

Capital Budget

Fiscal Year 2023



Governor JB Pritzker

This page intentionally left blank.

CAPITAL BUDGET



Governor JB Pritzker

Fiscal Year 2023
July 1, 2022 – June 30, 2023

Illinois State Capital Budget Fiscal Year 2023

This page intentionally left blank.

NOTICE
For Release at 12:00 p.m., Wednesday,
February 2, 2022

There is a total embargo on the budget for fiscal year 2023 until 12:00 p.m., Wednesday, February 2, 2022. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2023*. There must be no premature release of this document, nor should any of its contents be paraphrased, alluded to, or commented upon prior to 12:00 p.m., February 2, 2022.

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

This page intentionally left blank.



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

February 2, 2022

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

Alongside the fiscal year 2023 operating budget, I respectfully submit to you the corresponding capital budget proposal.

In its first two years, our \$45 billion bipartisan Rebuild Illinois capital plan has fostered over \$5 billion worth of improvements to over 3,000 miles of road and 270 bridges. We've made nearly \$1.2 billion in improvements to roads and bridges in the first six months of fiscal year 2022 alone. Since its passage, the plan has deployed more than \$9.3 billion in support of broadband expansion, economic and community development, education, environmental, healthcare, state facilities and transportation projects.

My budget for fiscal year 2023 builds on that success, funding the fourth year of Rebuild Illinois to create jobs, repair Illinois' roads, bridges and buildings, and invest in major projects that are essential to Illinois' future.

New this year is an unprecedented level of federal funding that allows Illinois to stretch our capital dollars further, expanding and accelerating ongoing capital improvements. President Biden's Infrastructure Investment and Jobs Act will deliver Illinois funds for a number of capital purposes, including \$1.2 billion for drinking water and wastewater programs, over \$500 million for lead service line replacement, and at least \$9.8 billion for highways and \$1.4 billion for bridges over the next five years based on formula funding alone. These added funds will allow Illinois to pursue additional critical investments in roads and bridges, multi-modal transportation, an electric vehicle charging network and water infrastructure.

The fiscal year 2023 budget also continues use of \$1 billion in federal American Rescue Plan Act (ARPA) funding for investments in water, sewer and broadband infrastructure. Clean drinking water and the collection and treatment of wastewater and stormwater play a critical role in protecting the public's health. Investments we make in broadband expansion are transforming and expanding the economic opportunities available in communities throughout our state. The COVID-19 Pandemic has underscored the importance of universally available, high-speed, reliable internet and illustrated the critical lifeline modern broadband is to children and young adults in a remote learning environment, patients needing healthcare through telehealth services and small businesses reinventing themselves in an evolving economy.

Building Illinois' future is contingent on investing in the State's economy – a strong economy that prioritizes innovation, growth, and opportunity for all. The investments we make to rebuild Illinois' infrastructure today mean new opportunities, good jobs and bright futures for our people long into the future, communities that thrive, and a competitive economy on the national and global stage. They are as necessary as they are ambitious. And this budget proposal keeps us on track to get them done.

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

Sincerely,

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

JB Pritzker
Governor, State of Illinois

This page intentionally left blank.

The Governor’s Letter of Transmittal

CHAPTER 1 – CAPITAL BUDGET READER’S GUIDE	11
What is the Capital Budget?	13
Why Submit a Separate Capital Budget?	13
Differences between Capital and Operating Budgets	14
How is a Capital Budget Created?	15
Funding Sources	17
Implementing the Capital Budget	17
Capital Dollars Are	17
CHAPTER 2 – CAPITAL BUDGET OVERVIEW	19
Fiscal Year 2023 Capital and the Rebuild Illinois Capital Plan	21
Fiscal Year 2023 Budget	22
Fiscal Year 2023 Recommended Budget by Category	22
Exhibit 1: Fiscal Year 2023 Recommended New Capital Appropriations by Agency	23
Exhibit 2: Fiscal Year 2023 Recommended Capital Reappropriations and New Appropriations	24
Exhibit 3: Fiscal Years 2021 – 2023 Capital Appropriations by Agency.....	25
Exhibit 4: Fiscal Years 2013 – 2023 New Capital Appropriations: Pay-As-You-Go vs. Bonded.....	26
Exhibit 5: Fiscal Years 2013 – 2023 Total Capital Appropriations: Pay-As-You-Go vs. Bonded	27
Summary Tables	
Table I-A: Direct Capital Appropriations by Agency – All Funds.....	28
Table I-B: Fiscal Year 2022 Supplemental Appropriations	31
Table II: Revenues by Source – All Appropriated Capital Funds	32
Table III-A: Road Fund.....	33
Table III-B: Motor Fuel Tax Fund	34
Table IV-A: Appropriated Capital Funds by Fund Group for Fiscal Year 2023	35
Table IV-B: Appropriated Capital Funds by Fund for Fiscal Year 2023	36
CHAPTER 3 – AGENCY BUDGET DETAIL	39
Capital Development Board	41
Department of Commerce and Economic Opportunity.....	51
Department of Natural Resources	57
Illinois Department of Transportation	67
Illinois State Toll Highway Authority	83
Illinois Environmental Protection Agency	87
Other Agencies	93
CHAPTER 4 – GLOSSARY	97

This page intentionally left blank.

CHAPTER 1

CAPITAL BUDGET READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2023

This page intentionally left blank.

Fiscal Year 2023 Illinois State Capital Budget Reader's Guide

WHAT IS THE CAPITAL BUDGET?

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

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

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

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

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor presents an annual state budget that details the current fiscal status of state revenues and liabilities. By statute, the Governor's Office of Management and Budget (GOMB) is responsible for preparing an annual capital budget, estimating revenues and developing recommendations that reflect the Governor's program and spending priorities presented in the state budget. The Fiscal Year 2023 State of Illinois Capital Budget is available online at www.budget.illinois.gov.

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

Key benefits of submitting a separate budget include:

ACCOUNTABILITY AND DISCLOSURE

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

PROJECT MONITORING

Facilitates tracking and management of projects over multiple fiscal years.

IDENTIFICATION OF REVENUE SOURCES

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

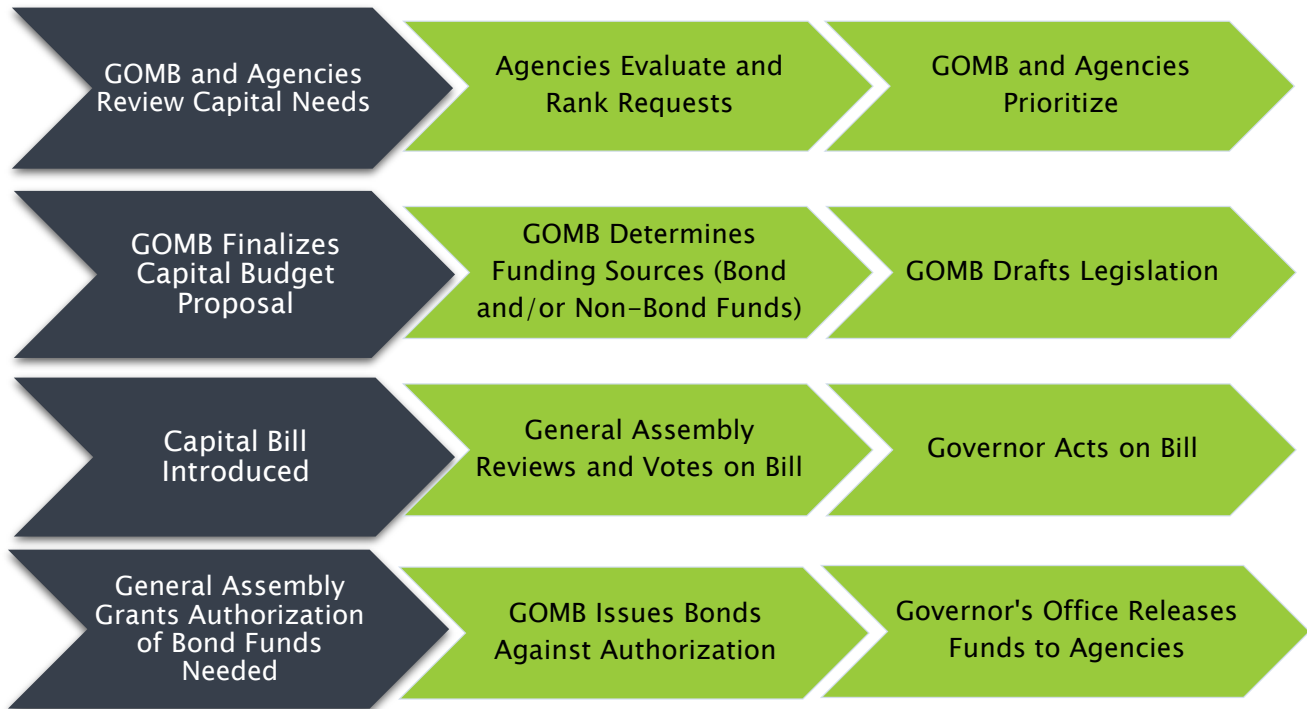
Fiscal Year 2023 Illinois State Capital Budget Reader's Guide

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

Fiscal Year 2023 Illinois State Capital Budget Reader's Guide

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). GOMB considers several factors in the development of budget proposals, including:

STRATEGIC PRIORITIES

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

DEFERRED MAINTENANCE IMPACTS

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

FUTURE OPERATING COSTS

Investments should save operational dollars in utilities and staffing.

MATCHING SUPPORT

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

DEBT SERVICE IMPACTS OF SPENDING

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

Fiscal Year 2023 Illinois State Capital Budget Reader's Guide

FACTORS OF PROJECT SELECTION

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

LIFE/SAFETY FACTORS

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

CODE COMPLIANCE

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

INFRASTRUCTURE MAINTENANCE

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

TARGETED NEW CONSTRUCTION

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

ENERGY EFFICIENCY AND SUSTAINABLE DESIGN

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

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

ECONOMY

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

LIVABILITY

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

MOBILITY

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

RESILIENCY

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

Fiscal Year 2023 Illinois State Capital Budget Reader's Guide

FUNDING SOURCES

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

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

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

IMPLEMENTING THE CAPITAL BUDGET

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

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations continue into the next fiscal year.

AUTHORIZED

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

RELEASED

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

OBLIGATED

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

SPENT

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

This page intentionally left blank.

CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2023

This page intentionally left blank.

Capital Budget Overview

FISCAL YEAR 2023 CAPITAL AND THE REBUILD ILLINOIS CAPITAL PLAN



The fiscal year 2023 recommended budget is a continuation of Rebuild Illinois: a historic, bipartisan \$45 billion capital plan designed to create jobs, repair Illinois' crumbling roads, bridges and buildings, and invest in major projects that are essential to Illinois' future. Rebuild Illinois was designed as a six-year plan with a goal of making significant investments in the State's infrastructure on a consistent basis.

Rebuild Illinois continues to fund capital investments statewide for the maintenance, improvement, and expansion of transportation systems and facilities relied upon by Illinois communities and businesses. Over \$9.3 billion was expended from capital appropriations between fiscal years 2020 and 2021 in support of broadband deployment, economic and community development, education, environmental, healthcare, state facilities and transportation purposes. Rebuild Illinois is not only a catalyst for capital investments that spur job creation, but also a plan that prioritizes the health and safety of the state and the public.

The fiscal year 2023 budget provides for continued use of \$1 billion in American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) to support capital projects. The SLFRF Program specifically provides funds for state governments to make investments in water, sewer and broadband infrastructure. Guidance from the U.S. Department of the Treasury regarding SLFRF notes the critical role that clean drinking water and services for the collection and treatment of wastewater and stormwater play in protecting public health. Additionally, the guidance emphasizes that the COVID-19 public health emergency has underscored the importance of universally available, high-speed, reliable internet.

In fiscal year 2022, approximately \$575 million in existing broadband, water and sewer capital appropriations were shifted to the State Coronavirus Urgent Remediation Emergency Fund (State CURE Fund) to allow for direct use of SLFRF funds. The remainder of the \$1 billion, approximately \$425 million, will be utilized to reimburse state funds for dollars expended on existing capital projects that are SLFRF-eligible. This will help expedite the delivery of critical infrastructure projects while minimizing the State's debt burden. The fiscal year 2023 budget continues this funding, allowing for use of SLFRF funds to support critical investments to create and improve water and sewer infrastructure, enhancing and expanding systems to benefit communities and the economy. SLFRF funds will also be used to bolster and accelerate the statewide Connect Illinois broadband deployment grants.

The passage of Rebuild Illinois and the strategic decision to utilize federal fiscal recovery funds for infrastructure puts the State in position to expand and accelerate capital improvements, and provides a framework to utilize an influx of additional federal dollars from the Infrastructure Investment and Jobs Act (IIJA), signed into law in November 2021. While the total value of federal funding from the plan that will flow through the State in the next five years is still being evaluated, the fiscal year 2023 budget includes various placeholder values for anticipated resources from IIJA. This includes investments in roads and bridges, multi-modal transportation, an electric vehicle charging network and water infrastructure.

Capital Budget Overview

FISCAL YEAR 2023 BUDGET

The fiscal year 2023 recommended budget includes reappropriations of capital lines enacted in fiscal year 2022, as well as baseline levels of new funding for pay-as-you-go programs. Rebuild Illinois initiatives will continue, as will enacted programs and projects that existed before the plan's passage. While the Rebuild Illinois capital plan included nearly \$45 billion in statewide infrastructure investments, it also provided the framework to achieve the consistent, sustainable execution of previous years' commitments. Programs and projects will be implemented to accommodate the strategic priorities of the State, its agencies and its residents.

The table below shows all fiscal year 2022 enacted appropriations, as well as the recommended fiscal year 2023 appropriations by category. This includes both bonded and pay-as-you-go appropriations, split by new and reappropriated lines.

Fiscal Year 2023 Recommended Budget by Category				
(\$ millions)	FY22 Enacted		FY23 Recommended	
	Reappropriation	New	Reappropriation	New
Transportation	\$ 24,864	\$ 3,621	\$ 23,802	\$ 2,876
Road and Bridge	15,415	3,206	14,885	2,434
Mass Transit	5,613	96	5,259	70
CREATE	680	0	593	0
Rail	1,822	26	1,742	31
Grade Crossing Protection	391	39	412	39
Aeronautics	455	137	407	158
Ports	150	0	147	0
Miscellaneous Transportation	339	118	356	144
Education	\$ 4,900	\$ 216	\$ 4,987	\$ 0
Higher Education	4,112	216	4,245	0
PreK-12 Education	788	0	742	0
State Facilities	\$ 5,319	\$ 69	\$ 4,912	\$ 0
Environment and Conservation	\$ 3,058	\$ 724	\$ 3,128	\$ 1,182
Broadband Deployment	\$ 118	\$ 300	\$ 351	\$ 0
Healthcare and Human Services	\$ 431	\$ 19	\$ 378	\$ 0
Economic and Community Development	\$ 3,789	\$ 1,319	\$ 4,799	\$ 50
TOTAL	\$ 42,480	\$ 6,268	\$ 42,356	\$ 4,108

Note: The FY2022 enacted values in this book reflect proposed FY2022 supplemental changes as illustrated in Table I-B.

MULTI-YEAR STRATEGIC PLANNING

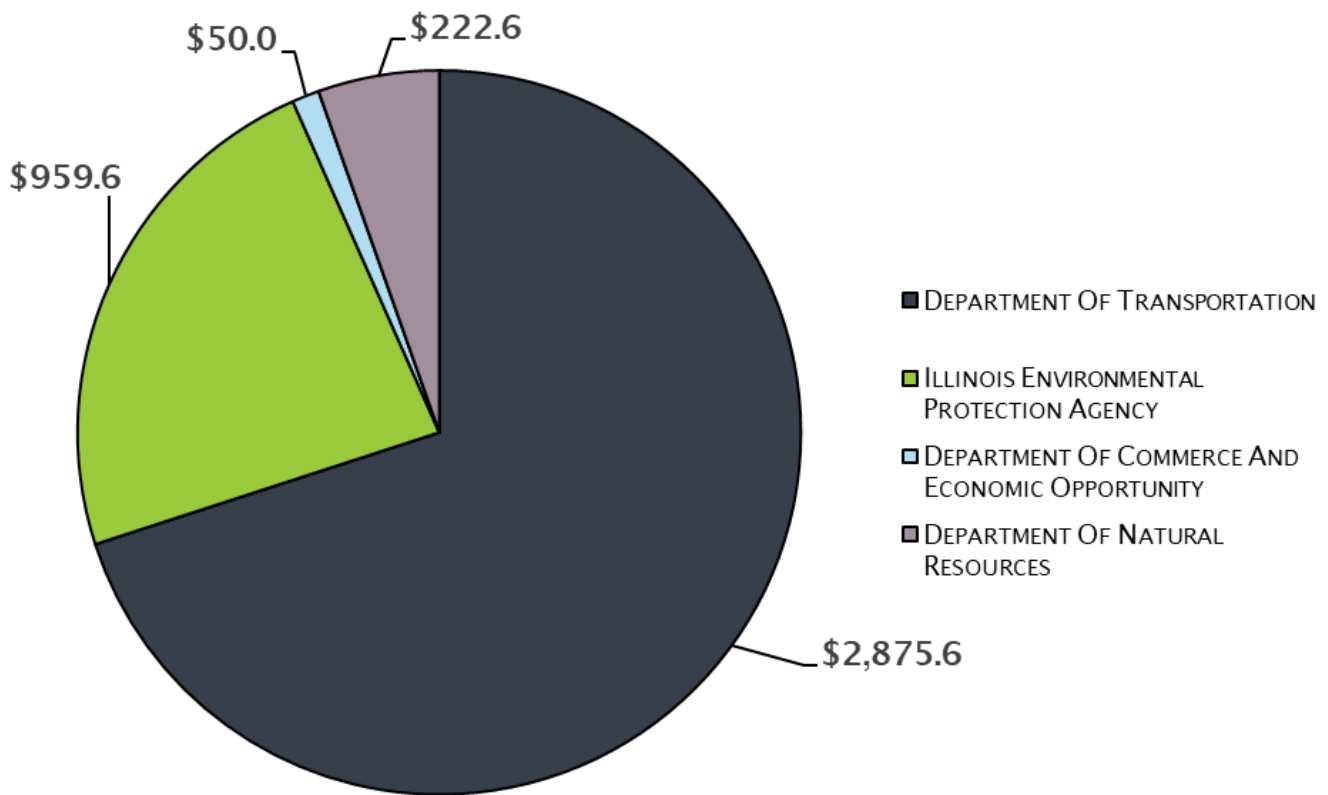
The Governor's Office of Management and Budget (GOMB) collects five-year capital plans from each agency that receives direct capital appropriations or that utilizes Capital Development Board (CDB) project management services. These individual plans are used to inform the planning of bonded appropriations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

Capital Budget Overview

FISCAL YEAR 2023 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended new capital appropriations by agency. In fiscal year 2023, 70 percent of the new appropriations are for IDOT’s multi-year, multi-modal transportation improvement program, funded largely by motor fuel tax, vehicle registration fees and federal funds. Nearly 30 percent of new appropriations are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency, which represent annual baseline appropriations and programs supported by existing revenues, including federal funds.

