



CAPITAL BUDGET

FISCAL YEAR 2024

GOVERNOR JB PRITZKER

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CAPITAL BUDGET



Governor JB Pritzker

Fiscal Year 2024
July 1, 2023 – June 30, 2024

Illinois State Capital Budget Fiscal Year 2024

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NOTICE
For Release at 12:00 p.m., Wednesday,
February 15, 2023

There is a total embargo on the budget for fiscal year 2024 until 12:00 p.m., Wednesday, February 15, 2023. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2024*. 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 15, 2023.

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

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

February 15, 2023

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

Alongside the fiscal year 2024 operating budget, I respectfully submit to you the corresponding capital budget proposal.

The \$45 billion bipartisan Rebuild Illinois capital plan is the largest capital program in state history, rebuilding Illinois' long-neglected infrastructure in a comprehensive manner, and it is one of the largest capital programs in the nation. It provides essential funding to support the revitalization and improvement of Illinois' transportation systems, state facilities, universities, wastewater systems and broadband connectivity over a six-year period. It is the State's first construction program that touches all modes of transportation: roads and bridges, transit, waterways, freight and passenger rail, aviation, and bicycle and pedestrian accommodations.

Rebuild Illinois is allowing the State to make great strides in improving our statewide infrastructure. Nearly \$13.9 billion was expended from capital appropriations between fiscal years 2020 and 2022 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation purposes. This includes approximately \$8.6 billion of improvements statewide on 4,422 miles of highway, 412 bridges and 621 additional safety improvements through the Illinois Department of Transportation.

My budget for fiscal year 2024 supports the continued implementation of Rebuild Illinois as we work to grow Illinois' economy, create jobs, provide new opportunities and maintain our status as a leader in the national and global economy. In support of the historic early childhood education initiative, the fiscal year 2024 capital budget includes \$100 million in new capital funds for early childhood providers. This will double the State's Rebuild Illinois investment in the Early Childhood Construction Grant Program, which originally was funded at \$100 million. It also includes \$25 million to boost the success of the Illinois Works Pre-Apprenticeship Program, doubling this Rebuild Illinois workforce development program and expanding the qualified talent pipeline of diverse candidates in the construction and building trades. The proposed budget also invests in critical lead service line inventories and replacement projects, supports development of local parks, and expands our efforts to attract and retain businesses throughout the State.

Building upon this success, President Biden's multi-year Infrastructure Investment and Jobs Act (IIJA) will provide billions in federal funding and allow us to stretch our capital dollars even further. The goals of this historic federal opportunity align with our Rebuild Illinois framework to fund projects for roads, bridges and railways; to expand access to clean drinking water; and to ensure that every community has access to high-speed internet. Over \$7.2 billion in federal infrastructure funding has already been announced for Illinois investments in transportation, energy, water infrastructure, broadband and land reclamation.

The fiscal year 2024 budget also continues the strategic use of \$1 billion in one-time 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.

Here in Illinois, we are making our strong economy even stronger by planning for the future, finding creative solutions to our challenges, prioritizing innovation, and training and preparing our workforce for tomorrow's opportunities today. We are providing opportunities for all, helping communities across this State thrive.

Together, let's continue to rebuild Illinois.

Sincerely,

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

JB Pritzker
Governor, State of Illinois

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The Governor’s Letter of Transmittal

