson Station Reconstruction Project. IDOT is funding \$170 million of the project. The reconstruction began in 2014 and will replace the deteriorated facility that was built in 1923. As of January 2016, work has progressed substantially. The first of four tracks to be replaced was demolished and work is nearly complete on the aerial structure that will carry the new rails. The new platform is also under construction and is expected to begin serving Red Line riders in spring 2016. Also in spring 2016, the second of four tracks will be replaced.

The Wilson Station Reconstruction Project will provide station access to persons with disabilities in accordance with the Americans with Disabilities Act (ADA). The new stationhouse will have two elevators to access the platforms and two of the three new station entrances and exits will be ADA-accessible.

The project will also include significant track and structural work that will allow for easy and convenient transfers between the Red Line and Purple Line, enhance the street-level environment on Broadway and improve CTA operations. New, brighter lighting and the installation of more than 100 security cameras throughout the station and its three entrances will help improve customer safety. Additionally, the restoration of the 1923 stationhouse facade and former clock tower will make the station a viable space for future retail or business development, creating an anchor for revitalization and economic development in the Uptown neighborhood.



Metra



Metra is currently in the midst of its \$585 million procurement of 160 new electric Highliner cars, of which approximately 140 have been delivered. These cars are replacing existing electric multiunit commuter cars built between 1971 and 1979, and are in service on Metra's Electric Line. This entire purchase was funded by the State of Illinois, with all cars being built in Rochelle by Nippon Sharyo, Inc. This project is estimated to be completed by June 2016.

Metra has work underway on a federally-mandated Positive Train Control (PTC) installation. The primary function of this new safety technology is to prevent train accidents by automatically stopping or slowing moving trains in order to avoid collisions or derailment.

The estimated cost of this computerized system is over \$400 million, of which the state has provided \$44 million. Metra is anticipating future federal and state funding to cover the remaining cost of this project.

Agency Budget Detail

Pace

IDOT continues to support Pace Suburban Bus capital projects, including the conversion of its fleet to compressed natural gas (CNG), a safer, more cost-effective alternative to regular gasoline. The state has invested approximately \$44 million for the purchase of 91 CNG buses under contract with Pace, of which they have received 20.

In addition, Pace has also completed their procurement of 175 paratransit vehicles for both Americans with Disabilities Act (ADA) and suburban Dial-a-Ride services totaling approximately \$12 million, all provided by the state.



DOWNSTATE ILLINOIS PUBLIC TRANSIT

Downstate Public Transit Capital Program

The Downstate Public Transit Capital Program has a variety of projects in the construction phase, including new bus storage facilities, parking improvements, and renovations and upgrades to existing structures. Design work is nearing completion on the Rockford Mass Transit bus storage facility and River Valley Mass Transit bus transfer station, as well as several multi-modal stations that are planned to host future Amtrak service.

Fifty prospective grantees submitted applications to receive capital awards from a total of \$29.8 million made available through the Downstate Transit Improvement Fund. Fourteen grants have been awarded, representing \$22.3 million in committed funding. Additional structured reviews and awards will be made for the remaining \$7.5 million during the coming year.

American Recovery and Reinvestment Act (ARRA) Projects

The federal American Recovery and Reinvestment Act (ARRA) stimulus initiative reached its conclusion in fiscal year 2016, with the completion of final projects in Bond, Coles, DeKalb, Jo Daviess, Johnson, Knox, Lee, McDonough, Piatt, Massac, Shelby, Tazewell, Warren and Williamson counties. More than \$21 million in ARRA funding was spent on eligible vehicles and facilities, representing the successful utilization of more than 99 percent of available funds.

Consolidated Vehicle Procurement (CVP) Program

The Consolidated Vehicle Procurement (CVP) Program exists as IDOT's chief capital program for equipping paratransit service providers with rolling stock. The providers of these services are the private, non-profit agencies or public entities charged with meeting the transportation needs of Illinois' disabled and senior populations. In 2015, the CVP Program completed deliveries of rolling stock awarded during the 2013 application cycle via the Downstate Capital Improvement Program. Through these awards, 99 grantees across Illinois were awarded 177 newly built paratransit vehicles, for a total of \$9.8 million in federal and state funds. In late 2016, the delivery of 2013, 2014 and 2015 awarded paratransit vehicles will be completed. These programs have a combined \$20.4 million in state and federal funds used for the purchase of 353 paratransit vehicles.