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



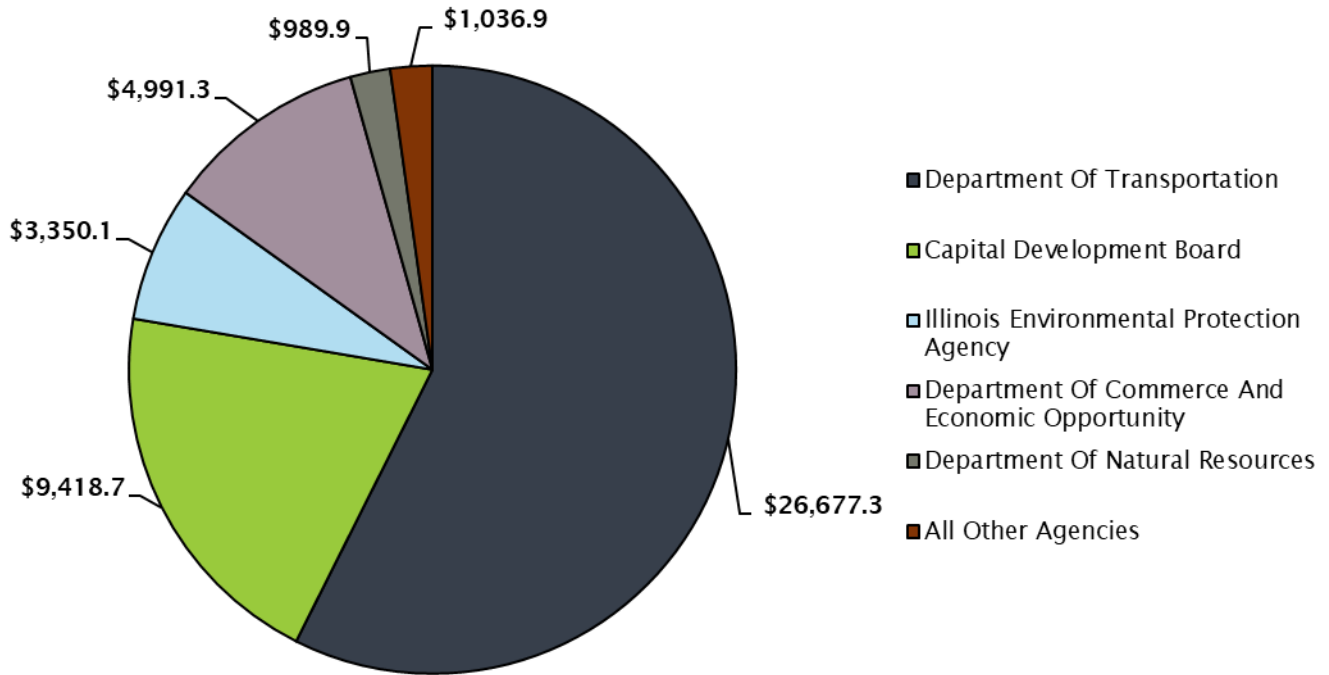
New Capital Appropriations by Agency (\$ millions)	
Department Of Transportation	2,875.6
Illinois Environmental Protection Agency	959.6
Department Of Commerce And Economic Opportunity	50.0
Department Of Natural Resources	222.6
Total New Appropriations	\$ 4,107.8

Capital Budget Overview

FISCAL YEAR 2023 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

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

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



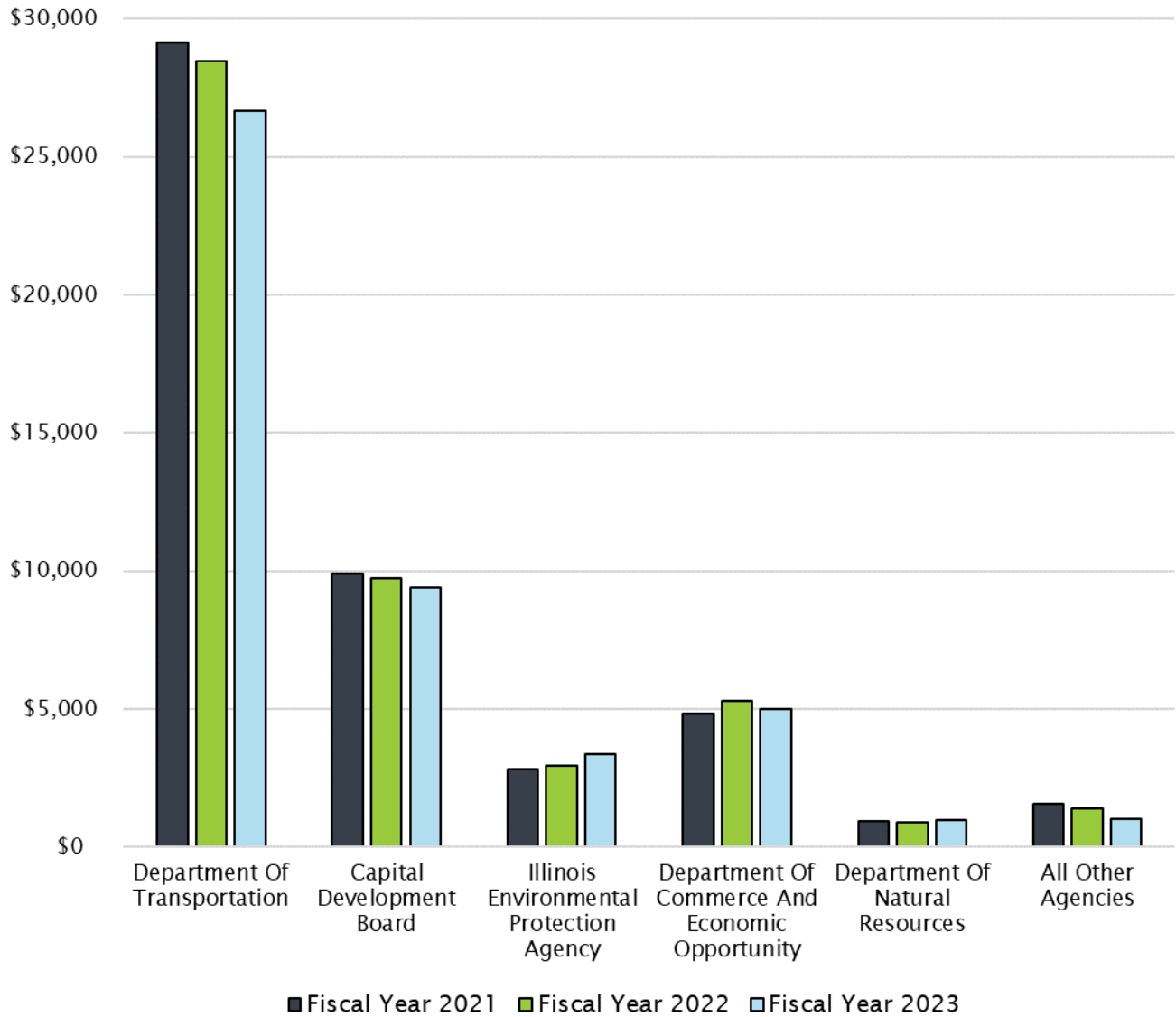
Agency (\$ millions)	Bonded	Pay-As-You-Go	Total
Department Of Transportation	\$ 10,722.6	\$ 15,954.7	\$ 26,677.3
New Appropriations	0.0	2,875.6	2,875.6
Reappropriations	10,722.6	13,079.1	23,801.7
Capital Development Board	\$ 9,315.1	\$ 103.5	\$ 9,418.7
New Appropriations	0.0	0.0	0.0
Reappropriations	9,315.1	103.5	9,418.7
Illinois Environmental Protection Agency	\$ 310.2	\$ 3,039.9	\$ 3,350.1
New Appropriations	0.0	959.6	959.6
Reappropriations	310.2	2,080.3	2,390.5
Department Of Commerce And Economic Opportunity	\$ 4,038.8	\$ 952.5	\$ 4,991.3
New Appropriations	0.0	50.0	50.0
Reappropriations	4,038.8	902.5	4,941.3
Department Of Natural Resources	\$ 407.8	\$ 582.2	\$ 989.9
New Appropriations	0.0	222.6	222.6
Reappropriations	407.8	359.5	767.3
All Other Agencies	\$ 733.4	\$ 303.5	\$ 1,036.9
New Appropriations	0.0	0.0	0.0
Reappropriations	733.4	303.5	1,036.9
Total	\$ 25,528.0	\$ 20,936.3	\$ 46,464.2

Capital Budget Overview

FISCAL YEARS 2021-2023 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2021, 2022 and 2023. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

EXHIBIT 3: CAPITAL APPROPRIATIONS BY AGENCY (\$ MILLIONS)

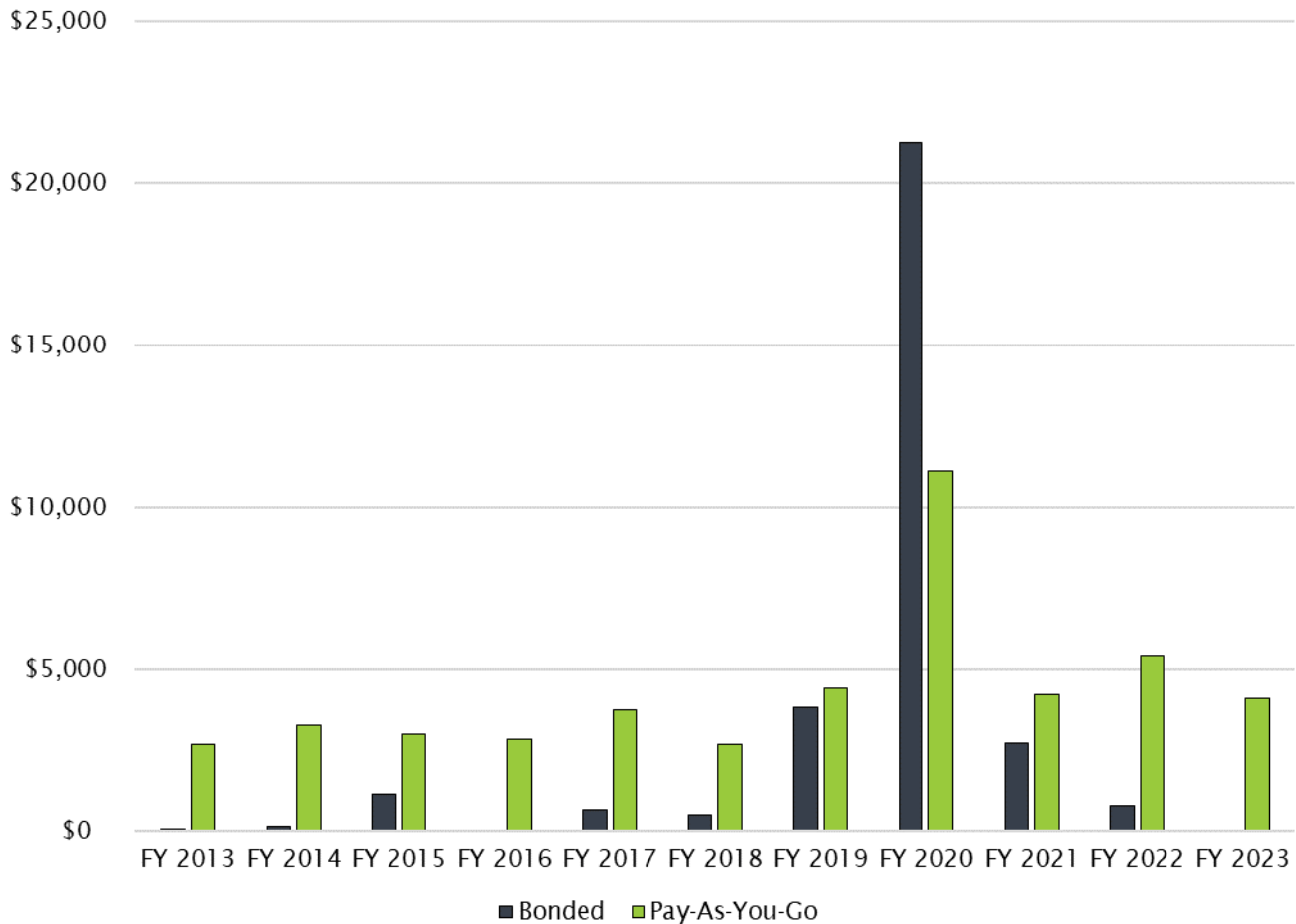


Capital Budget Overview

FISCAL YEARS 2013 – 2023 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 shows the breakdown of new bonded capital and new pay-as-you-go capital for each year from fiscal year 2013 to fiscal year 2023. This chart illustrates the scale of Rebuild Illinois enacted in fiscal year 2020, compared to recent capital appropriations.

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



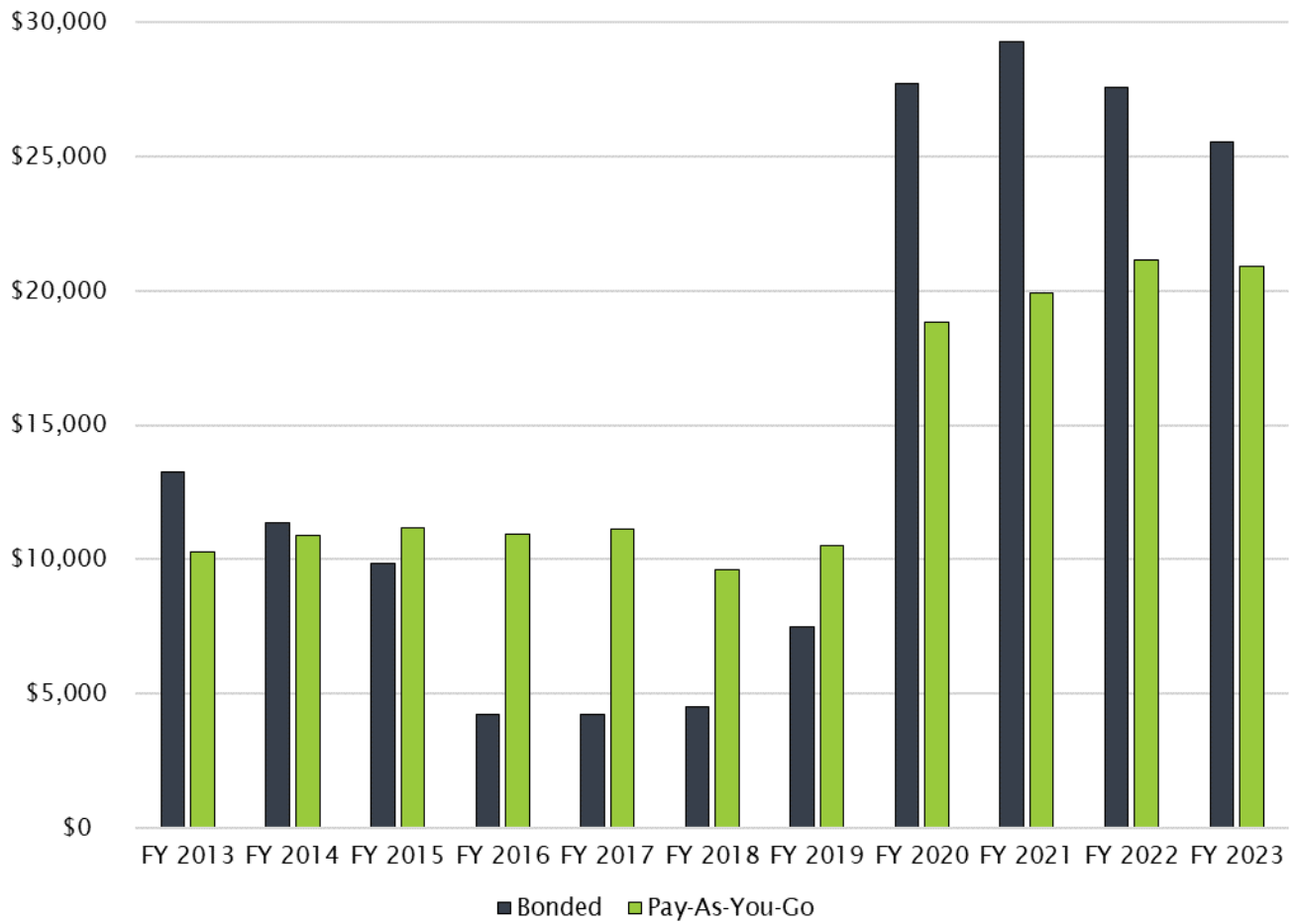
Note: A substantial portion of FY 2019 appropriations appear as new due to the absence of a fully enacted budget in FY 2016. Many of these appropriations originated in FY 2010 as part of the Illinois Jobs Now! capital plan.

Capital Budget Overview

FISCAL YEARS 2013 – 2023 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2013 to fiscal year 2023.

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



Capital Budget Overview

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

Table I-A summarizes each agency's capital appropriations by funding category for fiscal years 2021, 2022 and 2023.

Agency (\$ thousands)	FY 2021 Enacted Appropriations	FY 2022 Enacted Appropriations	FY 2023 Recommended Appropriations
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	\$ 364,978	\$ 360,537	\$ 313,537
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	364,978	360,537	313,537
Federal Funds - Pay-as-you-go	-	-	-
Legislative Agencies	\$ 364,978	\$ 360,537	\$ 313,537
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	364,978	360,537	313,537
Federal Funds - Pay-as-you-go	-	-	-
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	\$ 58,346	\$ 57,517	\$ 45,842
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	58,346	57,517	45,842
Federal Funds - Pay-as-you-go	-	-	-
Office Of The State Comptroller	\$ -	\$ 18,500	\$ 13,375
Other State Funds - Pay-as-you-go	-	6,500	6,500
Other State Funds - Bonded	-	12,000	6,875
Federal Funds - Pay-as-you-go	-	-	-
Elected Officials And Elections	\$ 58,346	\$ 76,017	\$ 59,217
Other State Funds - Pay-as-you-go	-	6,500	6,500
Other State Funds - Bonded	58,346	69,517	52,717
Federal Funds - Pay-as-you-go	-	-	-
GOVERNOR'S AGENCIES			
Department Of Commerce And Economic Opportunity	\$ 4,845,414	\$ 5,285,871	\$ 4,991,288
Other State Funds - Pay-as-you-go	415,400	85,200	123,700
Other State Funds - Bonded	4,430,014	4,200,672	4,038,789
Federal Funds - Pay-as-you-go	-	1,000,000	828,800
Department Of Natural Resources	\$ 921,364	\$ 890,356	\$ 989,946
Other State Funds - Pay-as-you-go	355,516	348,237	455,553
Other State Funds - Bonded	510,690	476,192	407,766
Federal Funds - Pay-as-you-go	55,158	65,927	126,627
Department Of Innovation And Technology	\$ 318,106	\$ 214,433	\$ 68,965
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	318,106	214,433	68,965
Federal Funds - Pay-as-you-go	-	-	-
Department Of Military Affairs	\$ 162,353	\$ 157,489	\$ 109,294
Other State Funds - Pay-as-you-go	75,000	75,000	65,000
Other State Funds - Bonded	87,353	82,489	44,294
Federal Funds - Pay-as-you-go	-	-	-

Capital Budget Overview

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

Agency (\$ thousands)	FY 2021 Enacted Appropriations	FY 2022 Enacted Appropriations	FY 2023 Recommended Appropriations
Department Of Public Health	\$ 15,000	\$ 15,000	\$ 11,500
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	15,000	15,000	11,500
Federal Funds - Pay-as-you-go	-	-	-
Department Of Transportation	\$ 29,154,308	\$ 28,485,569	\$ 26,677,297
Other State Funds - Pay-as-you-go	15,457,768	16,128,126	15,450,603
Other State Funds - Bonded	12,885,110	11,863,151	10,722,622
Federal Funds - Pay-as-you-go	811,430	494,293	504,071
Capital Development Board	\$ 9,902,080	\$ 9,749,198	\$ 9,418,658
Other State Funds - Pay-as-you-go	57,513	107,513	103,513
Other State Funds - Bonded	9,844,567	9,641,685	9,315,145
Federal Funds - Pay-as-you-go	-	-	-
Illinois Environmental Protection Agency	\$ 2,834,204	\$ 2,931,960	\$ 3,350,093
Other State Funds - Pay-as-you-go	2,432,263	2,581,064	3,039,896
Other State Funds - Bonded	401,940	350,896	310,196
Federal Funds - Pay-as-you-go	-	-	-
Illinois Arts Council	\$ 50,025	\$ 50,025	\$ 50,025
Other State Funds - Pay-as-you-go	50,025	50,025	50,025
Other State Funds - Bonded	-	-	-
Federal Funds - Pay-as-you-go	-	-	-
Illinois Housing Development Authority*	\$ 220,000	\$ 150,000	\$ 84,000
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	220,000	150,000	84,000
Federal Funds - Pay-as-you-go	-	-	-
Illinois State Police	\$ 122,500	\$ 122,500	\$ 122,500
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	122,500	122,500	122,500
Federal Funds - Pay-as-you-go	-	-	-
Governor's Agencies	\$ 48,545,353	\$ 48,052,400	\$ 45,873,564
Other State Funds - Pay-as-you-go	18,843,486	19,375,165	19,288,291
Other State Funds - Bonded	28,835,279	27,117,016	25,125,775
Federal Funds - Pay-as-you-go	866,588	1,560,219	1,459,498

Capital Budget Overview

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

Agency (\$ thousands)	FY 2021 Enacted Appropriations	FY 2022 Enacted Appropriations	FY 2023 Recommended Appropriations
EDUCATION			
State Board Of Education	\$ 248,156	\$ 247,695	\$ 206,963
Other State Funds - Pay-as-you-go	222,424	221,963	181,963
Other State Funds - Bonded	25,732	25,732	25,000
Federal Funds - Pay-as-you-go	-	-	-
University Of Illinois	\$ 935	\$ -	\$ -
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	935	-	-
Federal Funds - Pay-as-you-go	-	-	-
Illinois Board Of Higher Education	\$ 10,000	\$ 10,935	\$ 10,935
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	10,000	10,935	10,935
Federal Funds - Pay-as-you-go	-	-	-
Education	\$ 259,091	\$ 258,630	\$ 217,898
Other State Funds - Pay-as-you-go	222,424	232,898	192,898
Other State Funds - Bonded	36,667	25,732	25,000
Federal Funds - Pay-as-you-go	-	-	-
GRAND TOTAL	\$ 49,227,767	\$ 48,747,584	\$ 46,464,216
Other State Funds - Pay-as-you-go	19,065,910	19,614,562	19,487,689
Other State Funds - Bonded	29,295,269	27,572,803	25,517,029
Federal Funds - Pay-as-you-go	866,588	1,560,219	1,459,498

Note: Figures may not add due to rounding.

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

Capital Budget Overview

TABLE I-B: FISCAL YEAR 2022 SUPPLEMENTAL APPROPRIATIONS

Table I-B summarizes the total recommended fiscal year 2022 supplemental capital appropriations. Unlike operating budget supplemental appropriations, capital supplemental appropriation changes are included in the fiscal year 2022 enacted values in this book and are assumed to be reappropriated in the proposed fiscal year 2023 budget.

Agency (\$ thousands)	Other State Funds Pay-as-you-go	Other State Funds Bonded	Total All Funds
Department Of Commerce And Economic Opportunity	\$ 0.0	\$ 10,145.7	\$ 10,145.7
Total Supplemental Appropriations	\$ -	\$ 10,145.7	\$ 10,145.7

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

Table II summarizes, by source, all revenues deposited into appropriated capital funds for fiscal years 2020 through 2023.

Source (\$ millions)	Actual FY 2020	Actual FY 2021	Estimated FY 2022	Projected FY 2023
State Taxes				
Motor Fuel Tax.....	2,318.7	2,379.2	2,544.1	2,578.1
Telecommunications Tax.....	46.5	39.2	35.5	30.8
Real Estate Transfer Tax.....	38.5	44.2	52.5	52.5
Other Taxes.....	0.3	0.3	0.3	0.3
Total State Taxes	2,403.9	2,462.8	2,632.4	2,661.8
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	1,593.4	2,265.4	2,166.1	2,169.9
Water Revolving Fund Loan Repayment.....	115.7	203.8	64.6	78.6
Bond Issue Proceeds.....	1,754.1	1,999.9	2,037.6	3,362.0
Licenses, Fees and Registrations.....	57.9	85.9	118.9	59.7
Other Taxes, Fees, Earnings and Net Transfers.....	197.1	240.8	489.3	524.8
Total Non-Tax State Sources	3,718.2	4,795.8	4,876.6	6,195.0
Federal Receipts	1,943.5	2,581.5	2,679.8	2,277.8
TOTAL RECEIPTS ALL SOURCES	8,065.6	9,840.1	10,188.8	11,134.6

Note: FY 2022 federal receipts include the portion of ARPA SLFRF funds that will be dedicated to capital projects.