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 2024 Capital Budget Overview	19
Fiscal Year 2024 Budget	20
Fiscal Year 2024 Recommended Budget by Category	20
Exhibit 1: Fiscal Year 2024 Recommended New Capital Appropriations by Agency	21
Exhibit 2: Fiscal Year 2024 Recommended Capital Reappropriations and New Appropriations	22
Exhibit 3: Fiscal Years 2022 – 2024 Capital Appropriations by Agency.....	23
Exhibit 4: Fiscal Years 2014 – 2024 New Capital Appropriations: Pay-As-You-Go vs. Bonded.....	24
Exhibit 5: Fiscal Years 2014 – 2024 Total Capital Appropriations: Pay-As-You-Go vs. Bonded	25
Summary Tables	
Table I-A: Direct Capital Appropriations by Agency – All Funds.....	26
Table I-B: Fiscal Year 2023 Supplemental Appropriations	28
Table II: Revenues by Source – All Appropriated Capital Funds	29
Table III-A: Road Fund.....	30
Table III-B: Motor Fuel Tax Fund	31
Table IV-A: Appropriated Capital Funds by Fund Group for Fiscal Year 2024	32
Table IV-B: Appropriated Capital Funds by Fund for Fiscal Year 2024	33
CHAPTER 3 – AGENCY BUDGET DETAIL	35
Capital Development Board	35
Department of Commerce and Economic Opportunity.....	51
Department of Natural Resources	67
Illinois Department of Transportation	75
Illinois State Toll Highway Authority	89
Illinois Environmental Protection Agency	93
Other Agencies	99
CHAPTER 4 – GLOSSARY	107

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CHAPTER 1

CAPITAL BUDGET READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2024

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Fiscal Year 2024 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 improving roads, bridges, transit and rail systems, aeronautics, ports, waterways and schools. The capital budget also funds investments in environmental protection, energy and 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, which will continue in fiscal year 2024.

This chapter details how an annual capital budget is planned 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. This chapter and the following chapters reference calendar year unless otherwise noted.

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor presents an annual state budget that details the current 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 2024 State of Illinois Capital Budget is available online at www.budget.illinois.gov.

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

Key benefits of submitting a separate capital 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.

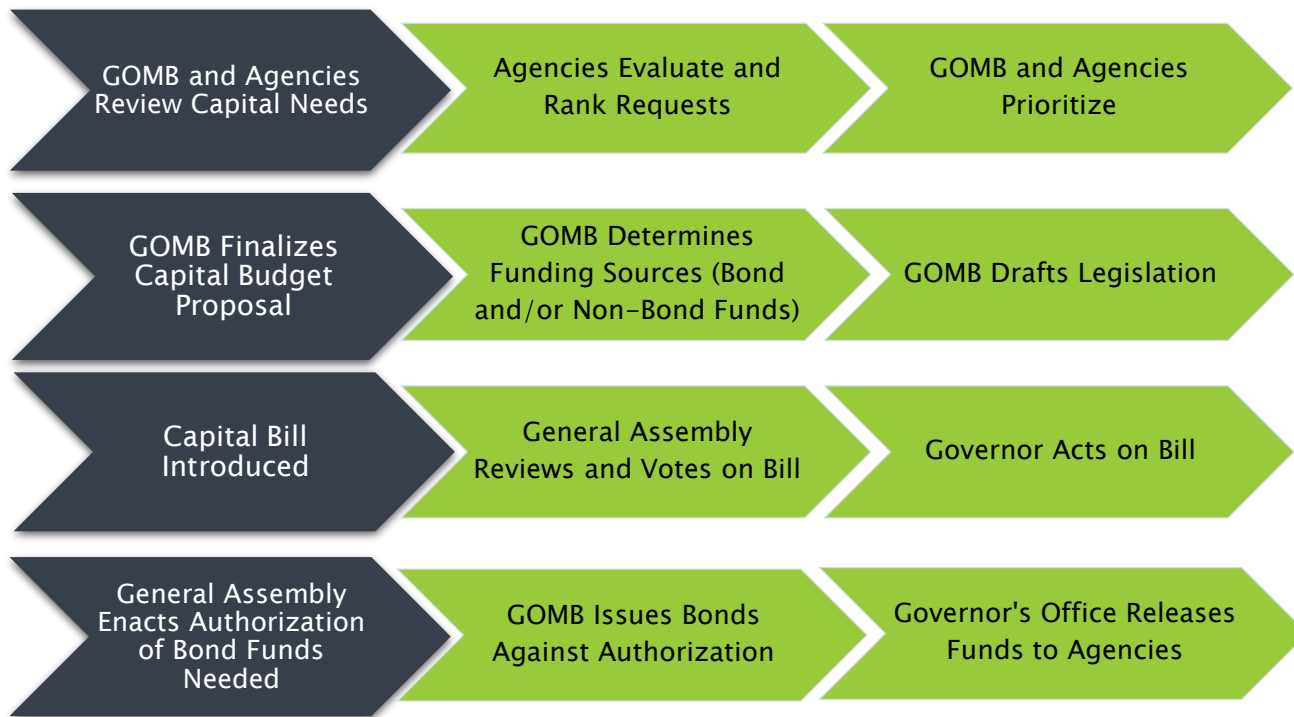
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DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