Agency Budget Detail

RAIL



New Locomotive for high speed rail under construction.

PROGRAM HIGHLIGHTS

High Speed Rail

The Illinois High Speed Rail program is upgrading the Chicago-St. Louis rail corridor to provide passenger service at up to 110 mph. These upgrades will lead to shorter travel times, increased reliability and safety. The program also includes upgraded or new stations. In 2015, engineering and construction work included station design and site preparation, installation of sidings and double track, improvements to existing bridges and structures, installation of new roadway surfaces and improved at-grade rail crossings.

Major construction accomplishments in 2015 include the completion and opening of nine miles of new double track in Girard as well as improvements to bridges in Bloomington, Springfield and Joliet. Five passing sidings were installed in Auburn, Ridgley, Athol, Ballard and Braidwood. Construction also began at the stations in Dwight and Alton. Demolition of a portion of the Lincoln station was completed, allowing rehabilitation of the station to begin. In addition, the installation of over 68,000 linear feet of rail, 123,000 tons of ballast, 12,000 ties and 12 turnouts was completed in the past year.

As the program nears completion in 2017, significant progress will take place in 2016 including:

- improving crossings;
- new second track will be installed along 24 miles of the corridor between Joliet and Dwight;
- reconstruction of the Kankakee River Bridge;
- installation of the Ballard, Normal and McLean sidings;
- construction between Lincoln and Auburn;
- rail improvements in Springfield;
- track and roadway improvements between Shipman and Alton;
- significant station work in a number of stations along the corridor; and
- new locomotives are expected to begin arriving in 2016.

Agency Budget Detail

Chicago Region Environmental and Transportation Efficiency Program (CREATE)



The Englewood Flyover, which saves 7,500 annual passenger hours of delay.

The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a public-private partnership between the U.S. Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's largest 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 benefits, while advancing the local quality of life by reducing traffic delays, increasing safety and improving air quality.

Of the 70 projects in CREATE, 25 are complete, nine are under construction, two are in the final engineering phase, 15 are in preliminary engineering and 19 have yet to be initiated.

A major CREATE project located in the Chicago Englewood neighborhood, known as the Englewood Flyover, is nearly complete. The project's primary feature is a rail over rail bridge that carries Metra's Rock Island District route over Norfolk Southern tracks that carry freight and Amtrak intercity service. This project removes conflict points between commuter, passenger and freight trains, eliminating 7,500 annual passenger hours of delay for commuters and Amtrak's most severe delay point in the Midwest. This project will also increase commuter track capacity for future service. By elimination of many of these delays, the Englewood Flyover will reduce idling locomotives engines thereby cutting emissions and improving air quality. The final phase of the flyover is scheduled to be completed by the end of May 2016 and is on target to meet the 25 percent Disadvantaged Business Enterprise (DBE) goal.



The location of the Englewood Flyover, near 63rd and State in Chicago's Englewood neighborhood.

Agency Budget Detail



The Illinois aviation system consists of nearly 830 landing facilities. These facilities include commercial service, reliever and general aviation airports, private restricted landing areas and hospital heliports. Funding and technical assistance for the state's system of public airports is provided through the Federal Aviation Administration's Airport Improvement Program.

PROGRAM HIGHLIGHTS

Chicago Executive Airport

The Chicago Executive Airport (PWK), a reliever airport to Chicago's O'Hare International Airport, is one of the busiest in the state. Located in both Wheeling and Prospect Heights, this facility accommodates large corporate jet aircraft on a 5,000-foot runway. Because the airport is landlocked on all sides and runway extensions are practically and financially impossible, the required safety areas at the end of the primary runway are satisfied by employing an Engineered Materials Arresting System (EMAS). EMAS is designed to safely stop an aircraft that over- or under-shoots the end of the runway. The \$7.1 million EMAS project at the end of Runway 16 was just recently completed. The EMAS system on the end of Runway 34 was completed in 2015.