Capital Budget Overview

TABLE III-A: ROAD FUND

Table III-A provides a summary of the receipts into the Road Fund and disbursements from the fund to various state agencies for fiscal years 2020 through 2023.

(\$ millions)	Actual 2020	Actual 2021	Estimated 2022	Projected 2023
Receipts				
State Sources				
Motor Vehicle and Operators License Fees.....	1,153.1	1,670.1	1,404.8	1,579.5
Transfers from Motor Fuel Tax Fund.....	355.5	331.6	345.2	342.0
Other Earnings, Reimbursements and Transfers.....	96.6	667.2	494.9	437.0
Total State Sources.....	1,605.2	2,669.0	2,245.0	2,358.4
Total Federal Sources.....	1,648.5	1,811.6	1,272.0	1,836.2
TOTAL RECEIPTS	3,253.7	4,480.6	3,517.0	4,194.7
Disbursements				
Expenditures*				
Department Of Transportation - Construction.....	954.2	1,180.1	1,553.0	1,986.7
Department Of Transportation - Operations.....	928.1	966.2	1,009.7	1,039.0
Department Of Transportation - All Other.....	239.4	282.3	251.8	251.2
Secretary Of State.....	1.7	2.0	2.5	2.5
Department Of Central Management Services -				
Group Insurance.....	161.5	171.5	131.0	110.3
All Other Agencies.....	4.6	4.5	6.0	6.1
Total Expenditures.....	2,289.5	2,606.6	2,954.0	3,395.8
Transfers				
Workers' Compensation Revolving Fund.....	21.4	23.2	15.4	14.9
Debt Service.....	378.5	430.7	467.6	562.0
Other Transfers.....	386.3	681.2	279.0	270.0
Total Transfers.....	786.2	1,135.1	762.0	846.9
TOTAL DISBURSEMENTS	3,075.7	3,741.7	3,716.0	4,242.7
SAMS Adjustment.....	(0.8)	(2.2)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	178.0	738.8	(199.0)	(48.0)
plus: CASH BALANCE AT BEGINNING OF YEAR.....	341.6	520.4	1,261.4	1,062.4
equals: CASH BALANCE AT END OF YEAR	520.4	1,261.4	1,062.4	1,014.4

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE III-B: MOTOR FUEL TAX FUND

Table III-B summarizes the receipts into the Motor Fuel Tax Fund and disbursements from the fund for fiscal years 2020 through 2023.

(\$ millions)	Actual 2020	Actual 2021	Estimated 2022	Projected 2023
Receipts				
Non-Allocable Receipts				
Refunds on Nontaxable Motor Fuel.....	10.0	33.4	27.6	31.9
International Fuel Tax Agreement (IFTA) to Other States	29.0	4.7	45.0	44.9
Allocable Receipts.....	1,222.1	1,165.6	1,207.0	1,196.5
TOTAL GROSS RECEIPTS	1,261.1	1,203.6	1,279.6	1,273.3
Disbursements				
Transfers				
State Construction Account Fund.....	207.5	188.2	197.0	195.0
Road Fund.....	355.5	331.6	345.2	342.0
Motor Fuel Tax Counties Fund.....	190.2	170.1	183.9	181.2
Motor Fuel Tax Municipalities Fund.....	266.7	238.6	257.8	254.1
Motor Fuel Tax Townships and Road Districts Fund.....	86.3	77.2	83.4	82.2
Grade Crossing Protection Fund.....	42.0	42.0	42.0	42.0
State Boating Act Fund.....	5.0	5.0	5.0	5.0
Other Funds.....	0.0	0.1	0.0	0.0
Total Transfers.....	1,153.3	1,052.9	1,114.4	1,101.6
Expenditures*				
Department Of Revenue (net IFTA and Refunds).....	38.4	32.2	55.0	60.5
Secretary Of State.....	1.3	1.3	1.3	1.7
Department Of Transportation.....	19.7	31.1	16.1	12.6
Illinois Environmental Protection Agency.....	23.0	23.0	23.0	23.0
Refunds on Nontaxable Motor Fuel.....	10.0	33.4	27.6	31.9
International Fuel Tax Agreement to Other States.....	29.0	4.7	45.0	44.9
Total Expenditures.....	121.4	125.6	168.0	174.7
TOTAL DISBURSEMENTS	1,274.6	1,178.5	1,282.4	1,276.3
SAMS Adjustment.....	(0.0)	(0.1)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(13.5)	25.1	(2.8)	(2.9)
plus: CASH BALANCE AT BEGINNING OF YEAR.....	109.0	95.5	120.7	117.9
equals: CASH BALANCE AT END OF YEAR	95.5	120.7	117.9	115.0

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2023

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2023.

Cash Basis Fund Category and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS	2,504,439	5,056,384	1,836,226	1,965,125	11,362,175	2,794,270	6,174,694	2,393,211
SPECIAL STATE FUNDS	1,016,007	1,482,497	203,452	293,993	2,995,857	1,011,301	964,966	1,019,602
BOND FINANCED FUNDS	1,000,038	3,102,000	0	0	4,102,038	0	2,490,382	1,611,656
FEDERAL TRUST FUNDS	5,127,001	3,599	226,411	90,000	5,447,011	170,000	1,324,127	3,952,883
STATE TRUST FUNDS	169,301	935	6,104	0	176,340	0	7,842	168,497
GRAND TOTAL	9,816,787	9,645,322	2,272,193	2,349,118	24,083,420	3,975,571	10,961,999	9,145,851

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2023

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2023.

Cash Basis Fund Category and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS								
Downstate Mass Transportation Capital Improvement	51,089	0	0	24,785	75,874	0	24,722	51,151
Grade Crossing Protection	172,843	0	0	42,000	214,843	3,017	17,821	194,005
Motor Fuel Tax	117,948	1,272,286	0	1,032	1,391,265	1,101,579	174,705	114,982
Motor Fuel Tax Counties	0	0	0	181,213	181,213	0	181,213	0
Motor Fuel Tax Municipalities	0	0	0	254,143	254,143	0	254,143	0
Motor Fuel Tax Townships and Road Districts	0	0	0	82,247	82,247	0	82,247	0
Regional Transportation Authority Capital Improvement	347,177	0	0	223,067	570,244	0	222,502	347,742
Road	1,062,447	2,016,488	1,836,226	341,954	5,257,115	846,901	3,395,769	1,014,444
State Construction Account	651,838	528,638	0	814,685	1,995,160	76	1,425,008	570,076
Transportation Renewal	101,098	1,238,973	0	0	1,340,071	842,697	396,563	100,811
TOTAL HIGHWAY FUNDS	2,504,439	5,056,384	1,836,226	1,965,125	11,362,175	2,794,270	6,174,694	2,393,211
SPECIAL STATE FUNDS								
Adeline Jay Geo- Karis Illinois Beach Marina	1,012	401	0	0	1,413	144	15	1,254
Build Illinois	0	793,291	0	39,466	832,757	832,757	0	0
Capital Facility and Technology Modernization	4,300	0	0	0	4,300	0	0	4,300
Downstate Transit Improvement	11,994	0	0	0	11,994	0	5,500	6,494
Federal High Speed Rail Trust	7,838	0	63,000	0	70,838	1	70,000	837
Illinois Forestry Development	412	2,251	1,321	0	3,984	11	3,458	515
Illinois Habitat	6,118	986	0	0	7,104	175	1,321	5,607
Illinois National Guard Construction	14,442	0	6,000	0	20,442	0	14,700	5,742
Illinois Wildlife Preservation	3,556	322	60	250	4,187	2	302	3,884
Natural Areas Acquisition	23,199	15,788	50	0	39,037	47	11,246	27,744
Off- Highway Vehicle Trails	1,123	383	0	0	1,506	2	350	1,154
Open Space Lands Acquisition and Development	141,303	36,751	0	1	178,054	74	17,644	160,336
Park and Conservation	7,993	25,621	1,938	10,000	45,552	146	42,307	3,100
Partners for Conservation Projects	0	0	0	0	0	0	0	0
Plugging and Restoration	3,477	2,024	5,000	0	10,501	753	1,578	8,170
Rail Freight Loan Repayment	608	2	0	0	610	0	200	410
Rebuild Illinois Projects	106,102	0	0	60,000	166,102	10,000	17,350	138,752
School Infrastructure	191,468	30,840	0	179,068	401,376	142,250	40,807	218,319
Snowmobile Trail Establishment	563	139	0	0	702	0	119	583
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	42	3,560	1,398	5,040	10,040	57	9,808	175
State Furbearer	544	74	0	23	641	0	197	444
State Migratory Waterfowl Stamp	4,467	878	0	0	5,345	0	1,184	4,161
State Parks	229	10,661	22	0	10,912	35	10,634	244
State Pheasant	4,672	364	0	145	5,182	0	181	5,000
State Rail Freight Loan Repayment	11,129	310	0	0	11,439	0	0	11,439
Underground Storage Tank	137,932	68,056	0	0	205,988	24,014	41,287	140,687
Water Revolving	319,770	446,680	100,429	0	866,879	665	609,733	256,481
Wildlife and Fish	11,714	43,024	24,234	0	78,972	171	65,030	13,770
TOTAL SPECIAL STATE FUNDS	1,011,768	1,482,404	203,452	293,993	2,991,711	1,011,301	964,966	1,015,302

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2023 (CONTINUED)

Cash Basis Fund Category and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
BOND FINANCED FUNDS								
Anti- Pollution	58,045	32,000	0	0	90,045	0	29,000	61,045
Build Illinois Bond	283,530	740,000	0	0	1,023,530	0	544,000	479,530
Capital Development	223,692	1,200,000	0	0	1,423,692	0	900,228	523,464
Multi- Modal Transportation Bond	223,005	750,000	0	0	973,005	0	571,641	401,364
School Construction	2,207	0	0	0	2,207	0	2,089	118
Transportation Bond, Series A	92,708	250,000	0	0	342,708	0	250,000	92,708
Transportation Bond, Series B	70,235	100,000	0	0	170,235	0	136,494	33,741
Transportation Bond, Series D	46,616	30,000	0	0	76,616	0	56,930	19,686
TOTAL BOND FINANCED FUNDS	1,000,038	3,102,000	0	0	4,102,038	0	2,490,382	1,611,656
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation	2,894	0	11,401	0	14,295	0	9,506	4,788
Council Federal Trust								
Federal Mass Transit Trust	0	0	68,870	0	68,870	0	68,870	0
Federal Title IV Fire Protection Assistance	167	0	378	0	545	0	452	93
Federal/State/Local Airport	1,665	2,865	145,462	0	149,992	0	148,457	1,535
Flood Control Land Lease	25	734	0	0	759	0	742	16
Forest Reserve	425	0	300	0	725	0	320	405
State Coronavirus Urgent Remediation Emergency	5,121,825	0	0	90,000	5,211,825	170,000	1,095,780	3,946,045
TOTAL FEDERAL TRUST FUNDS	5,127,001	3,599	226,411	90,000	5,447,011	170,000	1,324,127	3,952,883
STATE TRUST FUNDS								
Abandoned Mined Lands Reclamation Set- Aside	71,552	123	5,000	0	76,675	0	10	76,665
Capital Development Board	51,449	0	0	0	51,449	0	3,000	48,449
Contributory Trust								
DNR Special Projects	46,174	811	0	0	46,985	0	3,694	43,290
Land and Water Recreation	127	0	1,104	0	1,231	0	1,138	93
TOTAL STATE TRUST FUNDS	169,301	935	6,104	0	176,340	0	7,842	168,497
GRAND TOTAL	9,816,787	9,645,322	2,272,193	2,349,118	24,083,420	3,975,571	10,961,999	9,145,851

This page intentionally left blank.

CHAPTER 3

AGENCY BUDGET DETAIL



Illinois State Capital Budget Fiscal Year 2023

This page intentionally left blank.

Agency Budget Detail: Capital Development Board

CAPITAL DEVELOPMENT BOARD

401 South Spring Street
William G. Stratton Office Building
3rd Floor
Springfield, IL 62706
217.782.2864
www2.illinois.gov/CDB



MAJOR RESPONSIBILITIES AND MISSION

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

FIVE-YEAR PLAN

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

FISCAL YEAR 2023 CAPITAL BUDGET

Rebuild Illinois was designed as a six-year plan, with enough appropriation authority to allow for the consistent, sustainable execution of capital projects. As such, the fiscal year 2023 recommended budget includes no new appropriations for CDB. The agency will use existing appropriation authority to continue working through the backlog of deferred maintenance at state facilities and higher education institutions, as well as manage strategic new construction projects and grants.

BUDGET HIGHLIGHTS

The recommended fiscal year 2023 capital budget includes reappropriations of all fiscal year 2022 enacted lines, including \$6.8 billion in reappropriations for Rebuild Illinois initiatives such as:

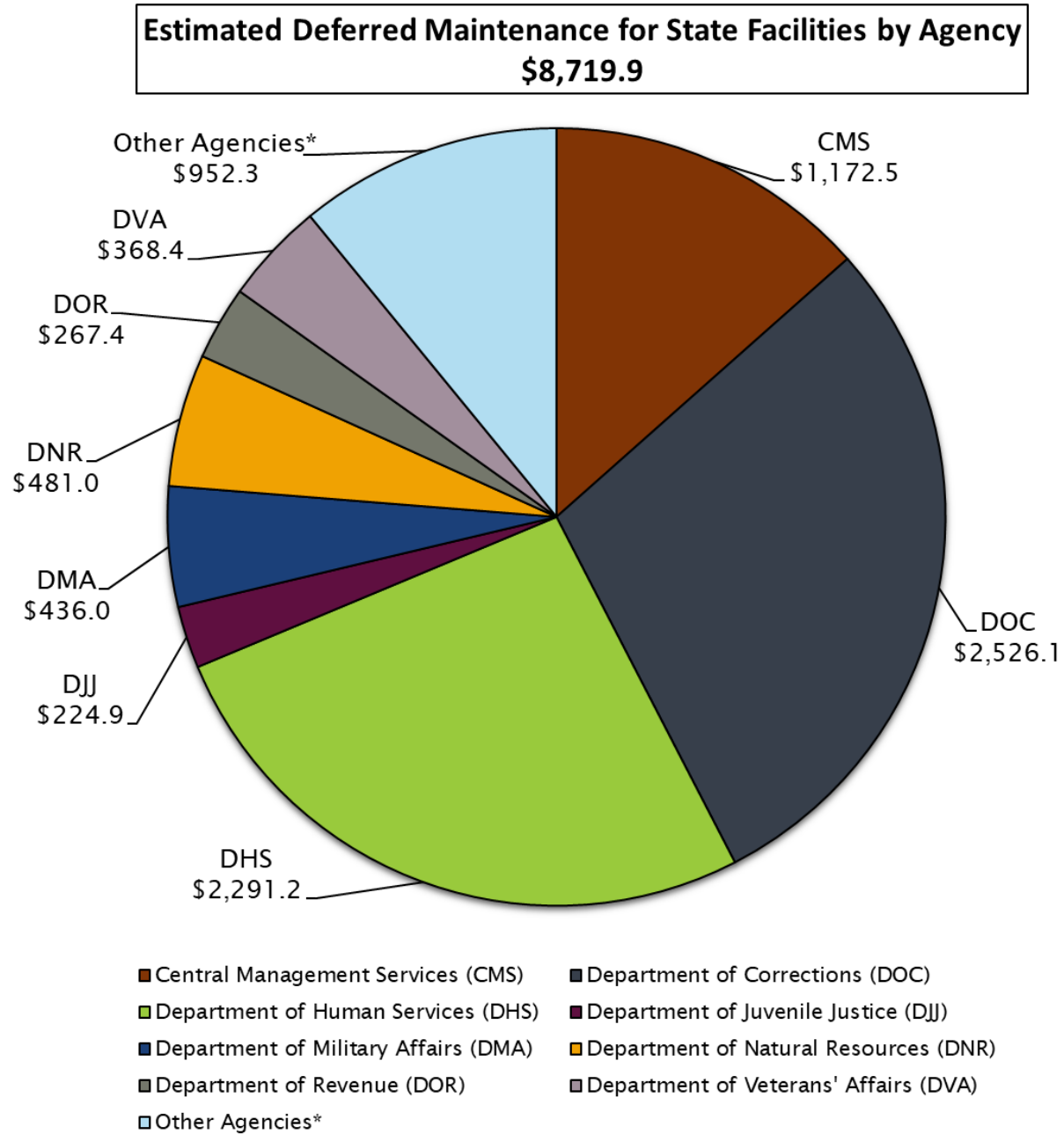
- \$2.6 billion for public higher education deferred maintenance, programmatic projects and grants;
- \$2.3 billion for state facility deferred maintenance and improvement projects;
- \$1.1 billion to support new state facility construction projects and large-scale renovations for programmatic improvements; and
- \$750 million for grants to support healthcare, early childhood education and innovation projects around the State.

Agency Budget Detail: Capital Development Board

INVESTMENTS IN STATE FACILITIES

Illinois' state facilities are diverse, with spaces such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages, state park lodges and historic structures. While past investments in the State's aging infrastructure were sporadic, Rebuild Illinois allows CDB to support efficiency, productivity, health and safety at State-owned buildings. More than \$2.6 billion of the plan's state facility funding is dedicated to investments in state assets to upgrade or replace broken, outdated infrastructure. CDB and state agencies identify projects on an ongoing basis based on priorities and needs.

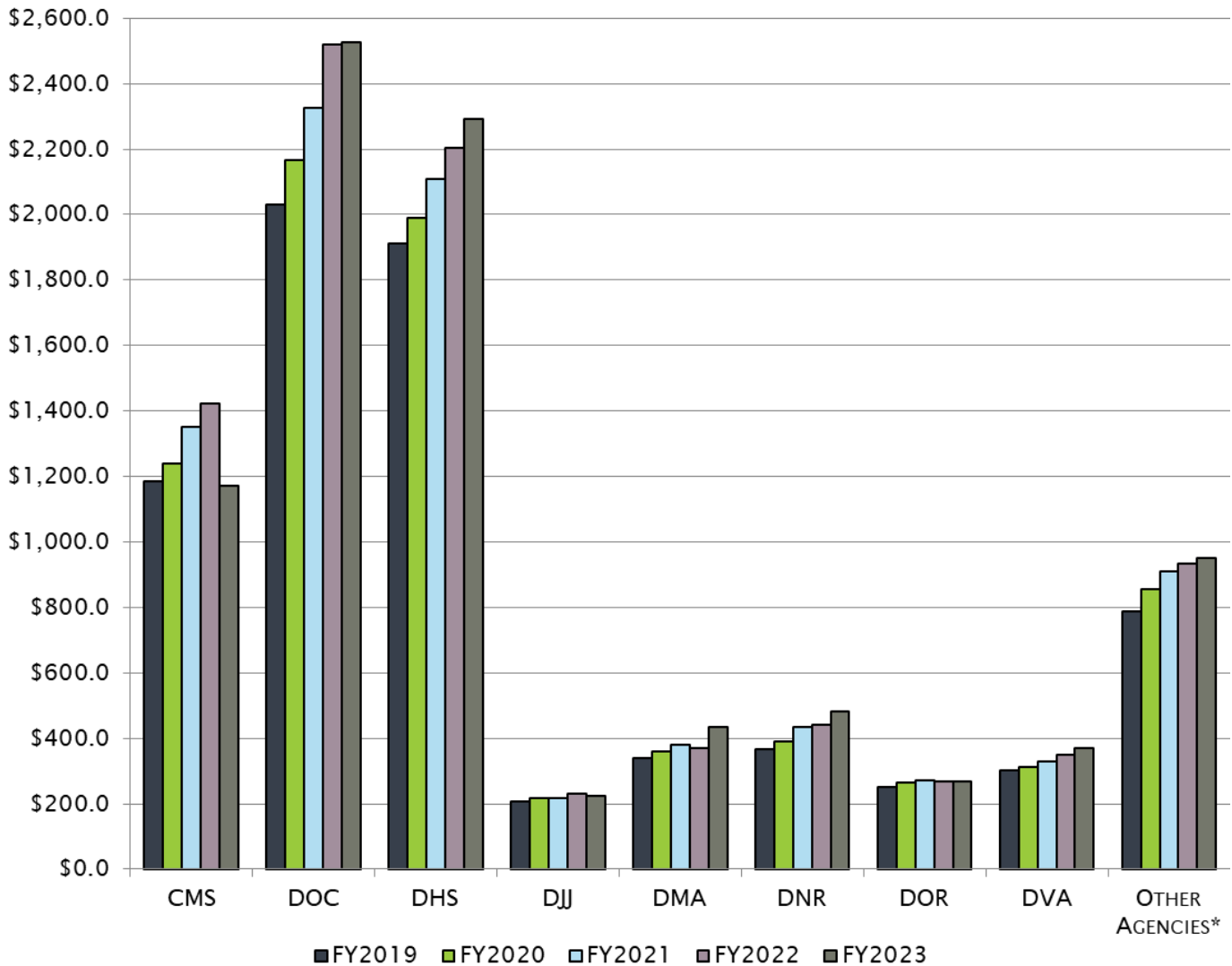
EXHIBIT 1 – STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2023 (\$ MILLIONS)



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

Agency Budget Detail: Capital Development Board

EXHIBIT 2 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2019-2023 (\$ MILLIONS)



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

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

In fiscal years 2020 and 2021, the Governor’s Office and the Governor’s Office of Management and Budget released a total of nearly \$1.2 billion for CDB-managed state facility projects. The projects range from smaller rehabilitation or renovation initiatives to multi-million-dollar, large-scale projects providing new facilities to replacing old, outdated and inefficient spaces and to reduce the overall deferred maintenance of the State’s portfolio. Projects funded under the Rebuild Illinois framework are beginning to stem the growth of the State’s deferred maintenance needs and reverse the cycle of continued disrepair.