CAPITAL BUDGET	OPERATING BUDGET
<p>Appropriations are for assets that have a long-term useful life, such as buildings, highways, underground or surface infrastructure, durable equipment and land. Capital appropriations may span multiple fiscal years.</p>	<p>Appropriations are for consumable goods and services such as salaries and benefits, commodities, utilities, and professional services that are purchased and typically used during specified 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 fiscal year one and the majority of spending occurring in fiscal 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. 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 reduce wear and tear, installing energy efficient lighting or windows to reduce utility bills, or changing a building layout to achieve more efficient staffing patterns.</p> <p>Capital expenditures can also increase operating costs by creating future maintenance, by requiring staff to operate a new facility or by increasing debt service payments.</p>	<p>Impacts on the Capital Budget: Operating expenditures can decrease future capital costs by allocating current year funds to annual maintenance, which decreases the need for major infrastructure investments. Additional savings can be achieved through the implementation of efficient staffing patterns, and the planned reduction of wear and tear on the facilities.</p> <p>Operating expenditures can also increase capital needs by requiring new facilities or program expansions that increase the wear and tear on existing facilities.</p>

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HOW IS A CAPITAL BUDGET CREATED?



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

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FACTORS OF PROJECT SELECTION

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

LIFE/SAFETY FACTORS

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

CODE COMPLIANCE

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

INFRASTRUCTURE MAINTENANCE

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

TARGETED NEW CONSTRUCTION

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

ENERGY EFFICIENCY AND SUSTAINABLE DESIGN

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

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

ECONOMY

Projects 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 2024 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 or purpose. Selling bonds to fully fund the complete cost of a project at the beginning of its life cycle is not necessary due to the extensive design work and multiple years of construction associated with capital projects. 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 capital 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.

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Capital Budget Overview

FISCAL YEAR 2024 CAPITAL BUDGET OVERVIEW



Rebuild Illinois, the State's historic, \$45 billion capital plan is not only the largest revitalization plan in Illinois' history, it is also among the largest in the nation. This plan is investing in Illinois' infrastructure, revitalizing communities large and small across our state, creating jobs and promoting economic growth.

The State is prioritizing investments in infrastructure to make Illinois the best place in the nation for residents, job creators and visitors to thrive. Nearly \$13.9 billion was expended from capital appropriations between fiscal years 2020 and 2022 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities and transportation purposes. This includes approximately \$8.6 billion of improvements statewide on 4,422

miles of highway, 412 bridges and 621 additional safety improvements through the Illinois Department of Transportation.

Highlights of the fiscal year 2024 proposed budget include \$100 million in new funding for early childhood education facilities, \$25 million to boost the success of the Illinois Works Pre-Apprenticeship Program, doubling this Rebuild Illinois workforce development program and expanding the qualified talent pipeline of diverse candidates in the construction and building trades, and \$50 million for Illinois' share in the critical effort to keep invasive carp out of the Great Lakes ecosystem in partnership with the U.S. Army Corps of Engineers.

State funding provided by the Rebuild Illinois capital plan will continue to be bolstered by unprecedented federal funding opportunities.

The proposed budget provides for the continued use of \$1 billion in American Rescue Plan Act (ARPA) State and Local Fiscal Recovery Funds (SLFRF) to support eligible water, sewer and broadband-related capital projects. This stimulus funding allows the State to expedite the delivery of critical infrastructure projects while minimizing the State's debt burden. Connect Illinois, the statewide broadband program which provides critical connectivity to students, small businesses and rural communities will benefit from a \$300 million investment from these funds.