Coles County Airport

Reconstruction of Runway 11-29 at the Coles County Airport in Mattoon, was completed this year. Since being constructed in 1974, the runway has performed well, but recently the runway exhibited severe "D"-type cracking - cracking that is well beyond the scope of normal maintenance or patch work. The \$5.3 million dollar project to reconstruct Runway 11-29 was completed by performing rubbilization over the previous concrete surface. Work also included an edge drain system, shoulder adjustments, runway base-mounted light adjustment, installation of wind cones, pavement grooving, pavement marking, seeding, mulching, relocation of the MALSR access road and rehabilitation of the glideslope access road.

Chicago-Romeoville Airport

The aircraft parking apron rehabilitation was recently completed at the Chicago-Romeoville Airport in Romeoville. The main apron is the most important terminal facility at the airport, allowing visiting aircraft access to the terminal building complex and the greater community. The frequency of use by heavy corporate aircraft has increased over the past 15 years, requiring improvement to the existing apron area. This project installed a Portland cement concrete surface to the apron in order to increase capacity for short-term parking, and alleviate congestion in the access of both runways at the airport.

Agency Budget Detail

ILLINOIS STATE TOLL HIGHWAY AUTHORITY



Rendering of a new single-point urban interchange at Barrington Road and the Jane Addams Memorial Tollway (I-90)

The Illinois Tollway will invest nearly \$1.4 billion in 2016 for projects to repair and rebuild roadways, bridges and interchanges and make other capital investments across the 286-mile system. This includes \$1.2 billion to fund the fifth year of the agency's 15-year, \$12.0 billion capital program, Move Illinois: The Illinois Tollway Driving the Future.

The 2016 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility, including:

- opening of the first segment of the new, all-electronic IL-390 tollway and continued construction of the new roadway connecting to O'Hare International Airport;
- completion of roadway rebuilding and widening on the east end of the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century corridor;
- beginning design for reconstruction of the Central Tri-State Tollway (I-294); and
- investing in system-wide pavement and bridge repairs and improvements, maintenance facility upgrades, toll collection and information technology-related projects and program support activities

The Illinois Tollway is committed to serving the transportation needs of northern Illinois and its 1,500,000 daily drivers by furthering transparency and accountability, enhancing customer service, fostering environmental responsibility and sustainability, increasing collaboration with transportation and planning agencies, and promoting the regional economy.

The Illinois Tollway is a user-fee system, which means that no state or federal tax dollars are used to support maintenance and operations. Only those who use the Tollway system pay for it. The Tollway is supported by revenues received from toll collections. Additional income is derived from concessions and fuel sales at Illinois Tollway oases, permit revenue and investment income. The projected calendar year 2016 revenues for the Tollway are \$1.3 billion.

Agency Budget Detail

PROGRAM HIGHLIGHTS

Elgin O'Hare Western Access Project

The Tollway expects to spend \$384 million on the Elgin O'Hare Western Access Project in 2016 and an additional \$14 million of federal Congestion Mitigation and Air Quality (CMAQ) funds and other local contributions. Engineering work in 2016 includes remaining final design services to extend IL-390 to the east, continued preliminary design of the IL-390 system interchange providing western access to O'Hare International Airport, and the start of preliminary design for the southern portion of the new western access Tollway.

Construction in 2016 continues on the new I-290 Interchange and the new IL-390 Tollway to the east, including interchange improvements at Park Boulevard and Arlington Heights Road and construction of a new interchange at Wood Dale Road. Work will also include completion of the new interchange on the Jane Addams Memorial Tollway (I-90) at Elmhurst Road and the Northwest Suburban Metropolitan Joint Action Water Association water main relocation on I-90. Expenditures in 2016 will include completion of Intelligent Transportation System (ITS)/electronic tolling elements for IL-390 from US-20 to I-290, as well as right-of-way acquisitions and utility relocations to support the Elgin O'Hare Western Access Project.



Reconstruction of the IL-390 mainline bridge over I-290 as part of the Elgin O'Hare Western Access Project.