Agency Budget Detail: Capital Development Board

STATE AGENCY MISSIONS AND CAPITAL PLANS

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

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

Agency Budget Detail: Capital Development Board

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

Agency Budget Detail: Capital Development Board

REBUILD ILLINOIS STATE FACILITY PROJECT DETAILS

CDB is collaborating with agencies around the State to repair and construct facilities under the Rebuild Illinois framework.

STATE ARMORY BUILDING RENOVATION



State Armory Building in Springfield

Design is under way for the historic renovation of the State Armory Building in Springfield, across the street from the Illinois State Capitol. The existing State Armory Building is a 254,636 square foot, 7-story building built in 1937. Rebuild Illinois is providing \$122 million for the project, which will take a phased approach to the restoration by securing and stabilizing the structure, followed by renovation focused on adaptive reuse of the facility.

The project will provide for an overall renovation of the Armory Building for office space, which will occur in conjunction with the finalization of the Capitol Complex master plan. Improvements and renovation will include creation of efficient and flexible

office space, as well as extension of natural light into the building. The focus of the interior remodeling is the creation of a central atrium within the original auditorium to extend daylight to the new floor areas while orienting office workers navigating the large 35,000 square foot floors. It is anticipated that this space will largely be glass enclosed and illuminated by large skylights.

QUINCY VETERANS' HOME

The historic Illinois Veterans' Home in Quincy is situated on over 200 acres in western Illinois along the Mississippi River. A \$230 million project, funded through Rebuild Illinois, will provide high-quality, skilled care to Illinois veterans and their spouses.

The scope of the project provides for a complex mix of renovations and expansions, including new construction in the heart of the campus. The project will upgrade buildings, infrastructure, utilities and landscaping. In addition to these improvements, various existing buildings will be demolished and the Neilson Dining Facility will be renovated for storage and multi-purpose space.

The project will create a welcoming atmosphere that announces a completely reimagined and reinvigorated campus, providing for accommodation of up to 290 beds.



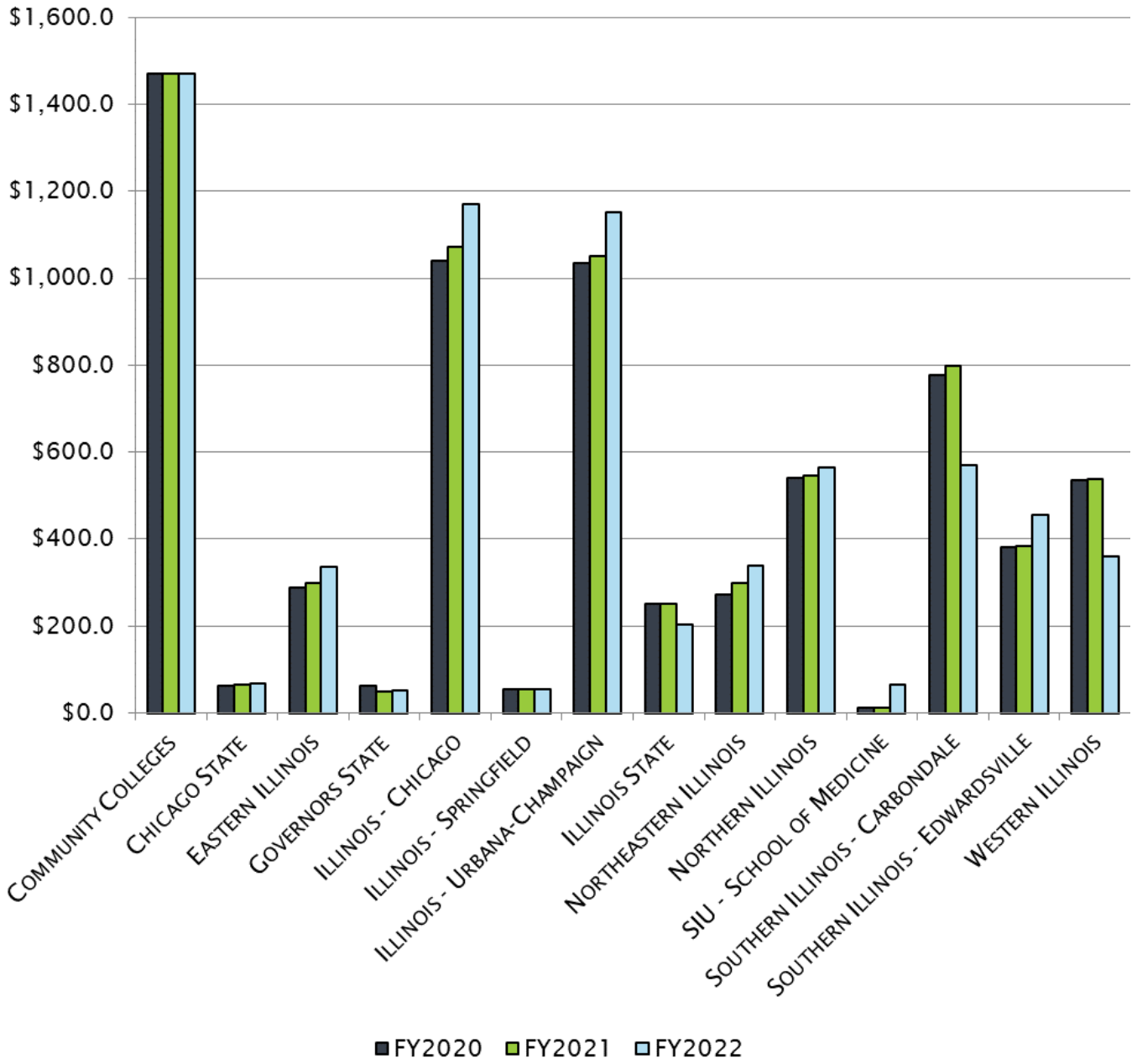
Illinois Veterans' Home campus in Quincy

Agency Budget Detail: Capital Development Board

INVESTMENTS IN HIGHER EDUCATION

CDB works with the Illinois Board of Higher Education (IBHE) and the Illinois Community College Board (ICCB) to address capital needs at the State’s public universities and colleges. The estimated deferred maintenance backlog for these institutions is nearly \$6.9 billion. Exhibit 3 shows higher education maintenance capital needs by fiscal year as reported by the colleges and universities.

EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2020-2022 (\$ MILLIONS)



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

Agency Budget Detail: Capital Development Board

REBUILD ILLINOIS HIGHER EDUCATION PROJECT DETAILS

Investments in higher education infrastructure are investments in the State's future. CDB is managing and funding initiatives around the State to improve and construct facilities at colleges and universities.

ILLINOIS CENTRAL COLLEGE – SUSTAINABILITY EDUCATION CENTER



Rendering of ICC Sustainability Education Center

In October 2021, Illinois Central College (ICC) broke ground on a new Sustainability Education Center on the East Peoria Campus. This two-story center will house three educational programs and serve as a state-of-the-art training and educational resources to help grow and maintain a more highly skilled workforce throughout Central Illinois.

The project is managed by CDB and partially funded by a State investment of at least \$2.9 million, as well as through an award from the U.S. Department of Commerce Economic Development Administration (EDA). The remainder of the project's estimated \$13.6 million budget will come from ICC and private contributions.

The 29,280 square foot facility will help both first-time students and career changers, housing several highly sought-after and in-demand career programs, such as HVAC/Refrigeration Technology, Truck Driving Training, Solar Installation, Highway Construction and Manufacturing Training programs.

These programs are part of a larger plan to accelerate workforce development and manufacturing in the Peoria region. The full project is scheduled to be completed by fall 2022.

MCHEMRY COUNTY COLLEGE – CAREER, TECHNICAL AND MANUFACTURING CENTER

Rebuild Illinois is providing \$15.8 million for construction of the McHenry County College Career, Technical and Manufacturing Center in Crystal Lake. The scope of work for this project includes construction of an approximately 52,300 square foot building on the main campus. The new facility will provide general operating space for reception, offices, workrooms, storage area, washrooms and students. New business and technology space will include general classrooms, computer classrooms equipped to provide

Agency Budget Detail: Capital Development Board

instruction, a testing center, virtual lab, development of a technical academy and other specialty spaces. The anticipated total investment, including matching funds from the college, is \$23.2 million. The new facility will be an invaluable resource where students can receive additional support and guidance as they prepare for the jobs of tomorrow.

NORTHERN ILLINOIS UNIVERSITY – HEALTH INFORMATION AND TECHNOLOGY CENTER

Rebuild Illinois is providing over \$77 million for construction of a Health Information and Technology Center at Northern Illinois University in DeKalb. The scope of work provides for construction of a 130,000 square foot, multi-story teaching and research facility with a goal to achieve LEED Gold Certification. The new facility is intended to meet the growing needs of the university with a central focus on consolidating health profession programs, many of which are currently housed separately in a variety of facilities across campus. The facility will be designed to support interdisciplinary collaboration with related academic programs, community interaction, a variety of flexible academic instructional spaces and associated support spaces.

DISCOVERY PARTNERS INSTITUTE



Rendering of New DPI Institute for Education and Research

The State is providing \$500 million for infrastructure investments for the Discovery Partners Institute for Education and Research (DPI) and Illinois Innovation Network (IIN) initiatives. The state funding is complemented by more than \$500 million in additional capital and programmatic funding from DPI and IIN, pushing the total investment over the life of the initiative above the \$1 billion mark.

The IIN and DPI collaboration is a group of public universities and community colleges that are working together to improve the State's economy through an inclusive approach to innovation, research and education. The initiatives prioritize long term growth, reducing the equity gap, and attracting and retaining businesses and employees in targeted industries: agriculture and agriculture technology, energy, information technology, manufacturing, life sciences and healthcare, and transportation and logistics.

Agency Budget Detail: Capital Development Board

Design and planning are underway for construction of the \$250 million new headquarters of the DPI initiative. DPI will foster innovation and job creation by bringing together researchers, businesses and industries from around the world. The State is investing \$235 million in the project, with an additional \$15 million in non-state contributions. The site will feature state-of-the-art labs, classrooms and meeting spaces. It will be large enough to house thousands of students and more than 500 top researchers and partners. DPI will be the cornerstone of an innovation hub that will attract companies to create a high-tech campus.

CAPITAL GRANT PROGRAMS

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

- The \$200 million Hospital and Healthcare Transformation Capital Investment Program in consultation with the Department of Healthcare and Family Services, making capital improvement grants to Illinois hospitals licensed under the Hospital Licensing Act and other qualified healthcare providers serving the people of Illinois;
- The \$100 million Early Childhood Education Construction Grant Program, providing grants to public school districts and non-profit providers;
- The \$50 million Community Health Center Construction Grant Program, funding infrastructure grants to federally qualified health centers to improve and expand; and
- The \$400 million Independent Colleges Capital Program in consultation with IBHE for formula-based grants to address deferred maintenance, energy efficiency, lab and technology, and student services infrastructure needs at private colleges.

Fiscal Year 2023 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	1,336,351.0	1,336,351.0
Capital Development Fund	0.0	7,623,701.9	7,623,701.9
School Construction Fund	0.0	355,091.9	355,091.9
Pay-as-you-go			
Capital Development Board Contributory Trust Fund	0.0	53,513.3	53,513.3
Rebuild Illinois Projects Fund	0.0	50,000.0	50,000.0
Total	0.0	9,418,658.0	9,418,658.0

Agency Budget Detail: Department of Commerce and Economic Opportunity

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

500 East Monroe Street
Springfield, IL 62701
217.782.7500
www.illinois.gov/dceo



Illinois
Department of Commerce
& Economic Opportunity

MAJOR RESPONSIBILITIES AND MISSION

The Department of Commerce and Economic Opportunity (DCEO) is the State's lead economic development agency. DCEO partners with businesses, entrepreneurs, economic development organizations, local governments and community organizations to improve quality of life for the citizens of Illinois. DCEO seeks to advance the State's economy and improve the State's competitiveness in the global economy by expanding access to opportunities for low-income and minority communities and developing and retaining workforce talent in response to employer needs.

FIVE-YEAR PLAN

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

The fiscal year 2023 proposed budget enables DCEO to utilize a combination of Rebuild Illinois funding and State and Local Fiscal Recovery Funds (SLFRF) dollars from the American Rescue Plan Act (ARPA) to strengthen the Illinois economy and expedite recovery from the COVID-19 Pandemic. DCEO plans to invest capital funds to establish a network of organizations that provide free pre-apprenticeship skills training through the Illinois Works Pre-Apprenticeship Program, attract and enable large scale development and expansion projects with the Business Attraction Prime Sites Program, achieve ubiquitous broadband access across Illinois, and develop new public and private wet lab spaces to house cutting-edge research in life sciences and bolster critical research and development. ARPA provided the state with additional funding to accelerate Rebuild Illinois initiatives and address critical needs highlighted by the COVID-19 public health emergency, including access to broadband and critical water and sewer infrastructure needs.

FISCAL YEAR 2023 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The proposed budget fully funds DCEO capital projects and grants appropriated in prior years and adds new pay-as-you-go appropriations to expand commercial corridor revitalization and business expansion and relocation efforts to help support job creation and stimulate economic activity throughout Illinois. The proposed capital appropriations will continue to provide funding for existing and new priority projects statewide, strengthening the Illinois workforce, supporting small businesses and catalyzing growth in the six targeted industries identified in the Governor's economic plan. This chapter provides more information on the major capital programs currently in place at DCEO, including:

- \$337.0 million for Connect Illinois broadband deployment;
- \$21.1 million for minority-owned small business capital grants;
- \$48.8 million for the Emerging Technology Enterprises Program;
- \$85.0 million for the Rebuild Main Streets and Downtowns Capital Grant Program, including \$35.0 million in new appropriations;

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

Agency Budget Detail: Department of Commerce and Economic Opportunity

- \$238.5 million for public infrastructure grants;
- \$15.0 million for manufacturing training academies;
- \$19.0 million for the Illinois Works Pre-Apprenticeship Program; and
- \$44.0 million for the Business Attraction Prime Sites Program, including \$15.0 million in new appropriations.

AGENCY PROJECT DETAIL

CONNECT ILLINOIS

Rebuild Illinois is providing \$420 million to expand access to high-speed broadband internet across the State. The Connect Illinois program is a critical investment that is central to the Governor's economic plan to revitalize the Illinois economy. Connect Illinois will issue competitive grants to expand access to broadband internet in communities across the State. Additional funding for broadband deployment is included in the Department of Innovation and Technology recommended fiscal year 2023 budget and focuses on upgrading and expanding the Illinois Century Network. Additional information on this project is included in Chapter 3 - Agency Budget Detail under Other Agencies.

The State plans to utilize SLFRF and ARPA Capital Projects Fund dollars to accelerate the Connect Illinois program. In addition to the ARPA funding, \$100 million in additional funding is being provided by the federal Infrastructure Investment in Jobs Act (IIJA) plan, appropriated in DCEO's fiscal year 2023 recommended operating budget. This historic state and federal broadband infrastructure funding provides Illinois with an unprecedented opportunity to eliminate the digital divide through community-driven broadband expansion and partnership.

Grafton Technologies, a family-owned business for over 100 years, was the recipient of a \$1.5 million Connect Illinois Round 1 grant as part of a \$3.9 million broadband access project aimed at providing symmetrical gigabit speed to nearly 600 households, businesses, community anchor institutions and farms in the Grafton community in Jersey County.

ECONOMIC DEVELOPMENT GRANTS

Economic development funding allows organizations to acquire and rehabilitate properties, construct and renovate buildings, encourage and leverage private sector investment, connect communities and expand employment and business opportunities for the underserved. The competitive opportunities DCEO announces in fiscal year 2023 will emphasize investment in the six industries the Governor has focused on and drive DCEO partners to do the same.

MINORITY-OWNED SMALL BUSINESS GRANTS

Access to capital remains the most important factor limiting the establishment of minority-owned businesses. It inhibits economic growth in minority and underserved communities in Illinois and throughout the country. To address this issue, DCEO is investing capital funds via a competitive application process to equip minority-owned businesses and community anchors with the resources to create jobs, build scale and capacity, increase revenues and expand regionally. DCEO's Office of Minority Economic Empowerment (OMEE) is working to identify the types of projects that can make the most progress in this area, including incorporating knowledge from a forthcoming study on minority entrepreneurship from the Harvard Institute of Politics (IOP). DCEO plans to announce additional funding opportunities in fiscal year 2022. The fiscal year 2023 recommended budget includes \$21.1 million for minority-owned small business grants.

Agency Budget Detail: Department of Commerce and Economic Opportunity

EMERGING TECHNOLOGY ENTERPRISES PROGRAM

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

In October 2021, DCEO announced \$15.4 million in Wet Lab Capital grants to leverage \$90.0 million worth of wet lab expansion. Funding provided through this program will increase access to modern lab space and boost public and private investments in biotech and research. The Wet Lab Capital Grants Program will support the development of eight new public and private wet lab spaces at the State's top universities and at neighborhood incubators. Projects are funded at facilities across the State, including the Illinois Institute of Technology, the University of Illinois Research Park, LLC, and both the Southern Illinois University campuses.

One recipient of a Wet Lab Capital Grant is University of Illinois Research Park, LLC for the LabWorks Buildout. This \$550,000 grant project will fund comprehensive laboratory renovations via the buildout of a research incubator and offices in southeast Champaign.

LabWorks is a new life sciences annex of the EnterpriseWorks Tech Incubator and Entrepreneurship Center that will support growth-stage life science companies with a focus on serving plant science, bioprocessing and synthetic biology companies. LabWorks will provide much needed wet lab facilities and support services that promote retention of agricultural technology life science startups in Central Illinois.



Rendering of LabWorks Buildout

REBUILD MAIN STREETS AND DOWNTOWNS

In September 2021, DCEO announced a new \$50 million competitive program, the Rebuild Main Streets and Downtowns Capital Grant Program. This program will provide grants of up to \$3 million to support improvements and encourage investment in commercial corridors and downtowns that have experienced disinvestment, particularly in communities hardest-hit by the COVID-19 public health and economic crisis. Through this program, DCEO will fund capital projects that make these commercial areas in Illinois more attractive for private investment, generate short-term and long-term employment opportunities and improve quality of life in the community through high-quality infrastructure and amenities.

Utilizing a combination of Rebuild Illinois funding and SLFRF dollars from ARPA, DCEO plans to award the first round of grants in spring 2022. Projects will be prioritized based on location in a disproportionately impacted area or rural area, alignment with local or regional economic development plans and demonstration of community support. The program incentivizes local match, with private businesses or organizations required to provide a minimum 50 percent match. Public projects will receive higher priority if they include a local match component.

Agency Budget Detail: Department of Commerce and Economic Opportunity

The fiscal year 2023 budget recommends reappropriations of the existing funding for the program and includes \$35 million in new funding to further support main streets and commercial corridors.

PUBLIC INFRASTRUCTURE GRANTS

Quality, well-functioning infrastructure is a prerequisite to a growing economy. DCEO makes grants available to strengthen and modernize public infrastructure such as roads, sewer and water mains, bridges, and public transportation. DCEO selects and prioritizes projects with the potential to support regional economic growth, identifying how proposals align with the Governor's Five-Year Economic Plan and broader economic development strategies.

Public infrastructure grants provide dollars to local governments, school districts and community-based providers for a wide variety of infrastructure improvements, such as street, highway, bridge, park district and recreation improvements that benefit the public, encourage investment and drive economic growth. DCEO is in the process of awarding a total of \$50 million in competitive grants to fund these projects, with \$25 million dedicated to fast-track public infrastructure projects. The fast-track portion of the program has been awarded, with DCEO issuing \$24.8 million in competitive capital grants for 17 construction projects.

REBUILD ILLINOIS SHOVEL READY SITES

DCEO has allocated \$13 million from Rebuild Illinois for Shovel Ready Sites competitive grants. A total of 12 projects across the State have been selected for these grants, including projects for site acquisition, brownfield redevelopment, site preparation and rehabilitation of empty buildings and vacant spaces. Preference was given to projects in underserved communities. These projects will create hundreds of construction jobs and serve a variety of end-purposes, including after school programs, affordable housing, business incubators, job training, recreation, transportation and urban farming. The program's objective is to recognize there are sites across Illinois with great economic development potential that require additional investment to become shovel ready and unlock further community investment.

EDUCATIONAL AND SCIENTIFIC GRANTS

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

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

Agency Budget Detail: Department of Commerce and Economic Opportunity



Rendering of the EVES Manufacturing Training Academy building addition

Heartland Community College (HCC) received a \$7.4 million grant for construction of a new Career Technology Education building addition in Normal, Illinois. The new structure, an addition to the existing Student Commons Building, will house the laboratory, training and storage space for the Electric Vehicle - Energy Storage (EVES) Manufacturing Training Academy.

This project benefits the public by providing pathways to employment opportunities with regional employers needing to fill the growing industry

demand for skilled workers with electric vehicle or energy storage education and experience. The EVES Manufacturing Training Academy will support the creation of new programs in electric vehicle technology and energy storage system technology. Individuals with specialized skills in these fields will be employed in a wide variety of specialized advanced manufacturing, final assembly and inspection of electric vehicle automotive services positions which are in high demand in the Heartland district. Need for individuals with these skills is projected to grow exponentially as production of electric vehicles is anticipated to increase from 3 percent in 2020 to 17-37 percent of market share by 2030. HCC will create partnerships with K-12 schools to recruit future students. The EVES Manufacturing Training Academy will position HCC to become the key electric vehicle training center in the Midwest.

Southwestern Illinois College received a grant for \$7.5 million for costs associated with construction of the initial phase of the Manufacturing Training Academy on the main campus located in Belleville, Illinois.