Through President Biden's Infrastructure Investment and Jobs Act (IIJA) Illinois anticipates receiving at least \$18.0 billion over five years through federal formula funding. The State will also be eligible to contend for millions more in discretionary funding in addition to the nearly \$2.2 billion in competitive funding that has been awarded to the State or its partners through IIJA.

IIJA includes funding for transportation related infrastructure (highways, mass transit and rail) as well as funding for broadband access and connectivity, water systems, and energy infrastructure. Over \$7.2 billion in infrastructure funding has been announced for Illinois investments since IIJA's passage, including:

- \$4.3 billion in funding for roads, bridges, roadway safety and major projects;
- \$2.2 billion in competitive awards for state, federal and local partners to invest in climate, energy, transportation and the environment;
- \$148.6 million for Electric Vehicle (EV) charging infrastructure;
- \$288.1 million for water infrastructure;
- \$100.0 million minimum allocation for Broadband Equity, Access, and Deployment (BEAD) funding;
- \$75.8 million for abandoned mined land reclamation; and
- \$25.0 million for orphaned well site plugging, remediation and restoration.

Capital Budget Overview

FISCAL YEAR 2024 BUDGET

The fiscal year 2024 recommended budget includes reappropriations of capital lines enacted in fiscal year 2023, as well as 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 2023 enacted appropriations, as well as the recommended fiscal year 2024 appropriations by category. This includes both bonded and pay-as-you-go appropriations, split by new and reappropriated lines.

Fiscal Year 2024 Recommended Budget by Category				
(\$ millions)	FY23 Enacted		FY24 Recommended	
	Reappropriation	New	Reappropriation	New
Transportation	\$ 24,402	\$ 2,963	\$ 23,191	\$ 3,332
Road and Bridge	15,420	2,485	14,709	2,695
Mass Transit	5,170	78	4,805	77
CREATE	669	-	620	102
Rail	1,774	31	1,679	35
Grade Crossing Protection	413	39	424	37
Aeronautics	457	165	425	158
Ports	149	2	149	-
Miscellaneous Transportation	350	164	379	229
Education	\$ 4,934	\$ 35	\$ 4,693	\$ 102
Higher Education	4,180	-	3,981	2
PreK-12 Education	754	35	712	100
State Facilities	\$ 5,082	\$ -	\$ 4,356	\$ 50
Environment and Conservation	\$ 3,208	\$ 1,232	\$ 3,508	\$ 1,304
Broadband Deployment	\$ 411	\$ -	\$ 390	\$ -
Healthcare and Human Services*	\$ 441	\$ -	\$ 287	\$ 86
Economic and Community Development	\$ 5,133	\$ 287	\$ 5,129	\$ 97
TOTAL	\$ 43,612	\$ 4,517	\$ 41,554	\$ 4,970

Note: The FY 2023 enacted values in this book reflect proposed FY 2023 supplemental changes as illustrated in Table I-B.