Agency Budget Detail

Jane Addams Memorial Tollway (I-90)

In 2016, \$577 million will fund the fourth year of construction for the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project. Scheduled work includes completing roadway reconstruction of lanes and widening on the eastern segment of the project from the Elgin Toll Plaza to the Tri-State Tollway (I-294). Construction funds will be provided to continue several multi-year projects including the reconstruction of the Fox River Bridge and bridge and ramp construction on interchange improvement projects at Roselle Road, Meacham Road and Barrington Road. Interchange work on IL-31 and IL-25 bridges is anticipated to be completed. Utility and fiber-optic relocations and installation of Intelligent Transportation System (ITS) elements will continue.



Reagan Memorial Tollway (I-88)

The Reagan Memorial Tollway (I-88) is a major east-west route in the Chicago region, beginning in the west near Rock Falls and feeding into the Eisenhower Expressway (I-290) in the east near Hillside. In 2016, the Tollway has committed \$105 million to complete roadway resurfacing to the west end of the Reagan Memorial Tollway (I-88). In addition, interchange improvements are anticipated to start in 2016 at Farnsworth Avenue and I-88 in Aurora.

System-wide Projects

In 2016, \$85 million will fund system-wide infrastructure and safety improvements including bridge, pavement and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures include project management services, materials engineering services, utility relocations, support staff and land acquisition support services.

Work will begin on the Central Tri-State Tollway (I-294) Master Plan development for reconstruction from 95th Street to Balmoral Avenue, as well as design services for reconstruction of the Mile Long Bridge over the Des Plaines River and the Burlington Northern Santa Fe (BNSF) Railroad Bridge over I-294.

Other improvements system-wide include: \$18 million for roadway vehicles and equipment for the ITS, \$14 million to support the development and implementation of an enterprise resource planning system, \$13 million for other information technology purposes and \$6 million for planning studies for emerging projects.

Agency Budget Detail

Fiscal Year 2017 Recommended Appropriations for the Illinois Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	23,000.0	54,962.6	77,962.6
Transportation Bond, Series B Fund	107,000.5	2,009,061.5	2,116,062.1
Transportation Bond, Series D Fund	26,000.0	1,166,987.5	1,192,987.5
Pay-as-you-go			
Downstate Transit Improvement Fund	30,000.0	69,983.7	99,983.7
Federal High Speed Rail Trust Fund	-	1,540,046.3	1,540,046.3
Federal Mass Transit Trust Fund	20,000.0	72,228.0	92,228.0
Federal/State/Local Airport Fund	110,000.0	672,068.9	782,068.9
Grade Crossing Protection Fund	29,000.0	66,180.0	95,180.0
Rail Freight Loan Repayment Fund	250.0	4,012.7	4,262.7
Road Fund	1,672,160.0	2,124,825.9	3,796,985.9
State Construction Account Fund	491,000.0	1,163,511.4	1,654,511.4
State Rail Freight Loan Repayment Fund	1,700.0	19,715.5	21,415.5
Working Capital Revolving Loan Fund	4,500.0	9,165.3	13,665.3
Public-Private Partnerships for Transportation Fund	2,000.0	-	2,000.0
South Suburban Airport Improvement Fund	2,000.0	-	2,000.0
Total	2,518,610.5	8,972,749.4	11,491,360.0