Construction of the initial portion of the Manufacturing Training Academy positions the institution to invest further resources and expands physical space as program enrollment grows. The Manufacturing Training Academy will include general space, faculty, equipment and other resources dedicated to programs including precision machining, industrial electricity and welding manufacturing. Additional space will be utilized for classrooms, material, and storage. This project benefits the public by reinvigorating the regional manufacturing industry with a sustainable, high-skilled workforce and further reestablishing Illinois and the U.S. as a center of global manufacturing.

ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

In the fall 2021, DCEO launched the first \$10 million in funding for the Illinois Works Pre-Apprenticeship Program. The program, created by the Illinois Works Jobs Program Act, is tasked with increasing the number of apprentices and construction workers in the building trades from historically underrepresented populations in Illinois. Through the Pre-Apprenticeship Program, DCEO's Office of Illinois Works aims to create a network of providers across the State to recruit, prescreen and provide pre-apprenticeship skills training. More importantly, providers will structure pathways and manage the program graduates' transition from the pre-apprenticeship program to a full apprenticeship program in construction and building trades. DCEO estimates that pre-apprenticeship training programs supported by these grant funds will serve as many as 1,000 participants during the first program year.

Funding for the Illinois Works Pre-Apprenticeship Program is reappropriated in the fiscal year 2023 recommended budget, allowing DCEO to work with community organizations and educational institutions to establish a network of pre-apprenticeship skills training. Additionally, DCEO will lead the effort to establish the Illinois Works Bid Credit Program, allowing contractors and subcontractors to earn bid credits for employing apprentices who have completed the Illinois Works Pre-Apprenticeship Program. Earned bid credits can be used toward future bids for public works projects contracted by the State or an agency of the State.

Agency Budget Detail: Department of Commerce and Economic Opportunity

BUSINESS ATTRACTION PRIME SITES PROGRAM

The Business Attraction Prime Sites Program is designed to promote and enhance economic development throughout the State. The program intends to assist companies with large-scale capital investment projects that commit to significant job creation for Illinois residents as they relocate or expand operations within Illinois. Business Attraction Prime Sites grants can encompass a wide range of economic development projects and may include infrastructure and capital equipment purchases that will result in job creation in the State of Illinois.

Announced in September 2021, this competitive opportunity will provide over \$33 million to attract investment and job creation in cutting edge industries. Eligible applicants must commit to either creating at least 50 new jobs for Illinois residents and a \$40 million investment in Illinois, or 100 new jobs for Illinois residents and a \$20 million investment in Illinois or must be eligible for the Reimagining Electric Vehicles (REV) Illinois Program. In each case, new jobs must be located at the project site where the capital project is located. Additionally, the company must receive contingent approval that it qualifies for the Illinois Economic Development for a Growing Economy (EDGE) program or the Illinois High Impact Business (HIB) Program. This program will prioritize companies located in an economically disadvantaged area, such as an underserved area, Opportunity Zone, or Enterprise Zone or companies that are in designated high-growth industries.

The proposed fiscal year 2023 budget includes an additional \$15 million to expand the Business Attraction Prime Sites Program, allowing the State to continue to attract investment to Illinois from companies that will create well-paying jobs and expand the State's foothold in high-growth industries.

Fiscal Year 2023 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	3,998,810.3	3,998,810.3
Capital Development Fund	0.0	39,978.5	39,978.5
Pay-as-you-go			
Build Illinois Fund	0.0	200.0	200.0
Illinois Works Fund	0.0	19,000.0	19,000.0
Rebuild Illinois Projects Fund	50,000.0	54,500.0	104,500.0
State CURE Fund	0.0	828,799.5	828,799.5
Total	50,000.0	4,941,288.3	4,991,288.3

Fiscal Year 2023 Recommended New Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Project Description	FY 2023 Recommended New Appropriations
Rebuild Illinois Projects Fund	50,000.0
Business Attraction Prime Sites Program	15,000.0
Main Street and Downtown Capital Program	35,000.0
Total	50,000.0

Agency Budget Detail: Department of Natural Resources

DEPARTMENT OF NATURAL RESOURCES

One Natural Resources Way
Springfield, IL 62702
217.782.6302
www.dnr.illinois.gov



MAJOR RESPONSIBILITIES AND MISSION

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

FIVE-YEAR PLAN

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

FISCAL YEAR 2023 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2023 budget includes the reappropriation of outdoor grant projects, flood hazard mitigation buyouts, mined lands reclamation projects, recreational trail projects and water resources programming. New pay-as-you-go appropriations are also included, allowing the department to carry out projects and programs that are both core to its mission and can allow for federal match or reimbursement.

Capital projects and programs recommended for in fiscal year 2023 include:

- \$56.0 million for new Open Space Land Acquisition and Development (OSLAD) grants;
- \$55.5 million reappropriated for Public Museum Capital grants;
- \$65.7 million reappropriated for Park and Recreational Facility Construction (PARC) grants;
- \$20.5 million reappropriated for land acquisition under the Open Land Trust Program;
- \$78.8 million reappropriated for water resources programming including state-owned dam and waterway projects, flood control and flood mitigation;
- \$40.0 million reappropriated for abandoned oil well plugging; and
- \$227.6 million in new pay-as-you-go funding for conservation, recreation and stewardship grants and projects.

The fiscal year 2023 budget also features new and increased appropriations related to the federal Infrastructure Investment and Jobs Act (IIJA). In fiscal year 2023, the department budget includes a \$30 million placeholder appropriation for abandoned oil well plugging and an increase for abandoned mined lands reclamation of \$50 million.

Agency Budget Detail: Department of Natural Resources

CULTURAL AND RECREATIONAL GRANT PROGRAMS

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

PUBLIC MUSEUM CAPITAL GRANT PROGRAM

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

Rebuild Illinois provided \$50.0 million for new museum grants. In fiscal year 2021, DNR announced that 43 Illinois museums will receive a total of \$22.9 million in state capital investments to improve their facilities and develop new exhibits. A second funding opportunity was posted in spring 2021 for \$27.0 million, with awards to be announced in 2022. The fiscal year 2023 budget reappropriates \$55.5 million for museum grants.

OPEN SPACES LAND ACQUISITION AND DEVELOPMENT PROGRAM

The Open Spaces Land Acquisition and Development (OSLAD) program is a state grant program that provides financial assistance to local governments for acquisition and development of land for public parks and open spaces. The program is financed by a percentage of the state Real Estate Transfer Tax and grants have been used on a variety of projects, from small neighborhood parks and tot-lots to county-level nature areas.

The fiscal year 2023 budget allocates \$56 million in new funding for the OSLAD program, twice the amount appropriated in fiscal year 2022. This funding level supports the largest investment in parks in the State's history.

ALSIP PARK DISTRICT – LARAMIE PARK



Laramie Park in Alsip

With a \$400,000 OSLAD grant, the Village of Alsip rehabilitated Laramie Park by installing an accessible playground, splash pad, fitness stations, a picnic shelter, basketball court, baseball and soccer fields as well as a looped path and additional off-street parking. Landscape improvements included a new rain garden with interpretive signage and additional native trees, shrubs and perennials. This 2.46-acre park serves all ages in an under-served and isolated part of Alsip.

OFF-HIGHWAY VEHICLE GRANTS

The Off-Highway Vehicle (OHV) Program provides grants to local governments, non-profit organizations, private clubs, businesses and individuals to develop, maintain and acquire land for OHV parks and trails. In exchange for ensuring facilities are accessible to the public, grant recipients can purchase land for trails, rehabilitate damaged trails, provide education and safety programs and more. The fiscal year 2023 budget reappropriates \$653,000 for OHV grants and includes \$350,000 for new grants.

Agency Budget Detail: Department of Natural Resources

HARPOLE'S HEARTLAND LODGE – ALL-TERRAIN VEHICLE TRAILS



ATVs on a trail developed with OHV grants

Over multiple years, Harpole's Heartland Lodge has received \$2.8 million in acquisition and development assistance from OHV grants to create trails for drivers, hikers and horseback riders in the largest park of its kind in Illinois. The site has continually expanded and upgraded the trails and other amenities that make it a destination for riders from all over the country. There has been a steady increase in users over the years and Harpole's Heartland Lodge continues to be a success story in Pike county.

STEWARDSHIP OF NATURAL AND CULTURAL RESOURCES

The department manages and maintains over 330 parks, fish and wildlife areas, state forests, state trails, natural areas and recreational sites totaling over 376,000 acres of land and water. DNR also oversees 56 historic sites and memorials across the State.

STATE PARKS AND HISTORIC SITES

The fiscal year 2023 budget provides new pay-as-you-go appropriation authority to allow DNR to move forward with several key capital investments to state-owned parks and historic sites and reappropriates funding from prior years to continue current projects.

MATTHIESSEN STATE PARK ANNEX DEVELOPMENT

In October 2018, DNR acquired 2,629 acres of property adjacent to Starved Rock and Matthiessen State Parks through the State's Open Land Trust Program. This significant acquisition allows the department to protect critical natural resources and to expand recreation, tourism and economic development opportunities in a heavily used area. The fiscal year 2023 budget includes \$15 million for basic access improvements and environmental protections to bring the public into this tremendous addition to the state park system.

WAYNE FITZGERRELL STATE RECREATION AREA

The fiscal year 2023 budget includes funding to support resort renovations at the Wayne Fitzgerald State Recreation Area. Overlooking the US Army Corps of Engineers' 19,000 acre Rend Lake Reservoir, the park offers outstanding opportunities for hunting, fishing, camping, picnicking, horseback riding, hiking and other outdoor recreational pursuits. Design work is underway to restore and revive the resort, including rehabilitation of the cabins, conference center, restaurant, docks and recreation facilities.

FRANK HOLTEN STATE PARK

The fiscal year 2023 budget also includes \$6 million for deferred maintenance and improvement work at the Frank Holten State Recreation Area. Within view of the St. Louis Gateway Arch, this recreation area is an ideal destination for outdoor activities in an urban setting in East St. Louis. The 1,080-acre St. Clair County park features the 18-hole Grand Marais Golf Course, two lakes for outstanding fishing and plenty of open space for picnicking.

Agency Budget Detail: Department of Natural Resources

THE CRENSHAW HOUSE STATE HISTORIC SITE



The Crenshaw House

The recommended fiscal year 2023 budget includes \$5 million to prevent further deterioration and begin restoration of Crenshaw House in Southern Illinois. According to historic records, the property's original owner kept slaves and was linked to capturing Black people to sell them into southern slavery. Generations later, the home stands as a somber reminder of Illinois' oft-forgotten role in slavery. The property will be preserved as part of an effort to acknowledge and learn from the State's painful past, and personal, institutional and structural racism. The infrastructure needs of the property will be addressed first, followed by plans for interpretation of the property's role in the historic injustices that took place in Illinois.

PULLMAN STATE HISTORIC SITE

The department, along with the Illinois Environmental Protection Agency, the National Park Service, the National Park Foundation, and a local non-profit organization, worked collaboratively for over three years to renovate and rehabilitate the Pullman State Historic Site. The project included environmental testing, remediation and earthwork; installation of utilities, landscaping and construction of a maintenance building; and reconstruction of the Worker's Gate on the 12-acre site. The state project provided visitor and emergency vehicle access and parking at the site, enhanced landscaping throughout the site, new visitor amenities, interpretation opportunities, and access to the Factory Building and North Wing.



Pullman Administration Clock Tower Building and sign

Agency Budget Detail: Department of Natural Resources

LAKE LE-AQUA-NA STATE RECREATION AREA



Dredging equipment at work at Lake Le-Aqua-Na State Recreation Area

The lake at Le-Aqua-Na State Recreation Area (SRA) was formed over 40 years ago by damming a small tributary stream flowing through the park. Over time, the lake developed leaks through the bed and received considerable sediment, limiting the opportunities for public use. DNR has completed a project to rehabilitate several areas throughout Lake Le-Aqua-Na SRA. The project included removal of accumulated sediment throughout the lake, installation of a clay liner seal for the leaking southeast corner of the lake and installation of an aerator system for the lake. Improvements also included creation of a wetland restoration and backwater habitat area west of the lake, along with installation of floating boat docks and drainage repairs adjacent to the existing beach area. DNR was able to leverage this project against federal Land and Water Conservation funds (LWCF), recovering 50 percent of the cost.

ABANDONED OIL WELL PLUGGING

There are approximately 4,000 unplugged, abandoned oil wells in Illinois, posing a threat to public health and safety. DNR's well plugging initiative will protect ground water and surface resources by properly sealing unplugged wells that are an avenue for the migration of crude oil, saltwater and natural gas into the ground water and surface water systems. Plugging includes removing equipment, sealing the well with cement or drilling mud, and restoring the land to its pre-production state. Prior to the passage of Rebuild Illinois, DNR had funding available to plug fewer than 20 wells each year. However, the fiscal year 2023 recommended budget includes a Rebuild Illinois reappropriation of \$40 million to fund a comprehensive program.

In addition, as part of IJA, the fiscal year 2023 recommended budget includes a new \$30 million appropriation for competitive funding from the federal Department of the Interior for abandoned well plugging projects.

ABANDONED MINED LANDS PROGRAM



Forsythe Energy reclamation project near Cambria

The Abandoned Mined Lands Program is funded through a special production fee on active coal mining. The federal Office of Surface Mining Reclamation and Enforcement collects these fees on a per-ton basis and returns the money to the State in the form of reclamation grants. DNR assesses abandoned mined lands for reclamation throughout the State. When an abandoned mine displays a problem that qualifies it for reclamation, it is inventoried and prioritized according to imminent harm to public safety and environmental safety. The fiscal year 2023 budget recommends \$13.0 million in new federally funded appropriation authority and \$63.1 million in reappropriations to fund grants and contracts for research, planning and construction to eliminate the hazards of abandoned mines.

Due to anticipated funding increases from IJA, the fiscal year 2023 recommended budget also includes an increase of \$50 million for grants and contracts for abandoned mined land reclamation for a total of \$63 million in new appropriation authority.

Agency Budget Detail: Department of Natural Resources

WATERWAYS, LOCKS AND DAMS, AND FLOODPLAIN MANAGEMENT

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

DES PLAINES RIVER – DAM REMOVAL



Des Plaines River

As part of a longstanding initiative to remove low-head dams, the removal of Dam 4, located on the Des Plaines River in Cook County, will significantly improve the health of the waterway, increase the diversity of fish and aquatic life, and eliminate the dangers for undercurrents that were a threat to paddlers and fishing enthusiasts. Dams throughout the State like Dam 4 fragment the river, degrade the waterway ecosystem, and cause public safety concerns for paddlers and others in the vicinity of the dams. Their intended purpose is either unknown or no longer utilized. Removal of river dams is essential to improving the ecosystem of the Des Plaines River watershed.

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2023 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	104,035.4	104,035.4
Capital Development Fund	0.0	303,730.4	303,730.4
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	63,000.0	63,126.7	126,126.7
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0	0.0	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	0.0	375.0
DNR Special Project Fund	39,000.0	0.0	39,000.0
Forest Reserve Fund	500.0	0.0	500.0
Illinois Forestry Development Fund	325.0	4,986.7	5,311.7
Illinois Habitat Fund	1,600.0	6,887.8	8,487.8
Illinois Wildlife Preservation Fund	500.0	3,054.6	3,554.6
Land and Water Recreation Fund	3,500.0	11,944.9	15,444.9
Natural Areas Acquisition Fund	6,000.0	20,471.1	26,471.1
Off-Highway Vehicle Trails Fund	350.0	653.3	1,003.3
Open Space Lands Acquisition and Development Fund	56,000.0	50,037.5	106,037.5
Park and Conservation Fund	15,250.0	128,628.9	143,878.9
Partners for Conservation Fund	0.0	1,000.0	1,000.0
Partners for Conservation Projects Fund	0.0	1,435.3	1,435.3
Rebuild Illinois Projects Fund	0.0	40,000.0	40,000.0
Plugging and Restoration Fund	30,250.0	0.0	30,250.0
Snowmobile Trail Establishment Fund	120.0	385.6	505.6
State Boating Act Fund	2,570.0	15,822.4	18,392.4
State Furbearer Fund	100.0	370.5	470.5
State Migratory Waterfowl Stamp Fund	800.0	3,058.6	3,858.6
State Parks Fund	150.0	3,020.3	3,170.3
State Pheasant Fund	550.0	4,104.0	4,654.0
Wildlife and Fish Fund	200.0	551.6	751.6
Total	222,640.0	767,305.6	989,945.6

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2023 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2023 Recommended New Appropriations
Abandoned Mined Lands Reclamation Council Federal Trust Fund	63,000.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	63,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0
DNR Special Projects Fund	39,000.0
Costs Associated with Capital Improvements and Construction Projects at State Sites	39,000.0
Forest Reserve Fund	500.0
Statewide - U.S. Forest Service Programs - Provides Pass-Through Payments to Counties Containing National Forests in Lieu of Property Taxes	500.0
Illinois Forestry Development Fund	325.0
Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	25.0
Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	300.0
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
Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates	250.0
Illinois Wildlife Preservation Fund	500.0
Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Land and Water Recreation Fund	3,500.0
Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	3,500.0
Natural Areas Acquisition Fund	6,000.0
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	6,000.0
Off-Highway Vehicle Trails Fund	350.0
Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities that are Open to the Public	350.0
Open Space Lands Acquisition and Development Fund	56,000.0
Statewide - Open Space Lands Acquisition and Development (OSLAD) Grants to Local Governments for Acquisition and/or Development of Land for Public Parks and Open Space - Reserve	56,000.0

Agency Budget Detail: Department of Natural Resources

Project Description	FY 2023 Recommended New Appropriations
Park and Conservation Fund	15,250.0
Construction and Maintenance of State-Owned, Leased and Managed Sites	10,000.0
Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	1,500.0
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project	1,000.0
Statewide - Multiple-Use Facilities and Programs for Conservation Purposes, Including Repair and Maintenance, Rehabilitation and Construction on DNR Sites	1,000.0
Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses	1,000.0
Statewide - Acquisition, Development and Maintenance of Public Bike Paths on State Lands and to Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects	750.0
Plugging and Restoration Fund	30,250.0
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	30,250.0
Snowmobile Trail Establishment Fund	120.0
Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use	120.0
State Boating Act Fund	2,570.0
Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses	150.0
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition	725.0
Statewide - Boating Infrastructure Grant Program (BIG-P) -Up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations or Fishing and Recreational Facilities	75.0
Statewide - Multiple-Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Up to 75% Federal Reimbursement of Costs for Projects	1,500.0
Statewide - Snowmobile Trails (Local Government) Grants - Up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State	120.0
State Furbearer Fund	100.0
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0
State Migratory Waterfowl Stamp Fund	800.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
Statewide - Migratory Waterfowl Restoration	250.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0
State Parks Fund	150.0
Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes - State Match for Federal Recreational Trails Program Projects on Department Sites	150.0
State Pheasant Fund	550.0
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0
Wildlife and Fish Fund	200.0
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants per Clean Vessel Act	100.0
Total	222,640.0

This page intentionally left blank.

Agency Budget Detail: Illinois Department of Transportation

ILLINOIS DEPARTMENT OF TRANSPORTATION

2300 South Dirksen Parkway
Springfield, IL 62764
217.782.7820
www.idot.illinois.gov



MAJOR RESPONSIBILITIES AND MISSION

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

MULTI-YEAR, MULTI-MODAL PLAN

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

At \$44.8 billion, with \$33.2 billion identified for transportation, Rebuild Illinois is the largest capital program in state history. The program ensures IDOT will have the resources available to secure federal dollars dedicated for transportation for the foreseeable future. Rebuild Illinois is also the only capital program passed in Illinois to touch all modes of transportation: roads and bridges, freight and passenger rail lines, transit systems, bicycle and pedestrian facilities, ports and waterways, and airports.¹

FISCAL YEAR 2023 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2023 capital budget for IDOT totals \$26.7 billion, including \$2.9 billion in new appropriations and \$23.8 billion in reappropriations. With the passage of Rebuild Illinois, IDOT is moving aggressively toward the goals of preserving a safe and reliable transportation system that supports and grows the Illinois economy and fixing the State's crumbling infrastructure.

In 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), the largest long-term infrastructure investment in our country's history. With its passage, Illinois expects to receive more than \$15.8 billion in combined infrastructure funding over the five-year program to invest across multiple modes of transportation. This includes an estimated \$9.8 billion for highway development, \$1.4 billion for bridge replacement and repairs, \$4.0 billion for public transportation improvements and \$616.0 million for airport infrastructure development. These investments will continue to make life better for millions of Illinoisans, create good-paying jobs, provide substantial economic growth and position Illinois to stay competitive in the twenty-first century.

Nationwide funding for other competitive transportation programs in IIJA totals approximately \$51.1 billion, including \$2.5 billion for electric vehicle charging and fueling infrastructure grants. IDOT will work to ensure that all funding opportunities are considered and pursued as the federal government continues to issue guidance and programs take shape.

¹ <https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/2020-2025%20Multimodal%20Multi-Year%20Program.pdf>

Agency Budget Detail: Illinois Department of Transportation

IDOT recognizes the importance of the state-local partnership in delivering a safe and efficient transportation system. The State strives to promote a dynamic and effective working relationship with all local agencies. As states and local governments prepare for an influx of federal funds, IDOT and other agencies are exploring how state resources and expertise could impact and improve local entities' ability to secure funding for key investments in transportation and other municipal infrastructure. By working together, state and local partners can take advantage of historic infrastructure funding opportunities to improve the lives of all citizens.

In addition to IDOT's plan for roads and bridges, the department will deliver a multitude of multi-modal improvements across the State. The proposed fiscal year 2023 budget includes several new and reappropriated multi-modal transportation appropriations for mass transit, rail, aeronautics and ports, including:

- \$5.3 billion in new and reappropriated funding to invest in mass transit, including downstate transit and the Regional Transportation Authority (RTA);
- \$2.3 billion for freight and passenger rail, including \$593.0 million for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program;
- \$567.8 million for aeronautics projects; and
- \$147.3 million for investments in ports, including for statewide grants and the Alexander-Cairo Port District.