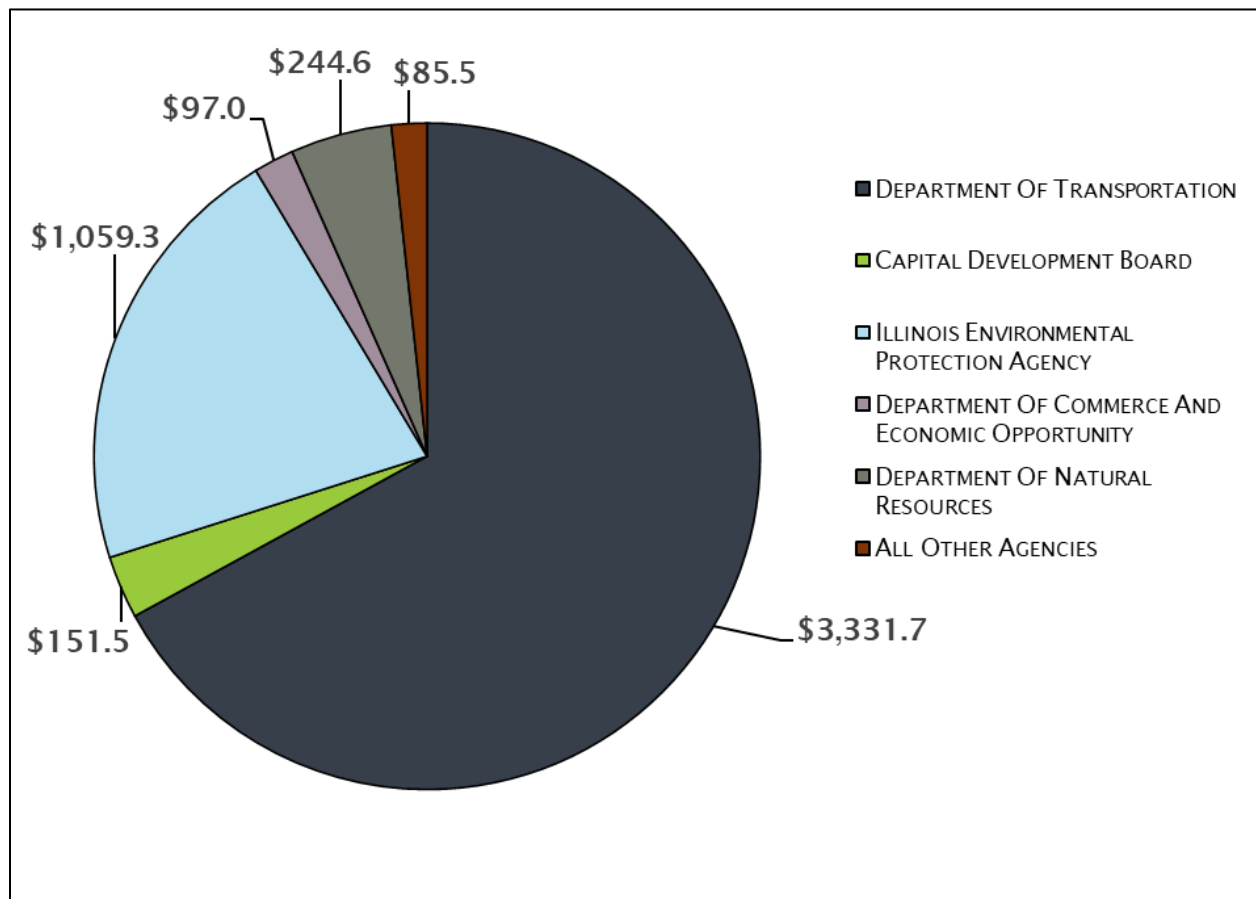
*New appropriation values in FY 2024 for the “Healthcare and Human Services” category reflect the shift of the Illinois Housing Development Authority appropriations from the Illinois Department of Revenue to the Illinois Department of Human Services.

Capital Budget Overview

FISCAL YEAR 2024 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended new capital appropriations by agency. In fiscal year 2024, 67 percent of the new appropriations are for IDOT’s multi-year, multi-modal transportation improvement program, funded largely by motor fuel taxes, vehicle registration fees and federal funds. Over 26 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)