Agency Budget Detail

Fiscal Year 2017 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2017 Recommended New Appropriations
Downstate Transit Improvement Fund	30,000.0
Downstate Transit Capital Grants	30,000.0
Federal Mass Transit Trust Fund	20,000.0
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	20,000.0
Federal/State/Local Airport Fund	110,000.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	110,000.0
Grade Crossing Protection Fund	29,000.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	29,000.0
Public-Private Partnerships for Transportation Fund	2,000.0
Public Private Partnerships for Transportation	2,000.0
Rail Freight Loan Repayment Fund	250.0
Statewide - Rail Freight Loan Repayment Program (Federal)	250.0
Road Fund	1,672,160.0
Statewide - Apportionment to Counties Under One Million in Population	21,800.0
Statewide - Apportionment to High Growth Cities	4,000.0
Statewide - Apportionment to Needy Road Districts And Townships	10,014.3
Statewide - Disposal of Hazardous Materials	600.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (A)	37,800.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (B)	13,500.0
Statewide - Motorist Damage to Highway Structures	9,000.0
Statewide - Permanent Improvements to IDOT Facilities	25,500.0
Statewide - Road Improvements - Local Share of Road Fund/Road Program	603,800.0
Statewide - Township Bridges	15,000.0
Statewide - Transportation and Related Construction	854,385.7
Managed Lanes P3 Consultant Services	18,000.0
TIGER VI Grant for Champaign County	22,000.0
TIGER VI Grant for 41st Street Pedestrian Bridge	18,760.0
CREATE	4,000.0
High Speed Rail Maintenance Costs	10,000.0
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	4,000.0
South Suburban Airport Improvement Fund	2,000.0
South Suburban Airport Expenses, Including Public-private Partnerships	2,000.0
State Construction Account Fund	491,000.0
Statewide - Transportation and Related Construction	491,000.0
State Rail Freight Loan Repayment Fund	1,700.0
Statewide - Rail Freight Loan Repayment Program (State)	1,700.0
Transportation Bond, Series A Fund	23,000.0
Statewide - Transportation and Related Construction	23,000.0
Transportation Bond, Series B Fund	107,000.5
Statewide - Grants and Awards for State Airport Improvement Program	11,000.0
Statewide - Transit and Rail Grants	96,000.5
Transportation Bond, Series D Fund	26,000.0
Statewide - Transportation and Related Construction	26,000.0
Working Capital Revolving Loan Fund	4,500.0
Disadvantaged Business Revolving Loan Program	4,500.0
Grand Total	2,518,610.5

Agency Budget Detail



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 wastewater and drinking water systems in communities is a key component of that mission.

PROGRAM HIGHLIGHTS

In fiscal year 2017, IEPA will make available \$900 million in new funds to provide low-interest financing to communities for drinking water and wastewater infrastructure improvement projects. These projects include upgrading or rehabilitating existing infrastructure, and addressing stormwater and other nonpoint source infrastructure projects that protect or improve the quality of Illinois' rivers, streams and lakes.

The Water Revolving Fund programs provide affordable, low-interest financing to communities across the state. Using federal grant dollars, existing loan repayments and program-supported revenue bonds, IEPA makes funding available for critical water infrastructure needs in Illinois.

Wastewater Programs



Calumet WRP Disinfection Construction

The focus of wastewater pollution control is to identify sources of and steps to abate water pollution. In fiscal year 2015, IEPA provided more than \$309 million in financial assistance to units of local government for wastewater infrastructure improvements.

In July 2015 the new disinfection facility at the Calumet Water Reclamation Plant (WRP) became operational. The plant will improve the quality of water introduced into Chicago area waterways from the treatment facility. This will serve nearly 300 square miles of the south side of Chicago and surrounding suburbs. The new facility will disinfect the treated water from the WRP by neutralizing or eliminating bacteria and microorganisms in it, which can reduce the health risks posed by direct contact with the water.

Agency Budget Detail

The federal Clean Water Act authorizes state revolving fund loan programs, the funds of which are to be used to provide financial assistance to various entities in connection with the construction of systems for storage, treatment, recycling and reclamation of sewage as well as certain other qualified water pollution control projects. The state created the Clean Water Program in 1988 to implement provisions of Title VI of the Clean Water Act, with a revolving fund to accept federal capitalization grants and the required 20 percent state match. The purpose of the program is to make low-interest loans to units of local government to finance construction of wastewater treatment facilities. The recommended fiscal year 2017 budget includes \$500 million in new appropriations devoted to wastewater infrastructure projects, such as Calumet's disinfection facility.

Safe Drinking Water

The federal Safe Drinking Water Act authorizes state revolving fund loan programs much like that of the Clean Water Act. The funds are used to provide financial assistance to various units of local governments and certain private community water suppliers in connection with the construction of qualified drinking water projects. For every federal capitalization grant made under the Safe Drinking Water Act, the state must provide matching funds equal to 20 percent of the grant. The Drinking Water Program uses these federal grants with the required state match to make low-interest loans to these local units of government and water suppliers to finance the construction of drinking water facilities.