PROPOSED HIGHWAY IMPROVEMENT PROGRAM

Illinois is required to use data-driven decisions in the project-selection process. Federal guidelines require all states to develop a Transportation Asset Management Plan. This plan must describe how the State's roads and bridges will be managed based on information about system conditions collected in the field, while making key strategic investments to address capacity needs in a financially responsible manner. IDOT's current asset management plan was certified by the Federal Highway Administration in 2019. Projects included in IDOT's FY 2022-2027 Proposed Highway Improvement Program² were identified based on the principles of asset management.

The 2023 annual element of the multi-year highway improvement plan has drastically increased due to the Rebuild Illinois plan, and will be enhanced by federal funds. Prior to the passage of Rebuild Illinois, the 2023 annual highway program was projected to total just \$1.7 billion, and state revenues would not have supported required expenditures to match or receive federal funds. Revised estimates of the 2023 annual program have since increased to \$3.3 billion, supported by Rebuild Illinois revenues. Now, with the incorporation of projected federal funding, the 2023 annual program is anticipated to total \$3.8 billion.

ROADS AND BRIDGES

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

In total, 2,185 interstate miles serve Illinois, the third most of any state. An additional 15,969 miles of state highways and 7,847 bridges make interstate routes accessible across the entire state.

INTERSTATE 80 FROM RIDGE ROAD TO U.S. 30

As one of the country's three coast-to-coast interstates, I-80 through Joliet and Will County carries approximately 80,000 vehicles a day, approximately 25 percent of which are trucks. Due to the outdated

² <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

Agency Budget Detail: Illinois Department of Transportation

design and capacity restraints, congestion, frequent merging and weaving are common.

IDOT anticipates completing preliminary engineering and environmental studies to develop a long-term solution for I-80 from Ridge Road to U.S. 30 through Kendall, Grundy and Will counties in 2022. These improvements will include reconstruction of the interstate, interchange improvements, the addition of auxiliary lanes and the replacement of the existing bridges carrying I-80 over the Des Plaines River.

In 2021, to shorten the construction timeline, IDOT announced several concurrent project components and land acquisition efforts to deliver a cornerstone project of Rebuild Illinois more quickly and with less impact to the public. In fiscal year 2022, the department anticipates embarking on the right-of-way acquisition process, and work will advance on contracts for the reconstruction and rehabilitation of several eastbound bridges east of the Des Plaines River. Funding for the remaining engineering and construction efforts along the entire corridor is identified in Rebuild Illinois at approximately \$1.2 billion.



I-80 and U.S. 30

Starting in 2022, the section from Ridge Road to the DuPage River will be under construction as land acquisition progresses, and final engineering is completed on the replacement of the Des Plaines River bridges. Improvements from Ridge Road to U.S. Route 30 will begin in 2023, with anticipated construction of the Des Plaines River bridges and Center Street and U.S. 52/Illinois 53 (Chicago Street) interchanges beginning in 2026 and 2027.

Upon its anticipated completion in 2027, the overall I-80 project will have redesigned and rebuilt 16 miles from Ridge Road, in Minooka, to U.S. 30, in Joliet and New Lenox, while adding or extending auxiliary lanes to improve safety and reduce congestion. The project will rebuild or improve interchanges at I-55, Illinois 7, Center Street, Chicago Street, Richards Street and Briggs Street, with a new flyover ramp linking southbound I-55 to westbound I-80 to improve traffic flow and safety. The project will also rehabilitate or replace more than 30 bridges.

INTERSTATE 57/74 INTERCHANGE

An official groundbreaking took place in 2021 for the \$216.8 million reconstruction of the I-57/74 interchange in Champaign/Urbana, the largest project in central Illinois. This cornerstone project consists of seven preliminary projects between Duncan Road and High Cross Road, and between Springfield Avenue and Olympian Drive representing a total investment of more than \$83.0 million for the region, with \$73.5 million funded directly by Rebuild Illinois.

Progress on the project includes:

- I-72 resurfacing, bridge deck overlay and guardrail replacement, from White Head Road to I-57 west of Champaign, were completed in 2020;
- Mattis Avenue bridge replacements over I-57/I-74 were completed in summer 2021;
- I-74 bridge deck overlays and repairs from High Cross Road to the Union Pacific Railroad tracks were completed in summer 2021;
- U.S. 150 bridge replacement over I-57 was completed in summer 2021;

Agency Budget Detail: Illinois Department of Transportation

- Illinois 10 bridge replacement over Copper Slough west of Duncan Road was completed in summer 2021;
- U.S. 150 resurfacing from Wright Street to west of Cunningham Avenue was completed in fall 2021;
- Replacement of I-74 bridges over the Canadian National Railroad and Market Street, with anticipated completion in fall 2022; and
- The reconstruction of the I-57/74 ramps is underway, with anticipated completion in fall 2023.

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

U.S. 67 DELHI BYPASS

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

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

The \$18.6 million project was awarded in 2020 as part of Rebuild Illinois. Construction started in 2020 and is anticipated to be completed in 2022.

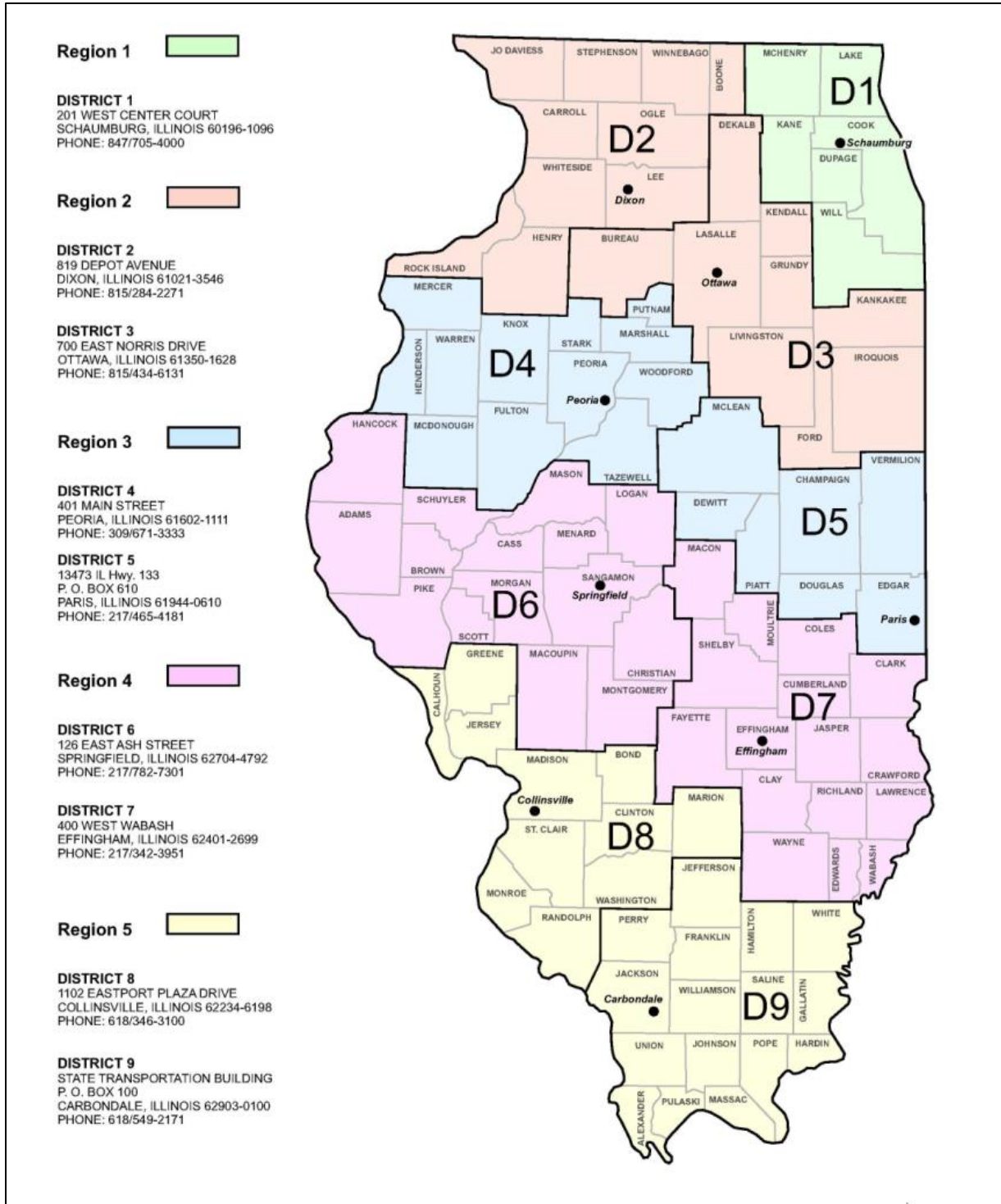


Delhi Bypass

Agency Budget Detail: Illinois Department of Transportation

REGIONAL ROAD AND HIGHWAY PROJECT EXAMPLES

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



Agency Budget Detail: Illinois Department of Transportation

ROAD AND BRIDGE PROJECT EXAMPLES

REGION 1

FY 2022 AND CONTINUING PROJECTS

- New bridge construction at I-55 and Illinois 59 in advance of interchange reconstruction in Will County.
- Resurfacing and drainage improvements, I-55 from Weber Road to I-80 in Will County.
- Bridge deck replacement and bridge rehabilitation, I-55 at Illinois 53 and at Joliet Road in Will County.
- Resurfacing, bridge deck sealing, I-57 from I-294 (Tri-State Tollway) to Illinois 1 in Cook County.
- Bridge replacement and shoulder reconstruction on I-80 at Shepley Road and from Ridge Road to River Road, advance work for I-80 reconstruction in Will County.
- Traffic surveillance improvements, changeable message signs I-94 from Park Avenue to I-90/94 in Lake County/Cook County.
- Bridge deck replacement, bridge rehabilitation on U.S. 12/45 over Santa Fe Drive, Sanitary and Ship Canal, Illinois and Michigan Canal, and CN Railroad in Cook County.
- Intersection reconstruction, Illinois 72 at State Street/Getzelman Road in Kane County.
- Bridge deck overlay, bridge joint replacement, ADA improvements at Illinois 64 and Illinois 56 at I-355 in DuPage County.
- Bridge and culvert replacement, new median and turning lanes on Illinois 132 from Sheehan Drive to Munn Road in Lake County.
- Culvert replacement, widening, turning lanes, milled rumble strips and drainage upgrades on Illinois 176 from Deerpass Road to Dean Street in McHenry County.

REGION 2

FY 2022 AND CONTINUING PROJECTS

- Resurfacing I-39 from just north of Baxter Road to I-90, just north of Harrison Avenue interchange and U.S. 20 from west of Alpine Road to I-39.
- Resurfacing I-74 from just south of Illinois 81 to just north of Illinois 17 in Henry County.
- Bridge replacement and interchange reconstruction on U.S. 20 at Illinois 2 southwest of Rockford.
- Bridge deck replacement, superstructure repairs, cleaning and painting, and substructure repairs on I-180 over the Illinois River in Hennepin.
- Bridge deck replacements along I-80 over the Little Vermilion River at Illinois 351 and repairs over LaSalle Road in LaSalle.
- Bridge replacement on Armour Road over the CN Railroad in Bourbonnais.
- Bridge replacements on I-57 over the Norfolk Southern Railroad and Grinnell Road, north of Illinois 17 in Kankakee; pavement reconstruction of I-57 from north of Illinois 17 to south of North Street.
- Bridge replacement on Illinois 47 over I-55 in Dwight, pavement reconstruction along Illinois 47 adjacent to the bridge.
- Milling and resurfacing of I-57 from north of the Iroquois County line to north of the Kankakee River.
- Resurfacing I-57 from just south of Buckley to two miles south of Illinois 54 in Iroquois County.
- Additional lanes and reconstruction along Illinois 71 between Illinois 126 in Yorkville to Orchard Road.
- Intersection improvements at Armour Road and Illinois 50 in Kankakee.

REGION 3

FY 2022 AND CONTINUING PROJECTS

- Replacement of structure carrying Pinecrest Drive over I-74 in Tazewell County.
- Bridge preservation and repairs to structure carrying Illinois 9 over the Illinois River in Tazewell County.
- Replacement of the structure carrying U.S. 24 over Copperas Creek at Banner in Fulton County.
- Replacement of structures carrying U.S. 34 over 120th Street in Warren County.
- Widening and resurfacing of U.S. 67 from Illinois 135/Alexis Road to 270th Avenue/County Highway 3 in Warren and Mercer counties.
- Replacement of structure carrying Illinois 8 over BNSF Railroad.
- Replacement of structure carrying Illinois 116 (Harmon Highway) over BNSF Railroad, Union Pacific Railroad and Kickapoo Creek just east of Airport Road in Peoria County.
- Rehabilitation of structure carrying Maher Road over I-74.
- Resurfacing of I-474 from I-74 to the Illinois River in Peoria County, including bridge deck overlays and repairs to various structures.
- Rehabilitation of six structures at the interchange of I-74/I-474/Illinois 6 in Peoria.
- Resurfacing of I-74 from Morton to the Woodford County line.
- Resurfacing of U.S. 67 from the north junction of U.S. 34 to north of 90th Avenue, north of Roseville in Warren County.
- Placement of safety shoulders along U.S. 150 from County Road 1250E, west of Goodfield, to the McLean County line.

Agency Budget Detail: Illinois Department of Transportation

REGION 4
FY 2022 AND CONTINUING PROJECTS
<ul style="list-style-type: none"> • Resurfacing Illinois 121 from south of Pulaski Street in Lincoln to south of the Illinois Central Railroad in Mt. Pulaski in Logan County. • A preservation project to construct an ultra-thin bonded overlay on U.S. 67 from Mauvaise Terre Creek, 1.3 mile east of County Highway 7 to south of I-72 Business west of Jacksonville in Morgan County. • Reconstruction, resurfacing, and culvert replacements on Illinois 10 from just east of Illinois 29 to west of Price Street in Mason City in Mason County. • Resurfacing and shoulder reconstruction on Illinois 4, northwest of Waverly Lake Road/Gordon Hill Road to east of Woods Creek in Morgan County. • Resurfacing on Illinois 138 from Illinois 159 to Sawyerville Hills Road east of Wilsonville in Macoupin County. • Resurfacing of Illinois 61 from Illinois 101 in Augusta to the McDonough County line in Hancock County. • Bridge deck replacements on I-72 over Wabash Avenue and Norfolk Southern Railroad in Springfield in Sangamon County. • Bridge replacement over Bluffs Ditch, 1.8 miles northwest of Illinois 100 in Schuyler County. • Resurfacing of Illinois 10 from just east of the Mason County line to 2.5 miles east of New Holland in Logan County. • Rehabilitation of the Quincy Memorial Bridge (U.S. 24) in Adams County. • Bridge replacement of Illinois 29 over Flatt Branch and new bridge deck over Illinois 48, southeast of Taylorville in Christian County. • Bridge replacement on Illinois 123 over Richland Creek just north of Illinois 125 in Sangamon County. • Rubblization and resurfacing on I-70 from a mile east of I-57 to the Cumberland County line in Effingham County. • Resurfacing I-70 from two miles east of the Cumberland County Line to approximately one mile east of Martinsville in Clark County. • Resurfacing I-72 from the Sangamon County line to 1.4 miles west of U.S. 51 near Decatur in Macon County. • Resurfacing U.S. 36 from just west of Illinois 32 to the Douglas County line in Moultrie County. • Resurfacing of U.S. 45/Illinois 15 from Southeast Ninth Street to just west of Market Avenue and Southwest Seventh Street to Southeast Ninth Street in Fairfield in Wayne County. • Resurfacing U.S. 50 from U.S. 45 west of Flora to 2.5 miles east in Clay County. • Resurfacing U.S. 50 from 1.6 miles east of the Clay County line to almost a half-mile west of Sainte Marie Road in Richland County. • Resurfacing Illinois 16 from the Christian County line to Shelby County Airport Road in Shelby County. • Bridge superstructure replacement on Illinois 105 at the William Street Bridge over Lake Decatur in Macon County. • Resurfacing Old U.S. Business 51 from Cleveland Avenue in Decatur to U.S. 51 approximately two miles south of Elwin Road in Macon County. • Resurfacing of Illinois 121 from U.S. 36 to the south border of Mount Zion in Macon County. • Resurfacing Illinois 185 from the Montgomery County Line to U.S. 40 in Vandalia in Fayette County.

REGION 5
FY 2022 AND CONTINUING PROJECTS
<ul style="list-style-type: none"> • Resurfacing and bridge repairs on I-70 from I-55/270 to 2.5 miles east in Madison County. • Resurfacing Illinois 3 from north of Monsanto Avenue to Ruby Street in St. Clair County. • Resurfacing Illinois 3/111 from Alby Street to Broadway in Madison County. • Resurfacing Illinois 13 from South Belt to Nocturn Drive in St. Clair County. • Resurfacing and bridge repair on Illinois 15 from Bluebird Street to Illinois 4 in St. Clair County. • Tower light replacement on I-55/64 from the Poplar Street Bridge to east of the I-64 (Tri-Level) Interchange in St. Clair County. • Reconstruction and bridge repairs on I-57 from the Jefferson County Line to 0.7 miles north of Illinois 161 in Marion County. • Resurfacing and bridge repairs on U.S. 40 from just west of Illinois 127 to the Fayette County line in Bond County. • Bridge replacement on Illinois 3 over Nine Mile Creek in Randolph County. • Intersection pavement replacement on Illinois 3 at 20th Street in Madison County. • Resurfacing on Illinois 109 from U.S. 67 to Illinois 3 in Jersey County. • Resurfacing on Illinois 111 from Horseshoe Lake Road to the St. Clair County line in Madison County. • Resurfacing on Illinois 140 from Monument Avenue to Terra Drive in Madison County. • Resurfacing on Illinois 159 from Troy Road to Cumberland Avenue in Madison County. • Bridge replacement on Illinois 13 and widening Illinois 13, four total structures, from east of Giant City Road to west of Reed Station Road in Carbondale. • Resurfacing, adding bike lane and replacing sidewalks on Illinois 149 from I-57 to Illinois 37 in West Frankfort. • Bridge replacements on I-57 over the Dix Interchange and the Norfolk Southern Railroad. • Bridge replacement on I-24 over Bear Creek four miles south of the Johnson/Massac County line. • Resurfacing I-64 from approximately three miles east of Illinois 142 to Wayne County line.

Agency Budget Detail: Illinois Department of Transportation

- Resurfacing Illinois 13 from the Williamson-Saline County line to Poplar Street in Harrisburg and constructing a restricted crossing U-turn intersection at Carrier Mills Road.
- Intersection reconstruction of Illinois 13/127-Illinois 154 in Pinckneyville. The intersection will be relocated to the southeast corner of the courthouse and both directions of Illinois 13/127 will be on the east side of the courthouse.
- Resurfacing U.S. 51 from Grant Way in DuQuoin to Industrial Park Road in Carbondale, with shoulders with rumble strips from Illinois 14 in DuQuoin to Industrial Park Road in Carbondale.
- Bridge replacements over I-57 at Westminster Drive and Grassy Road.
- Bridge replacements on U.S. 45 over the North Fork of the Saline River.
- Resurfacing Illinois 154 from BNSF Railroad in Sesser to Fitzgerrell Park Drive. Bituminous safety shoulders with rumble strips will be added. Guardrail across Rend Lake will be replaced.

RAIL

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

PASSENGER RAIL EXPANSIONS OF SERVICE AND IMPROVEMENTS TO CAPACITY

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

The Chicago-to-Quad Cities project aims to restore intercity passenger rail service via a new station in Moline. The portion of the line that runs on the BNSF Railroad (Chicago to Wyanet) is complete after improvements were made at Eola Yard near Aurora in the last several years. The Iowa Interstate Railroad portion of the project (Wyanet to Moline) is currently in preliminary engineering design and will be advancing to final design and construction elements in 2022. This project received a Federal Railroad Administration grant for implementation; however, it required additional state funding through Rebuild Illinois to complete construction.

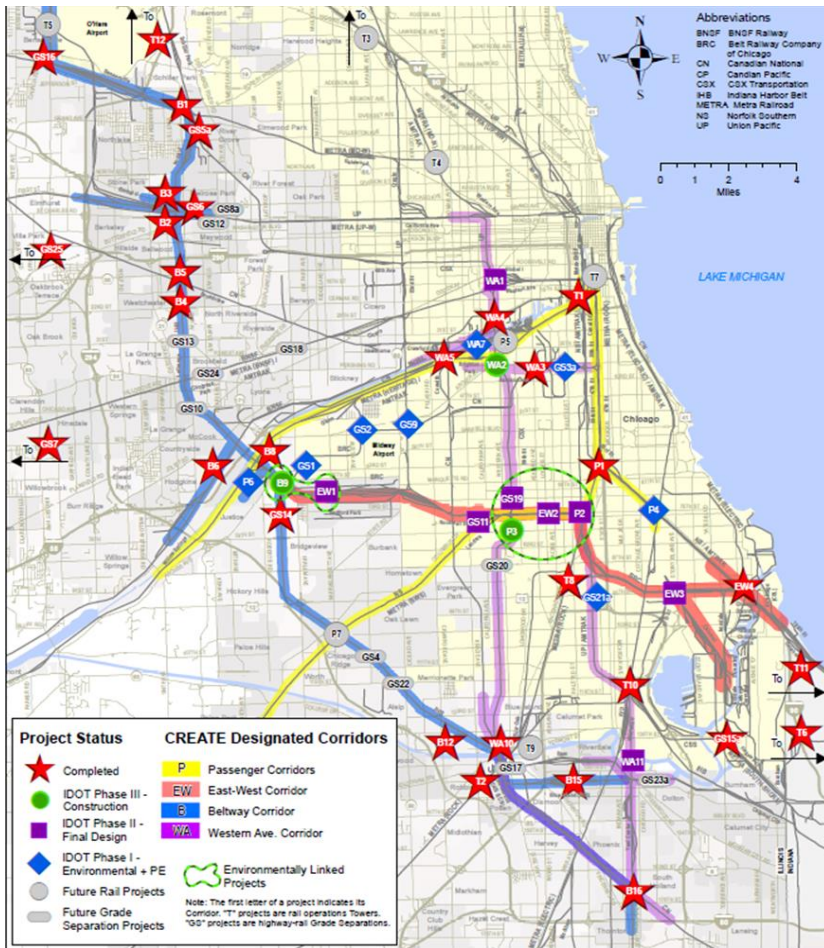
The Chicago-to-Rockford project will restore intercity passenger rail service from Chicago to Rockford by utilizing Metra and Union Pacific Railroad tracks. Design for this project began in 2013 but was placed on hold in 2015. Improvements include upgrading tracks, making capacity enhancements, adding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

With \$100 million from Rebuild Illinois, IDOT aims to improve the performance of the existing Amtrak Illini/Saluki service between Chicago and Carbondale, a route that has been plagued with poor on-time performance the last several years. The host railroad, Canadian National, has identified a preliminary list of projects on the corridor that would alleviate existing capacity constraints and improve operation of the service. These projects include strategic installation of universal crossovers, siding extensions and some additional track construction. The full scope of the improvements and service guarantees from Canadian National began in 2021 and will continue in 2022.