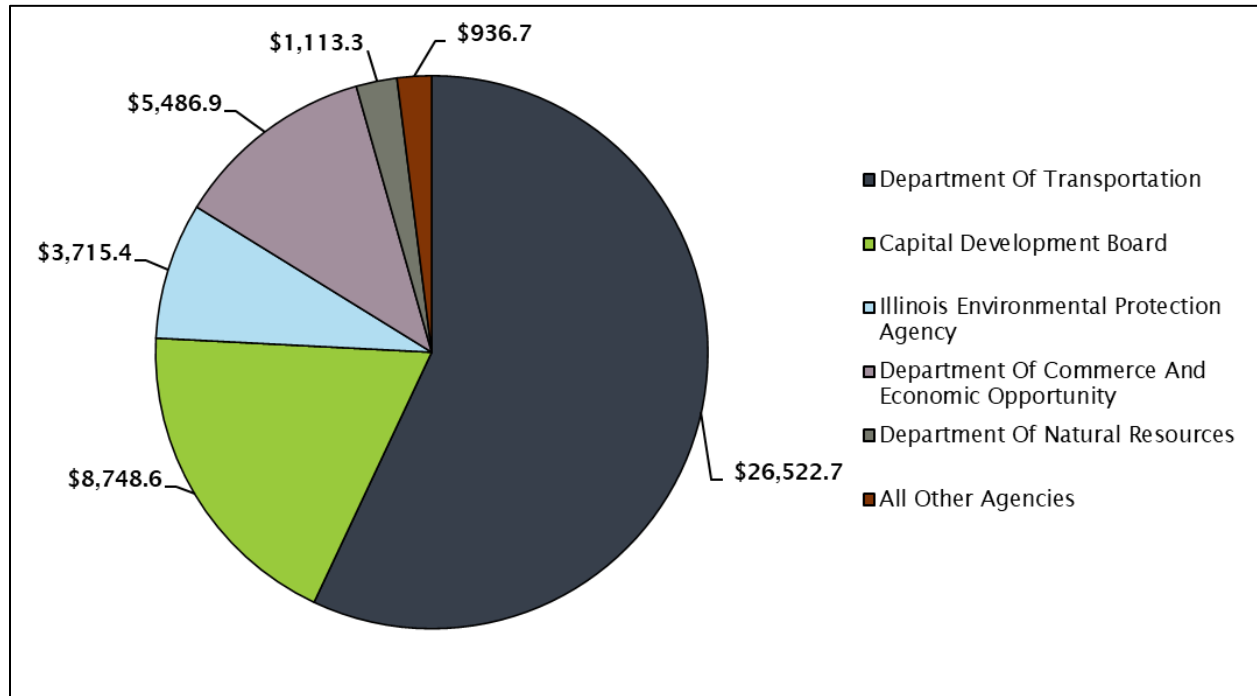
New Capital Appropriations by Agency (\$ millions)	
Department Of Transportation	3,331.7
Capital Development Board	151.5
Illinois Environmental Protection Agency	1,059.3
Department Of Commerce And Economic Opportunity	97.0
Department Of Natural Resources	244.6
All Other Agencies	85.5
Total New Appropriations	\$ 4,969.6

Capital Budget Overview

FISCAL YEAR 2024 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)