The 1996 amendments to the federal Safe Drinking Water Act required states to develop and implement a source water assessment program. Source water protection is a proactive approach to protecting our critical sources of public water and assuring that the best source of water is being utilized to serve the public. It involves implementation of pollution prevention practices to protect the water quality in a watershed or wellhead protection area serving a public water supply. Along with treatment, source water protection establishes a multi-barrier approach to assuring clean and safe drinking water is available to the residents of Illinois.

Hazardous Waste Remediation



Workers at the Pullman Palace Car Company

In fiscal year 2017, IEPA will continue to serve as the lead agency in remediating environmental concerns at the former Pullman Palace Car Company property in the historic Pullman neighborhood in Chicago, now a national monument. Build Illinois Bond funds will allow IEPA to complete the Comprehensive Site Investigation. This investigation must be prepared so that all recognized environmental conditions are identified, as well as all related contaminants of concern. This will assist IEPA in ensuring that the site is open and safely available for future public use and enjoyment.

Agency Budget Detail

Fiscal Year 2017 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	-	51,947.1	51,947.1
Build Illinois Bond Fund	6,000.0	54,649.7	60,649.7
Capital Development Fund	-	4,488.1	4,488.1
Pay-as-you-go			
Water Revolving Fund	920,000.0	1,931,836.2	2,851,836.2
Total	926,000.0	2,042,921.0	2,968,921.0

Agency Budget Detail

**Fiscal Year 2017 Recommended New Appropriations for the Illinois Environmental Protection Agency
(\$ thousands)**

Project Description	FY 2017 Recommended New Appropriations
Water Revolving Fund	920,000.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	10,000.0
Illinois Water Works - Wastewater Loan Program	500,000.0
Illinois Water Works - Drinking Water Loan Program	300,000.0
Small Community Water Supplies Compliance Grant Program	10,000.0
Statewide - Stormwater Loans	100,000.0
Build Illinois Bond Fund	6,000.0
Protection, Preservation and Conservation of Environmental and Natural Resources, for Deposits into the Water Revolving Fund, and Other Purposes Authorized in Subsection (d) of Section 4 of the BIBF Act and Grants to State Agencies for Such Purposes	6,000.0
Grand Total	926,000.0

Agency Budget Detail

OTHER AGENCIES



The Richard and Gina Santori Aurora Public Library

NEW APPROPRIATIONS REQUESTS

Enterprise Resource Planning (ERP)



The state currently operates over 420 different financial, human resource, procurement and grant management systems. These disparate agency legacy systems create a lack of transparency, increase maintenance costs and lead to inefficiencies due to human error and duplication of effort. Due to system limitations, agencies have resorted to costly manual workarounds in place of automation and streamlining service delivery. In addition, legacy systems often provide limited reporting capabilities. State agencies may not be equipped with the data needed for timely decision making or strategic analysis.

The state is transforming to an Enterprise Resource Planning (ERP) platform to establish an integrated, strategic, enterprise-wide application suite through a centralized operating model with strict governance requirements, compliance controls and adherence to change management. Twenty-eight states have or are implementing ERP systems; seven states are in the planning or procurement phase. Illinois' ERP will enable the state to realize efficiencies in financial reporting through an integrated financial accounting system which positions the state for compliance with Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards as set forth in the Federal Register. It will streamline accounts receivable and accounts payable by automating interactions between the Office of the Treasurer, the Office of the Comptroller and state agencies. ERP also will improve cash management and agency revenue collection by increasing transparency of revenue and disbursements within the state.

ERP requires an upfront investment to realize significant long-term savings. The recommended fiscal year 2017 budget includes a \$400 million appropriation for IT upgrades across the state, \$250 million of which is allocated to ERP.

Agency Budget Detail

Information Technology Transformation

The state's information technology (IT) infrastructure consists of a wide array of systems, many of which no longer meet modern-day business needs. These decentralized systems are complex and fragmented and are challenging to maintain securely. In addition, these systems often cannot effectively work and communicate with each other.