Additionally, \$122 million from Rebuild Illinois will go toward the 10th Street Rail Improvements Project in Springfield. The project will relocate trains from 3rd Street to a combined corridor on 10th Street, which was evaluated and identified as the preferred alternative as part of a planning study completed in 2012 by IDOT and the Federal Railroad Administration. The proposed improvements, when completed, would consolidate all freight and passenger rail traffic through Springfield and include grade separations and a new passenger rail station. The project is scheduled for completion by 2025.

Agency Budget Detail: Illinois Department of Transportation

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY (CREATE)



Status of CREATE projects

Association of Railroads, \$78 million from Cook County, \$23 million from Metra, \$9 million from the City of Chicago and \$5 million from Amtrak, for a total investment of \$474 million.

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

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

In 2021, the CREATE partners were awarded another \$19.1 million federal INFRA grant for the Archer Avenue and Belt Railway of Chicago Grade Separation Project, a project included among CREATE's 25 critical grade crossings and the Chicago Metropolitan Agency for Planning's 13 prioritized grade crossings in Chicago. This project involves separating Archer Avenue under the Belt Railway of Chicago in the vicinity of Midway International Airport. The award will accommodate construction of a grade separation that will eliminate road-rail conflicts, avoid first responder delays and reduce traffic congestion.

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

Of the 70 projects in CREATE, 31 are complete, 4 are under construction, 8 are in the final engineering phase, 8 are in the preliminary engineering phase and 19 have yet to begin.

In 2021, the CREATE partners continued to advance design work for the 75th Street Corridor Improvement project and Argo Connections project. In 2018, U.S. DOT awarded the partners a \$132 million Infrastructure for Rebuilding America (INFRA) grant for these two projects, which are also funded by matching funds of \$111 million from IDOT, \$116 million from the American

Agency Budget Detail: Illinois Department of Transportation

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

NORTHEASTERN ILLINOIS TRANSIT

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

CHICAGO TRANSIT AUTHORITY

Rebuild Illinois provides \$294 million to purchase 7000-series rail cars to replace the 2600-series rail cars that have been in service for an average of 36 years. The new rail cars will use alternative current propulsion, a technology that permits dynamic braking regeneration as well as lower energy and maintenance costs.

In addition, Rebuild Illinois provides \$5.4 million to rehabilitate CTA's Blue Line Kimball Subway. The waterproofing and track work will alleviate water management issues in the Kimball Subway. An additional \$113.7 million will be used for upgrades to Blue Line traction power at Barry, Damen and Canal, which is needed to support the 5000- and new 7000-series rail cars.

CTA will also use \$5.5 million in Rebuild Illinois pay-as-you-go funds to assist in the replacement of 100 buses that have been in service since 2006 and make up nearly 55 percent of the agency's bus fleet.

METRA

Rebuild Illinois provides \$34.5 million for the construction of a new Auburn Park station and parking facility on Metra's Rock Island District Line. Total programmed state transit funding for the project to date is \$54.5 million. The project includes track improvements associated with constructing an island platform, platform lighting, sheltered passenger warming facilities, heated stairs and ramps, elevators, retaining wall and viaduct improvements, as well as a visual information system, Voice of Metra and station signage. Ground-level improvements will also include vendor space, an entry plaza with landscaping, bicycle parking facilities and a parking lot.

Metra will utilize \$364 million in Rebuild Illinois bond funds to purchase 200 bi-level commuter cars. The purchase of these cars will allow Metra to retire commuter cars that have reached the end of their useful life and can no longer be rehabilitated.

Also, \$38 million in Rebuild Illinois funding will allow Metra to fully rehabilitate the historic Van Buren Street station on the Electric Line to alleviate water infiltration in the pedestrian tunnels and waiting area.

PACE SUBURBAN BUS

IDOT is supporting Pace, the suburban bus division of the Regional Transportation Authority, on multiple projects. Pace public transportation services offer transit options for the residents of 284 municipalities in Cook, Will, DuPage, Kane, Lake and McHenry counties and serves tens of thousands of daily riders. It is one of the largest bus services in North America and covers 3,677 square miles.

The Northwest Division Garage project will include project administration, project management oversight services and construction needed to complete the facility, which will include a station designed to fuel an all-compressed natural gas bus fleet. The renovated facility will be fully furnished and equipped with a heavy-duty bus repair, maintenance and storage garage. The facility will also include vanpool services and graphics departments, including Pace's print shop. The first year's funding from Rebuild Illinois provided

Agency Budget Detail: Illinois Department of Transportation

\$43 million for the project and subsequent years will provide the remaining \$36 million needed to complete it.

Additionally, funds are being provided for construction of a Pace bus maintenance and storage facility, near the intersection of Van Dyke Road and Wood Farm Roads in Plainfield. The first year's funding from Rebuild Illinois provided \$44.0 million for the project and subsequent years will provide \$8.3 million needed to complete it.

Finally, Pace intends to expand and improve its existing River Division bus garage onto newly acquired property located in South Elgin adjacent to and south of the existing garage. It will be designed to accommodate storage, services, maintenance and associated program areas for an additional 121 buses/trolleys, 38 paratransit vehicles, and equipment in addition to other improvements to modernize the existing facility. Through the capital program, Pace budgeted \$21.3 million in fiscal year 2020 and will allocate an additional \$14.9 million for completion of this project.

DOWNSTATE TRANSIT

DOWNSTATE CAPITAL PROGRAM

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

In 2020, IDOT completed a call for projects to award grants, ultimately selecting 31 projects and providing nearly \$113 million for capital improvements to downstate public transit systems, an investment made possible by Rebuild Illinois.

Through this round of funding, 54 percent of the projects were facility upgrades, renovations and new construction, covering land acquisition, architecture and engineering and construction. Notable projects include the Champaign-Urbana Mass Transit District's hydrogen fuel cell project, DeKalb County's upgrades to a ventilation system and Greater Peoria's new, partially solar-powered maintenance garage and administrative offices.

Rides Mass Transit District will construct three transit facilities across their 17-county service area, with new administrative, operations and maintenance facilities built in Lee County and Madison County, and serving River Valley Metro Mass Transit District and Shawnee Mass Transit District.

Approximately 24 percent of the projects selected were for expansion and replacement of buses. Rock Island Mass Transit District, one awardee, used funds to replace eight 40-foot buses and twelve 35-foot buses. The City of Rockford used its award to purchase eleven 35-foot alternative fuel buses.

About 10 percent of funds went to Intelligent Transportation Solutions, which includes computer-aided dispatching, automatic vehicle location technology, security software and electronic fare collection software. As a result of Rebuild Illinois, improved service delivery, safety and security will be afforded to Coles, DeKalb, Lee, Madison, and McLean counties, as well as the City of Ottawa, the City of Decatur, and the Monroe/Randolph and South Central Mass Transit Districts.

The remaining 12 percent of projects are equipment purchases, such as a forklift for the City of Macomb and replacement of a service vehicle for the City of Quincy.

A second call for projects was initiated in October 2021, which resulted in 111 applications being submitted for funding. These projects are currently under review and final selections will be made in early 2022.

Agency Budget Detail: Illinois Department of Transportation

Agency Budget Detail: Illinois Department of Transportation

AERONAUTICS

The Illinois aeronautics system consists of more than 825 landing facilities. These facilities include commercial, reliever and general aviation airports, private landing areas and hospital heliports.

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



Lewis University Airport, Romeoville

In fiscal year 2020, the federal Coronavirus Aid, Relief, and Economic Security (CARES) Act awarded \$446.7 million to airports in Illinois for operational and maintenance expenses. This funding flowed through IDOT, with approximately 93 percent of the funds distributed through 2021.

In 2019, Rebuild Illinois included \$144 million for airport improvements, in accordance with the Illinois Aeronautics Act and other applicable state statutes. The Illinois Aviation System has a growing backlog of needed improvements, and the planning, design, letting and construction process for airports is inherently complex. IDOT will distribute Rebuild Illinois funding through a competitive capital improvement grant program to support needed improvements. The department issued a call for airport projects in 2021; 165 applicants responded. The department is in the process of developing the final list awardees and expects an announcement in 2022.

DECATUR AIRPORT, DECATUR

The Decatur Airport has undertaken a project to construct a new 25,000-square foot joint-use facility to consolidate their snow removal equipment storage area and aircraft firefighting and rescue operations into a single building. Currently, the airport is utilizing multiple, undersized structures at various locations across the airfield. The proposed building will provide a modern facility in both scale and functionality, capable of housing the entire equipment fleet and maintenance areas in a centralized location. This \$7.4 million project is funded by the Airport Coronavirus Response Grant Program as part of the CARES Act.

GENERAL WAYNE A. DOWNING – PEORIA INTERNATIONAL AIRPORT, PEORIA

Runway 4/22 at Peoria International Airport is 8,000-feet long and currently services a robust fleet of commercial, cargo, corporate, general aviation and military operations. Peoria International Airport served over 689,000 passengers in 2019.

The proposed rehabilitation of the airport's asphalt surface will improve the serviceability of the pavement. The last major rehabilitation was performed in 1997. The pavement exhibits signs of environmental distresses as well as reflective cracking from the underlying concrete that was original to the construction of the airport in the 1940s.

Agency Budget Detail: Illinois Department of Transportation

WATERWAYS



Illinois International Port District

Illinois has 1,118 miles of navigable waterways that either border or pass through the state. These waterways provide the state with connections to both the Atlantic Ocean (through the St. Lawrence Seaway and the Great Lakes) and the Gulf of Mexico (via the Mississippi).

The Illinois waterways system includes 19 public port districts and more than 400 private terminals along the Illinois, Kaskaskia, Ohio and Mississippi rivers as well as the Chicago area waterways system and Lake Michigan. The system is vital to Illinois, transporting 90.6 million tons of goods annually and contributing an estimated \$36 billion to the State's economy.

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

The Rebuild Illinois program included \$150 million for public port districts, demonstrating the State's commitment to support this economic driver in Illinois. The first project supported by these funds is a \$40 million public-private partnership to build a new inland port in the Alexander-Cairo Port District. The remaining \$110 million will fund the Port Facilities Capital Investment Grant Program announced in 2021. The department received 23 project requests from 9 different public port districts during the call for projects. The department is in the process of developing the final list of projects for award and expects an announcement in early 2022.

Agency Budget Detail: Illinois Department of Transportation

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

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	0.0	4,995,645.4	4,995,645.4
Transportation Bond, Series B Fund	0.0	1,254,939.0	1,254,939.0
Transportation Bond, Series D Fund	0.0	133,825.1	133,825.1
Multi-Modal Transportation Bond Fund	0.0	4,338,212.3	4,338,212.3
Pay-as-you-go			
Downstate Mass Transportation Capital Improvement Fund	0.0	141,954.0	141,954.0
Downstate Transit Improvement Fund	3,000.0	12,997.1	15,997.1
Federal High Speed Rail Trust Fund	0.0	661,370.8	661,370.8
Federal Mass Transit Trust Fund	66,950.0	108,307.8	175,257.8
Federal/State/Local Airport Fund	150,000.0	178,813.7	328,813.7
Grade Crossing Protection Fund	39,000.0	334,170.1	373,170.1
High-Speed Rail Rolling Stock Fund	1,000.0	31,000.0	32,000.0
Rail Freight Loan Repayment Fund	0.0	1,099.6	1,099.6
Road Fund	1,784,599.2	6,573,424.3	8,358,023.5
Regional Transportation Authority Capital Improvement Fund	0.0	1,179,126.4	1,179,126.4
South Suburban Airport Improvement Fund	1,000.0	0.0	1,000.0
State Construction Account Fund	830,050.2	3,846,811.7	4,676,861.9
State Rail Freight Loan Repayment Fund	0.0	10,000.0	10,000.0
Total	2,875,599.4	23,801,697.1	26,677,296.5

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2023 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2023 Recommended New Appropriations
Downstate Transit Improvement Fund	3,000.0
Downstate Transit Capital Grants	3,000.0
Federal Mass Transit Trust Fund	66,950.0
Assistance	66,950.0
Federal/State/Local Airport Fund	150,000.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	150,000.0
Grade Crossing Protection Fund	39,000.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0
High-Speed Rail Rolling Stock Fund	1,000.0
Costs Associated with Acquisitions, Offsets, Overhaul Fees and Other Costs of the Rolling Stock	1,000.0
Road Fund	1,784,599.2
Statewide - Permanent Improvements to IDOT Facilities	53,000.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	7,500.0
Statewide Disposal of Hazardous Materials	2,950.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (A)	49,000.0
Statewide - Motorist Damage to Highway Structures	14,050.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)	17,000.0
Statewide - Township Bridges	15,000.0
Statewide - Apportionment to Needy Road Districts And Townships	16,824.1
Statewide - Apportionment to High Growth Cities	6,720.0
Statewide - Apportionment to Counties Under One Million in Population	36,624.0
Statewide - Transportation and Related Construction	550,963.6
Statewide - Road Improvements - Local Share of Road Fund/Road Program	911,582.5
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	7,000.0
Chicago Department of Transportation for State Only Chicago Commitment (SOCC) Infrastructure Improvements	50,000.0
High Speed Rail Maintenance Costs	30,000.0
RAISE Grant to Rockford	16,385.0
South Suburban Airport Improvement Fund	1,000.0
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
State Construction Account Fund	830,050.2
Statewide - Transportation and Related Construction	830,050.2
Total	2,875,599.4

This page intentionally left blank.

Agency Budget Detail: Illinois State Toll Highway Authority

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

2700 Ogden Avenue
Downers Grove, IL 60515
800.844.7277
www.illinoistollway.com



MAJOR RESPONSIBILITIES AND MISSION

The Illinois State Toll Highway Authority (Tollway) provides and promotes a safe and efficient system of highways while ensuring the highest possible level of service to its customers. The tollway system is 294 miles long and serves 1.6 million drivers daily.

The Tollway's maintenance and operations are primarily funded by user fees. Projects for the expansion, reconstruction and improvement of the tollway system are funded by a combination of user fees and the issuance of revenue bonds. The Tollway derives additional income from concessions and fuel sales at tollway oases, permit revenue and investment income.

CALENDAR YEAR 2022 CAPITAL BUDGET

Calendar year 2022 will be the 11th year of the agency's 15-year, \$14 billion capital program, Move Illinois: The Illinois Tollway Driving the Future (Move Illinois). Move Illinois is the largest capital program in the Tollway's history.



The Illinois Tollway System

Agency Budget Detail: Illinois State Toll Highway Authority

BUDGET HIGHLIGHTS

The Tollway plans to invest \$1.5 billion this year for capital improvements needed to support the existing system, in addition to projects that will bring regional mobility improvements and congestion relief. The Tollway projects \$1.5 billion in revenue in 2022, including \$591 million allocated for capital program investments. This allocation, combined with planned debt issuances, will provide the necessary funding for the 2022 capital program. The Tollway is not requesting state appropriations.

AGENCY PROJECT DETAIL

The 2022 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility, including:

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

INTERSTATE 490 TOLLWAY PROJECT

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

The Tollway expects to spend \$439.9 million in 2022 on work to advance the I-490 Tollway and interchange. This includes approximately \$273.6 million for construction and inspection in 2022, such as I-490 Tollway interchanges connecting I-490 to the Tri-State Tollway (I-294), the Jane Addams Memorial Tollway (I-90), and the Illinois Route 390 Tollway. Replacement of the grade crossing at the Union Pacific Railroad with a new bridge over Franklin Avenue, Canadian Pacific's Bensenville Yard and Metra Rail is also planned.



Work underway on I-490 Tollway near Des Plaines

Design services will continue along the corridor with planned expenditures of \$33.4 million. Additional right-of-way acquisitions and utility relocations of approximately \$114.2 million will also continue.

An additional \$43.8 million of federal Congestion Mitigation and Air Quality Improvement Program grant funds and other local contributions will be spent on work to support the project.

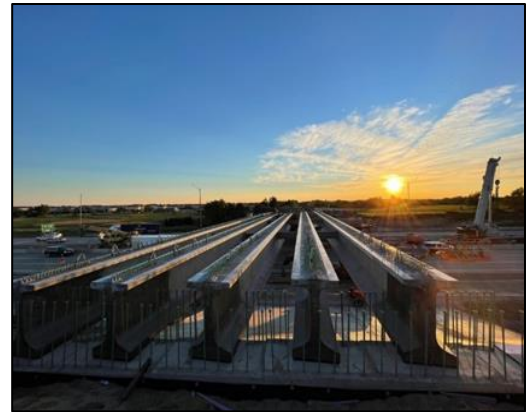
Agency Budget Detail: Illinois State Toll Highway Authority

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

In 2022, the Tollway expects to spend \$690.1 million on the Tri-State Tollway (I-94/I-294/I-80) to advance the ongoing \$4.0 billion project to reconstruct and widen the Central Tri-State Tollway from 95th Street to Balmoral Avenue.

Project activities in 2022 will include:

- Widening and reconstruction between 95th Street and the I-55 ramps, totaling approximately \$167.5 million;
- Various bridge construction between 95th Street and Balmoral Avenue, totaling over \$39.0 million;
- Completing construction on the southbound Mile Long Bridge and the Burlington Northern Santa Fe Railway Bridge over I-294 with approximately \$70.0 million allocated, along with reconstruction of the I-290/I-88 Interchange;
- Continued reconstruction and widening of the mainline roadway between St. Charles Road and Wolf Road, including the I-490/I-294 Interchange, for approximately \$140.6 million of work; and
- Rehabilitation and widening between Wolf Road and the O'Hare Oasis, where construction on several advance work contracts will continue in 2022 along the corridor, including near the I-290/I-88 Interchange at I-294.



Beam placement along the Central Tri-State Tollway (I-294)

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



I-294/I-57 Interchange Project along the Central Tri-State Tollway (I-294) near Harvey

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

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

The second phase of the interchange construction began in 2019, with \$46.2 million estimated to be spent in 2022 for ongoing construction of the I-57 roadway, bridge widening between Kedzie Avenue and the CSX Railroad and several new I-294/I-57 ramps.

Agency Budget Detail: Illinois State Toll Highway Authority

REAGAN MEMORIAL TOLLWAY (I-88)

Approximately \$5.5 million will be spent in 2022 to complete construction work for roadway and bridge rehabilitation between the Aurora Toll Plaza and Illinois Route 59, and reconstruction and widening of the Deerpath Road Bridge and the Windsor Drive Bridge. Deck work is underway for both bridges.



Deerpath Road Bridge over the Reagan Memorial Tollway (I-88) near Aurora

SYSTEMWIDE

In 2022, the Tollway will spend \$296.8 million on systemwide infrastructure and safety improvements, including bridge, pavement and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures will include program support activities, such as project management services, materials engineering services, utility relocations, support staff and land acquisition support services. Specific capital projects include:

- \$48.6 million on bridge, pavement and safety improvements;
- \$46.2 million to continue improvements to Tollway facilities systemwide in compliance with Leadership in Energy and Environmental Design (LEED) certified building standards, including construction of a new Hoffman Estates (M-5) maintenance site on the Jane Addams Memorial Tollway (I-90);
- \$157.8 million budgeted for other capital expenditures, such as fleet needs and costs associated with a traffic and incident management system, back-office system replacement and information technology projects, Intelligent Transportation Systems, and the Job Order Contracting Program; and
- Approximately \$39.0 million for program support activities, including program management services, materials engineering services, utility relocations, support staff and land acquisition support services.

Agency Budget Detail: Illinois Environmental Protection Agency

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East
P.O. Box 19276
Springfield, IL 62794
217.782.3397
www.illinois.gov/epa



MAJOR RESPONSIBILITIES AND MISSION

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

FIVE-YEAR PLAN

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

FISCAL YEAR 2023 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2023 budget includes \$958.6 million in new appropriations plus unexpended balances of re-appropriations for programs funded in fiscal year 2022, including:

- \$200.0 million in new appropriations for the Drinking Water Loan Program;
- \$450.0 million in new appropriations for the Wastewater Loan Program;
- \$2.0 million in new appropriations for lead service line inventory and planning grants;
- \$1.0 million in new appropriations for the Unsewered Communities Grant and Planning Programs;
- \$21.4 million for the Green Infrastructure Grant Opportunities Program;
- \$52.1 million for hazardous waste remediation; and
- \$70.0 million for transportation electrification grants.