The rapidly changing pace of technology provides significant opportunities to transform how government provides its services. The program is seeking to pursue IT opportunities and investments that meet the following strategic priorities:

- make state government more user-friendly and efficient for citizens, businesses and municipalities;
- make information about services and state government more available and easy to find;
- implement efficient, modern business practices that result in clear and identifiable cost savings and service delivery improvements for state agencies;
- increase transparency for the public and policy makers;
- reduce long-term costs for the implementation and use of technology systems;
- implement systems to support health care reform, manage costs and help improve outcomes in health and human service programs; and
- Ensure the appropriate confidentiality, integrity and availability of the state's valuable electronic information resources.

Cybersecurity and Compliance

Each day, nation-states, terrorists, cyber-criminals and other threat sources attempt to gain access to government systems to disrupt operations and steal the personal information of citizens, employees and others. While data breaches, which result in the release of personal information, continue to dominate the news, attacks against critical infrastructure are a growing risk. As Illinois gets more interconnected, the state's risk of cyber-attack continues to increase.

Enterprise Data Analytics

A new Enterprise Data Analytics practice has been established, with an initial focus on health and human services. There will also be a focus on building analytics for revenue, public safety and economic development.

Application Modernization

ERP is expected to replace approximately 600 of 2,700 applications that currently exist within state government. The rest of the applications need further analysis to be absorbed into enterprise-wide solutions.

Hybrid Cloud and Data Center Modernization

The current IT environment is characterized by low asset utilization, fragmented demand for resources, duplicative systems and environments that are difficult to manage. These inefficiencies hurt the state's ability to serve citizens and businesses. This project builds out a hybrid cloud strategy to leverage the existing data center and modernize it as a hybrid cloud environment for usage across the state.

TeleVisitation, TeleJustice, TeleHealth

Secure video communications provide the ability to expand remote connections to incarcerated or incapacitated individuals. Possible applications include remote appearance in court, remote consultation with mental health professionals, and remote visitation with relatives. Initial focus is on correctional facilities; however the investment will also be relevant to healthcare services.

Statewide Time and Attendance System

A statewide time and attendance collection and tracking system will integrate with ERP.

Agency Budget Detail

Document Management and Collaboration

The Statewide Electronic Document Management System includes electronic, archiving, records retention and online document collaboration.

Server Modernization

Many servers in 450 remote field offices statewide are out of warranty and need to be upgraded. Assessments will determine which, if any, of the servers should remain in agency field offices based on workloads, network traffic and usage/demand patterns.

Department of Military Affairs - Construction of Illinois National Guard Facilities

The fiscal year 2017 budget recommendation includes \$5 million in new bonded appropriations to the Department of Military Affairs (DMA) to start a revolving construction fund. The department receives reimbursement from the federal government on all of its capital projects, often with full federal reimbursement. Some projects, like the Kankakee Aviation and Support Facility, can leverage more federal funding than the amount the state provides. The department intends to use the new \$5 million in seed money to begin work on its aging facilities. The average age of DMA Readiness Centers is more than 47 years and the department is responsible for 4,200,000 square feet of space; the demands for funding greatly exceed current funding levels. The department is also requesting a new \$50 million appropriation for the National Guard Construction Fund to allow the expenditure of the federal reimbursements to update the aging facilities to meet current military standards.

PROGRAM HIGHLIGHTS

Public Library Construction Grant Program

The Secretary of State's Public Library Construction Grant Program addresses deferred maintenance at public libraries and provides new facilities to continue encouraging growth in education. The grant program was funded at \$50 million. The program has achieved most of its objectives as the program now winds down. Requests for funding totaled more than \$122 million. One of the projects funded by the program is the Richard and Gina Santori Aurora Public Library, which finished construction in June 2015. The 98,000 square-foot library was funded in part by a grant from the program.



The new Richard and Gina Santori Aurora Public Library in Aurora.

The library is expected to provide new opportunities for engaging young readers and providing resources for the lifelong search for knowledge to older generations.