IEPA will utilize Rebuild Illinois plan funding coupled with federal Infrastructure Investment and Jobs Act (IIJA) funding in fiscal year 2023 and beyond to implement programs focused on core IEPA priorities. The IIJA funding for water infrastructure projects is anticipated to provide IEPA's State Revolving Fund (SRF) program with an additional \$1.2 billion over the next five years. The fiscal year 2023 budget includes the following new appropriations reflecting the anticipated first year value of IIJA funding:

- \$113.1 million for Lead Service Line Replacement loans;
- \$71.7 million for additional Drinking Water loans;
- \$30.2 million to address drinking water emerging contaminants;
- \$85.6 million for additional Clean Water loans; and
- \$4.5 million to address clean water emerging contaminants.

Agency Budget Detail: Illinois Environmental Protection Agency

AGENCY PROJECT DETAIL

DRINKING WATER LOANS

The fiscal year 2023 proposed budget includes \$200 million in new appropriations for drinking water infrastructure loans. The demand for infrastructure improvements continues to be strong and IEPA will continue to provide a low-cost alternative for financing their construction. The Drinking Water Loan Program has proven to be one of the most cost-effective means for constructing virtually every kind of necessary public water supply system improvement including water meters, distribution mains, storage and treatment facilities. The agency's Drinking Water Loan Program provided over \$1.1 billion in funding for public water system improvements throughout fiscal years 2017-2021.

IJA will provide approximately \$441.6 million over the next five years for additional drinking water infrastructure loans and approximately \$150.8 million over the next five years to address emerging contaminants in drinking water, including per-and polyfluoroalkyl substances (PFAS).

LEAD SERVICE LINE REPLACEMENT

Until it was outlawed, lead had been commonly used in drinking water pipes. In Illinois, lead pipes were installed as late as the 1980s. Human consumption of lead can lead to a number of negative health effects. In response, IEPA expanded its Drinking Water Loan program to include funding for the replacement of lead service lines.

IEPA also took advantage of the federal Water Infrastructure Fund Transfer Act (WIFTA), passed in 2019. WIFTA allowed the State to transfer federal funds allocated to the Clean Water Program to the Drinking Water Program to address lead-related threats to public health. The transfer resulted in the availability of \$107.9 million to provide funding in the form of principal forgiveness loans for complete lead service line replacement. To date, \$33.7 million has been provided to communities for lead service line replacement related to WIFTA.

The communities of Galesburg, Rockford, Montgomery, Springfield, Assumption, Wheeling, Merrionette Park, Freeport, Joliet, Abingdon, Bensenville, Mowequa, Forreston, Beecher, Frankfort, East Hazel Crest, and Berwyn have also been awarded funding from the Drinking Water Loan Program to assist with the cost of replacing lead service lines. IJA will provide IEPA with an estimated \$565.5 million over the next five years for lead service line replacement loans, including those issued with principal forgiveness.

Beginning in fiscal year 2023, IEPA will also provide \$2 million in annual competitive grant awards over the next five years to assist communities with lead service line inventories, design and engineering costs. This funding will be provided from the Water Revolving Fund as part of the SRF program.

WASTEWATER LOANS

The proposed budget includes \$450.0 million in new appropriation authority in fiscal year 2023 to assist communities in need of low interest funding to make necessary improvements to their wastewater treatment facilities through the Wastewater Loan Program. This program provides municipalities with funding to address two categories of polluted water: stormwater and wastewater. Stormwater runoff is rainwater and snowmelt that enters rivers and lakes from land. Runoff can contain toxic chemicals, oil, grease, pesticides, metals, and other contaminants that pose a threat to public health and the environment. The collection and treatment of wastewater, which is the water from sanitary sewer systems, is vital to public health. Sewers collect domestic waste from homes, businesses and industries then deliver it to wastewater treatment facilities before it is discharged or reused. IEPA assists communities with ensuring safe, compliant, efficient, and environmentally conscious water treatment. IEPA's Wastewater Loan Program provided nearly \$2.1 billion in funding for wastewater system improvements during fiscal years 2017-2021.

Agency Budget Detail: Illinois Environmental Protection Agency

IJA will provide the State of Illinois with approximately \$527.1 million over the next five years for additional loans. It also provides approximately \$45.0 million over the next five years to address emerging contaminants in wastewater systems.

CAHOKIA HEIGHTS

The City of Cahokia Heights is located in low-lying areas of watersheds that experience significant flood events during heavy rainfall. The flood waters remain in the community until the flood waters downstream subside. Flood waters reduce the community's ability to collect and transport wastewater to the treatment plant. This causes sewer backups into businesses and homes. Once the wastewater mixes with the flood water it results in social and environmental problems which remain even after the flood waters have left the area.



Cahokia Heights residential wastewater and sewage flooding

In fiscal year 2021, IEPA awarded \$1 million in state and federal funds for the implementation of the Prairie du Pont/Judy's Branch Creek Watershed

project. This project includes development of a watershed-based plan for the entire 95,000-acre project area and implementation of an outreach and information program highlighted by the implementation of pilot best management practices (BMP) for traditional stormwater runoff control and minor sewer system infrastructure issues. The project area covers portions of the former municipalities of Cahokia, Alorton and Centreville, which merged in 2021 to form the community of Cahokia Heights.

UNSEWERED COMMUNITIES GRANT PROGRAMS

IEPA recognizes that small communities face unique challenges funding wastewater management solutions. IEPA has identified 200 communities that lack modern sewer systems, with the potential for more to be identified. Communities that lack sewer systems connected to wastewater treatment facilities improperly dispose of their waste by straight pipe discharge. This results in raw sewage discharging directly into waters or onto land. IEPA seeks to address this issue through the Unsewered Communities Construction Grant Program (UCCGP). Rebuild Illinois included funding for IEPA to supply grants to communities to either connect to nearby publicly owned treatment facilities or to construct new treatment facilities. In fiscal year 2022, IEPA awarded approximately \$17.5 million for infrastructure improvements in communities that will significantly enhance Illinois' environmental health. IEPA plans to award approximately \$20.0 million annually over the next four years.

Through the Unsewered Communities Planning Grant Program (UCPGP), IEPA will also award \$1 million annually in small scale grants to disadvantaged communities for the development of construction plans, including up-front project planning required prior to applying for a construction grant. Over thirty communities have already received planning grants during calendar year 2021.

GREEN INFRASTRUCTURE GRANT OPPORTUNITIES (GIGO) PROGRAM

The Green Infrastructure Grant Opportunities (GIGO) program provides competitive grant awards for construction of green infrastructure through BMPs that prevent, eliminate or reduce stormwater run-off causing localized and riverine flood damage to Illinois' rivers, lakes and streams. Localized flooding happens when rainfall overwhelms the capacity of urban drainage systems. Riverine flooding happens when river flows exceed the capacity of the river channel. By reducing and detaining stormwater before it

Agency Budget Detail: Illinois Environmental Protection Agency

can flow through urban areas and by reconnecting streams to their floodplains, projects implemented through the GIGO program reduce the frequency of localized and riverine flood events.

In fiscal year 2021, IEPA awarded \$5 million in GIGO grants to 11 municipalities, park districts and non-profits. IEPA will continue to prioritize projects that are cost-effective and yield the largest stormwater control for the most water quality benefits. Funding priority will be given to BMPs proven effective at reducing the impact of stormwater run-off from urban development and BMPs that reconnect a body of water to its floodplain. IEPA will dedicate \$5 million annually over the next four years for GIGO grants.

HAZARDOUS WASTE REMEDIATION PROGRAM

IEPA will continue to utilize Rebuild Illinois capital funding to investigate and oversee the cleanup of sites contaminated with hazardous waste. Pursuant to the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as “Superfund,” IEPA works in coordination with U.S. EPA to investigate and cleanup designated contaminated sites (Superfund sites). By spending an estimated \$5 million in state funds to meet Superfund match obligations, IEPA is expected to leverage approximately \$45 million in federal funding to continue cleanup at six Superfund sites in Illinois during fiscal years 2022 and 2023.



City of St. Charles – 7th Avenue Creek Stream Restoration

As part of its emphasis on environmental justice, IEPA, in coordination with U.S. EPA under CERCLA, plans to conduct additional studies at several older CERCLA cleanup sites, such as the Jennison-Wright Corporation (Granite City) and Outboard Marine Corporation (Waukegan) sites, where groundwater contamination has proven difficult to fully remediate. IEPA will implement new remedial actions as needed to restore these sites for reuse by the local communities. This will also help reduce or eliminate ongoing long-term operation and maintenance costs to the State and help IEPA continue to meet Superfund site match obligations.

The hazardous waste program is the State’s implementation of relevant provisions of the federal Resource Conservation and Recovery Act (RCRA). The intent of the program is to provide a cradle-to-grave management approach for hazardous wastes to ensure wastes are managed properly and not in a manner that will impact human health or the environment. Under this program, the IEPA conducts inspections to ensure compliance with hazardous waste regulations and oversees the cleanup of sites contaminated with hazardous waste.

In Rockford, IEPA has been investigating and remediating the Southeast Rockford Groundwater Contamination National Priorities List (NPL) site for many years. This site consists of a three-mile-long by two-and-a-half-mile wide area of groundwater. Industrial activities and unpermitted waste disposal have created four major source areas that have contaminated the groundwater with chlorinated volatile organic compounds.

TRANSPORTATION ELECTRIFICATION GRANT PROGRAM

In fiscal year 2023, IEPA intends to begin awarding funds for electric vehicle charging infrastructure. Seventy million dollars in Rebuild Illinois funds will build on efforts to electrify and decarbonize Illinois’ transportation sector. A central piece of this program will be the implementation of the charging rebates

Agency Budget Detail: Illinois Environmental Protection Agency

and grants outlined in the Electric Vehicle Act. These awards will fund up to 80 percent of the cost of the installation of charging stations, with additional incentives awarded for charging stations installed in equity investment eligible communities.

Fiscal Year 2023 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	0.0	112,000.0	112,000.0
Build Illinois Bond Fund	0.0	198,196.1	198,196.1
Pay-as-you-go			
Water Revolving Fund	959,555.4	2,080,341.1	3,039,896.5
Total	959,555.4	2,390,537.2	3,350,092.6

Fiscal Year 2023 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Project Description	FY 2023 Recommended New Appropriations
Water Revolving Fund	
Illinois Water Works - Wastewater Loan Program	450,000.0
Illinois Water Works - Drinking Water Loan Program	200,000.0
IJJA - Loans/Grants for Lead Service Line Replacement	113,100.0
IJJA - Wastewater Loan Program	85,590.0
IJJA - Drinking Water Loan Program	71,705.4
IJJA - Drinking Water Emerging Contaminants	30,160.0
IJJA - Wastewater Emerging Contaminants	4,500.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	1,500.0
Grants for Lead Service Line Replacement Inventories	2,000.0
Planning Cost Grants for Wastewater Collection and/or Treatment Facilities (Unsewered Communities Planning Grants Program)	1,000.0
Total	959,555.4

This page intentionally left blank.

Agency Budget Detail: Other Agencies

ILLINOIS STATE BOARD OF EDUCATION

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

SCHOOL MAINTENANCE GRANT PROGRAM

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

The School Maintenance Grant Program is a dollar-for-dollar state matching grant program that awards up to \$50,000 per project exclusively for the maintenance or upkeep of buildings for educational purposes. Any school district, cooperative high school, Type 40 area vocational center or special education cooperative may apply for a grant. Between fiscal years 2020 and 2022, ISBE awarded a total of \$65.2 million in school maintenance grants to school districts around the State. The funds will be utilized for projects such as HVAC upgrades and upgrading electrical/lighting systems.

DEPARTMENT OF MILITARY AFFAIRS

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

The recommended fiscal year 2023 budget provides for ongoing and future investments of approximately \$15 million annually to continue to generate federal matching funds and allows DMA to undertake additional projects. A large number of DMA facilities in the State are 30-70 years old and the department plans to utilize these facilities for many years to come. DMA utilizes Rebuild Illinois funding to strategically address facility degradation and deferred maintenance issues with a concentrated focus on fixing the exterior envelope of the building first to eliminate further damage, followed by updating mechanical and HVAC systems, electrical systems, plumbing systems and renovating facility interiors.

OFFICE OF THE ILLINOIS SECRETARY OF STATE

Rebuild Illinois provided \$50.0 million to the Office of the Illinois Secretary of State (SOS) for the Public Library Construction Act Grant Program. This program funds projects such as replacing or reconstructing facilities damaged by natural disasters, upgrading or replacing aging facilities, addressing health or safety hazards and increasing accessibility for individuals with disabilities. SOS has awarded over \$30.3 million to public libraries and anticipates awarding the remaining funds by the end of fiscal year 2022.

OFFICE OF THE ARCHITECT OF THE CAPITOL

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

Agency Budget Detail: Other Agencies

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

Utilizing \$350 million provided by Rebuild Illinois, preliminary work began on a nearly four-year renovation of the north wing of the Capitol Building. Work for the north wing is anticipated to be complete by January 2025, with the east wing renovation starting shortly thereafter. Improvements associated with the north wing renovation include upgrades to the fire alarm, sprinkler and emergency lighting systems; improvements to accessibility of the Capitol itself, as well as accessible bathrooms, routes and door hardware; and modernization of the mechanical, electrical, plumbing and Information Technology (IT) systems to improve energy efficiency, air quality and thermal comfort. OAC also anticipates making security upgrades, including removing parking and drives near the building and relocating visitor screening to the outside of the building. The renovation plan also incorporates enhanced electronic locking and lockdown provisions. In addition, the plan calls for more space for conference and meeting rooms in the complex.



The Illinois State Capitol Building in Springfield

Structural improvements and modernization are key components of the north wing remodel, but the project will also focus on returning the wing to its original grandeur. The remodel will re-create historic design elements and incorporate period-appropriate details.

Parking spaces will be removed during the north wing remodel. Construction of a new underground parking garage just north of the Stratton building is scheduled to begin in early 2022 to account for the lost parking capacity.

DEPARTMENT OF INNOVATION AND TECHNOLOGY

The Department of Innovation and Technology (DoIT) is responsible for the information technology functions of agencies under the authority of the Governor. DoIT's mission is to empower the State of Illinois through high-value, customer-centric technology by delivering best-in-class innovation to client agencies, fostering collaboration and empowering employees to provide better services to residents, businesses and visitors. The fiscal year 2023 budget recommends a reappropriation of \$68.8 million for IT upgrades across the State.

INFORMATION TECHNOLOGY TRANSFORMATION

Illinois is transitioning to an Enterprise Resource Planning (ERP) platform, which will enable the State to realize efficiencies in financial reporting and streamline accounts receivable and accounts payable by automating interactions among state agencies. The platform will help improve cash management by increasing transparency of revenue and disbursements within the State. ERP centralizes Illinois' financial reporting and human resource functions on a modern, integrated IT platform. The ERP finance program has 3,200 users across 65 agencies, with over \$65 billion in vouchers processed since the beginning of the program. The Human Capital Management (HCM) portion of ERP provides a comprehensive human resources system which will include recruitment, onboarding, time and attendance, payroll, education and training modules. The recruitment module has already launched and there are plans to implement the payroll module and other modules in 2022. By leveraging the ERP system, centralized reporting features can provide transparency and insights across financial data and aid in the organization of human resources tasks.

Agency Budget Detail: Other Agencies

STATEWIDE BROADBAND

The fiscal year 2023 budget recommends reappropriating the remaining funds from a \$20 million Rebuild Illinois appropriation to revitalize the Illinois Century Network (ICN).

DoIT is responsible for maintenance of the ICN, a high-speed broadband network serving K-12 and higher education institutions, public libraries, museums, state and local governments, and broadband service providers. The ICN owns or leases approximately 2,100 miles of fiber optic cables throughout the State and interconnects with multiple regional public and private networks throughout Illinois. The ICN provides internet and intranet connectivity for thousands of sites statewide, with 2,188 direct connections to the ICN by government, K-12 and higher education institutions. In fiscal year 2020, DoIT established the Illinois K-12 Broadband Network consortium to specifically address K-12 requirements for digital learning. Public K-12 members of the consortium receive, via the ICN, internet and intranet access, broadband connections and security services.

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

ILLINOIS HOUSING DEVELOPMENT AUTHORITY

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

In fiscal year 2021, IHDA utilized \$70 million from Rebuild Illinois to launch two new mortgage programs, SmartBuy and Opening Doors. Launched in December 2020, both programs were marketed to communities underrepresented in home ownership, including Deferred Action for Childhood Arrivals (DACA)-eligible, African American and Latino households. To date, the programs have helped over six thousand individuals put down roots in Illinois and become new homeowners.

A third program, the Strong Communities Program, addresses blight in communities large and small across Illinois. Through the program, IHDA provides grant funds to units of local government to address affordable housing needs and community revitalization efforts. Grantees use funds to return vacant residential properties to productive and taxable use and support demolition of properties that are beyond repair and negatively impact neighboring residences. There were 68 grant recipients for the first round of the Strong Communities program. The second round of the program will begin in fiscal year 2023.

In fiscal year 2023, IHDA will create housing opportunities to serve individuals exiting the justice system, and partner with the healthcare sector to create new affordable and supportive housing for frequent users of emergency health services and those otherwise vulnerable to homelessness through the Re-Entry Rental Assistance program and the launch of the Housing and Healthcare Linkages initiative.

Agency Budget Detail: Other Agencies

ILLINOIS ARTS COUNCIL

The Illinois Arts Council supports investments in Illinois' creative infrastructure. The council works with arts organizations in more than 90 percent of legislative districts across the state. Capital investments provided by Rebuild Illinois will fuel 37 projects, ranging from large-scale investments, such as an expansion of a historic dance center, to small but critical projects, such as Americans with Disabilities Act (ADA) accessibility improvements to a community theater. The projects will have long-lasting benefits on the arts sector and will create and sustain jobs in the construction and manufacturing industries.

Fiscal Year 2023 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund			
Department Of Public Health	0.0	11,500.0	11,500.0
Illinois Housing Development Authority	0.0	84,000.0	84,000.0
Illinois State Police	0.0	122,500.0	122,500.0
Illinois Board Of Higher Education	0.0	10,935.0	10,935.0
Capital Development Fund			
Department Of Innovation And Technology	0.0	68,964.5	68,964.5
Department Of Military Affairs	0.0	44,293.6	44,293.6
Office Of The Architect Of The Capitol	0.0	313,537.4	313,537.4
Office Of The State Comptroller	0.0	6,875.0	6,875.0
Office Of The Secretary Of State	0.0	45,841.6	45,841.6
State Board Of Education	0.0	25,000.0	25,000.0
Pay-as-you-go			
Capital Facility and Technology Modernization Fund			
Office Of The State Comptroller	0.0	6,500.0	6,500.0
Illinois National Guard Construction Fund			
Department Of Military Affairs	0.0	65,000.0	65,000.0
Rebuild Illinois Projects Fund			
Illinois Arts Council	0.0	50,025.0	50,025.0
School Infrastructure Fund			
State Board Of Education	0.0	181,962.9	181,962.9
Total	0.0	1,036,935.0	1,036,935.0

CHAPTER 4

GLOSSARY



Illinois State Capital Budget Fiscal Year 2023

This page intentionally left blank.

Glossary

American Rescue Plan Act of 2021 (ARPA) - Federal economic stimulus bill signed into law on March 11, 2021, to aid workers, families, businesses, governments and industries following the economic fallout of the COVID-19 Pandemic.

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.

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

Best Management Practices (BMPs) - The practice or combination of practices that has been determined to be the most effective and practicable solution in terms of water pollution control.

Blight - A structure or structures exhibiting objectively determinable signs of deterioration, typically unoccupied or abandoned.

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

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

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

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

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

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

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

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

Community Anchor Institution - nonprofit organizations tethered to their communities like schools, libraries, medical and healthcare providers, public safety entities and higher education institutions.

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

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

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

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

Deferred Maintenance - Postponing of maintenance activities.

Glossary

Disrepair - In poor condition due to neglect.

Emerging Contaminants - Chemicals of emerging concern can include nanoparticles, pharmaceuticals, personal care products, estrogen-like compounds and some industrial chemicals with potential significant impact on human health and aquatic life.

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

Infrastructure Improvement Jobs Act (IIJA) - A federal act signed into law on November 15, 2021, which authorizes funds for roads, bridges, rail, transit, water infrastructure, broadband connectivity and other capital investments.

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

Glossary

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

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

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

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

Low-head Dam - A dam built in a river or stream channel extending across the banks, designed so water flows over the top of the dam.

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

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

Multi-modal - Multiple modes of transport, for example, train, bus, plane, etc.

National Priorities List (NPL) - The list of sites of national priority among the known releases or threatened releases of hazardous substances, pollutants, or contaminants throughout the United States and its territories.

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

Off-Highway Vehicle (OHV) - A type of vehicle designed specifically for off-road use, including all-terrain vehicles (ATVs), off-highway motorcycles and other motor-driven recreational vehicles capable of cross-country travel on natural terrain.

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

Per- and Polyfluoroalkyl Substances (PFAS) - A group of widely used and long-lasting synthetic chemicals which break down very slowly over time, found in water, air, fish and soil. See "Emerging Contaminants."

Procurement - The obtaining of supplies or goods by government.

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

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

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

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

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

Glossary

Right-of-way acquisition – Land, or interest therein, acquired for or devoted to a highway.

Rolling Stock - Any vehicle that moves on a railway.

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

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

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

State and Local Fiscal Recovery Funds (SLFRF) - Established by the American Rescue Plan Act of 2021 (ARPA), the SLFRF provide funding to state, local and tribal governments to support their responses to and recovery from the COVID-19 Pandemic. Also used to refer to the SLFRF program, established by the United States Department of Treasury to distribute and monitor moneys distributed from the two funds.

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

Superfund – Informal name for the federal Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) established in 1980, providing the U.S. Environmental Protection Agency with authority to clean up contaminated sites with hazardous waste.

Symmetrical (Gigabit) Speed – Symmetrical internet provides users with equal upload and download of 940mbps upload and 940mbps download.

Tot-Lot – A small playground for young children.

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

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

Voucher - Document submitted to the Comptroller requesting payment.

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

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

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

This page intentionally left blank.

Capital Budget

Fiscal Year 2023