Agency Budget Detail

Fiscal Year 2017 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	18,431.8	18,431.8
Capital Development Fund	405,000.0	30,817.2	435,817.2
School Construction Fund	-	4,391.1	4,391.1
Pay-as-you-go			
Agricultural Premium Fund	2,550.0	-	2,550.0
Illinois National Guard Construction Fund	50,000.0	538.6	50,538.6
Partners for Conservation Projects Fund	2,612.5	-	2,612.5
School Infrastructure Fund	-	40,000.0	40,000.0
Total	460,162.5	94,178.7	554,341.2

Agency Budget Detail

Fiscal Year 2017 Recommended New Appropriations for Other Agencies (\$ thousands)

Project Description	FY 2017 Recommended New Appropriations
Department Of Military Affairs	55,000.0
Capital Development Fund	5,000.0
Statewide - Construction of Illinois National Guard Facilities	5,000.0
Illinois National Guard Construction Fund	50,000.0
Statewide - Construction of Illinois National Guard Facilities	50,000.0
Department Of Central Management Services	400,000.0
Capital Development Fund	400,000.0
Technology Improvements Lump Sum	400,000.0
Department Of Agriculture	5,162.5
Partners for Conservation Projects Fund	2,612.5
Agriculture - Statewide - Grants to Soil and Water Conservation Districts for Capital Projects	2,612.5
Agricultural Premium Fund	2,550.0
Illinois State Fairgrounds - Springfield - Sangamon County - Various Projects	1,800.0
DuQuoin State Fairgrounds - Perry County - Various Projects	750.0
Grand Total	460,162.5



CHAPTER 4

GLOSSARY



Illinois State Capital Budget Fiscal Year 2017

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Glossary

American Recovery and Reinvestment Act (ARRA) - The federal government's plan to jump-start the U.S. economy and create jobs. It includes modernizing healthcare, improving schools, building and repairing infrastructure, and investing in the clean energy technologies of the future.

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.

Available Fund Balance - The total amount of money in a fund at a particular point in time, typically at the beginning of a month or the year.

Ballast - A material used to provide stability to a vehicle or structure.

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 houses 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 another bonded purpose.

Bond Retirement and Interest Fund - A fund used to repay principal and interest on bonds or other debt obligations.

Broadband - Enhanced telecommunications and Internet infrastructure that allows for the transmission of large amounts of data at high speeds.

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

Building Envelope - All the elements of the outer shell of a building that maintain a dry, heated or cooled indoor environment.

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.

Capital Renewal - Deferred maintenance at institutions of higher education.

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

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

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

Deferred Maintenance - Postponed repairs to state facilities and equipment.

Diverging Diamond Interchange - a type of 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.

Duct Bank - Conduit may be installed underground between buildings, structures, or devices to allow installation of power and communication cables. An assembly of these conduits, often called a duct bank, may either be directly buried in earth or encased in concrete.

Excise Tax - Taxes 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 (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. 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.

Glossary

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

Food Desert - A populated area with a limited supply of affordable and healthy food.

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.

General Obligation Bonds - Bonds issued for capital purposes secured by general tax revenues and guaranteed by the full faith and credit of the state.

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

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.

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.

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

Match - Contribution to a program required to receive that program grant.

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

Performance Measure - Information or data used to determine the quality and outcomes of state capital ventures.

Reappropriation - An unspent appropriation that continues into the next fiscal year, typically for a capital or other multi-year project or commitment.

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

Revolving Fund - Receives payments from state and local governments for services performed, which are then reinvested for future services.

Sally port - a secure entryway (as at a prison) that consists of a series of doors or gates.

Statute - A law enacted by the General Assembly and signed by the governor.

Target - A quantifiable goal to which an organization aspires. It assesses performance in numerical form in order to quantify that performance.

Tied-arch bridge - an arch bridge in which the outward-directed horizontal forces of the arch are borne by the bridge deck, rather than the ground or the bridge foundations.

Transportation Investment Generating Economic Recovery (TIGER) - Federal grants to be awarded on a competitive basis for capital investments in land transportation projects that will have a significant impact on the nation, a metropolitan area or a region.

Tuckpointing - to finish (the mortar joints between bricks or stones) with a narrow ridge of putty or fine lime mortar.

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

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Illinois



CAPITAL BUDGET FISCAL YEAR 2017

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