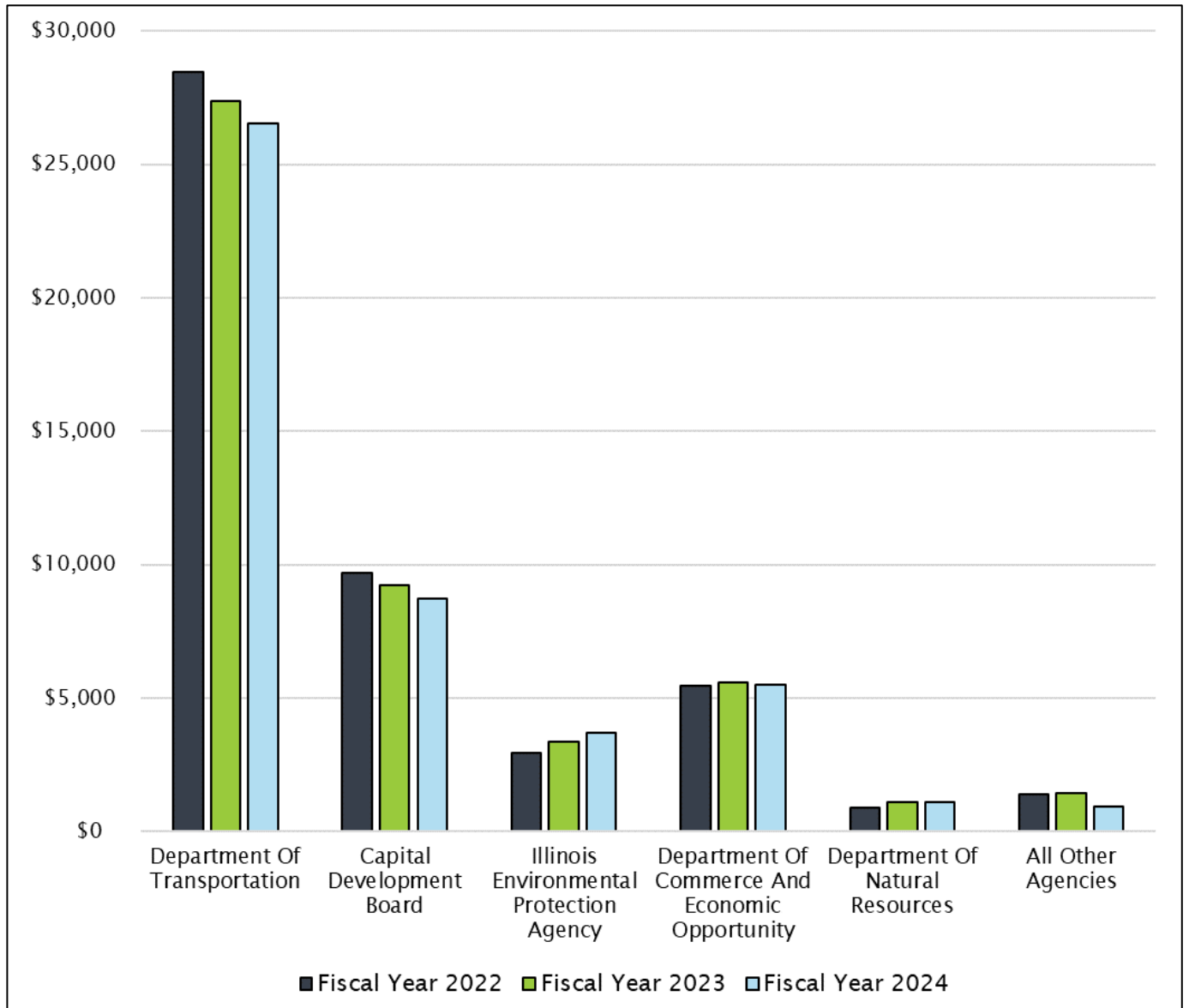
Agency (\$ millions)	Bonded	Pay-As-You-Go	Total
Department Of Transportation	\$ 10,121.2	\$ 16,401.5	\$ 26,522.7
New Appropriations	0.0	3,331.7	3,331.7
Reappropriations	10,121.2	13,069.8	23,191.0
Capital Development Board	\$ 8,526.1	\$ 222.4	\$ 8,748.6
New Appropriations	1.5	150.0	151.5
Reappropriations	8,524.6	72.4	8,597.1
Illinois Environmental Protection Agency	\$ 261.3	\$ 3,454.1	\$ 3,715.4
New Appropriations	0.0	1,059.3	1,059.3
Reappropriations	261.3	2,394.8	2,656.0
Department Of Commerce And Economic Opportunity	\$ 4,225.4	\$ 1,261.5	\$ 5,486.9
New Appropriations	0.0	97.0	97.0
Reappropriations	4,225.4	1,164.5	5,389.9
Department Of Natural Resources	\$ 392.7	\$ 720.6	\$ 1,113.3
New Appropriations	0.5	244.1	244.6
Reappropriations	392.1	476.5	868.7
All Other Agencies	\$ 604.6	\$ 332.1	\$ 936.7
New Appropriations	0.0	85.5	85.5
Reappropriations	604.6	246.6	851.2
Total	\$ 24,131.2	\$ 22,392.3	\$ 46,523.6

Capital Budget Overview

FISCAL YEARS 2022-2024 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2022, 2023 and 2024. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

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

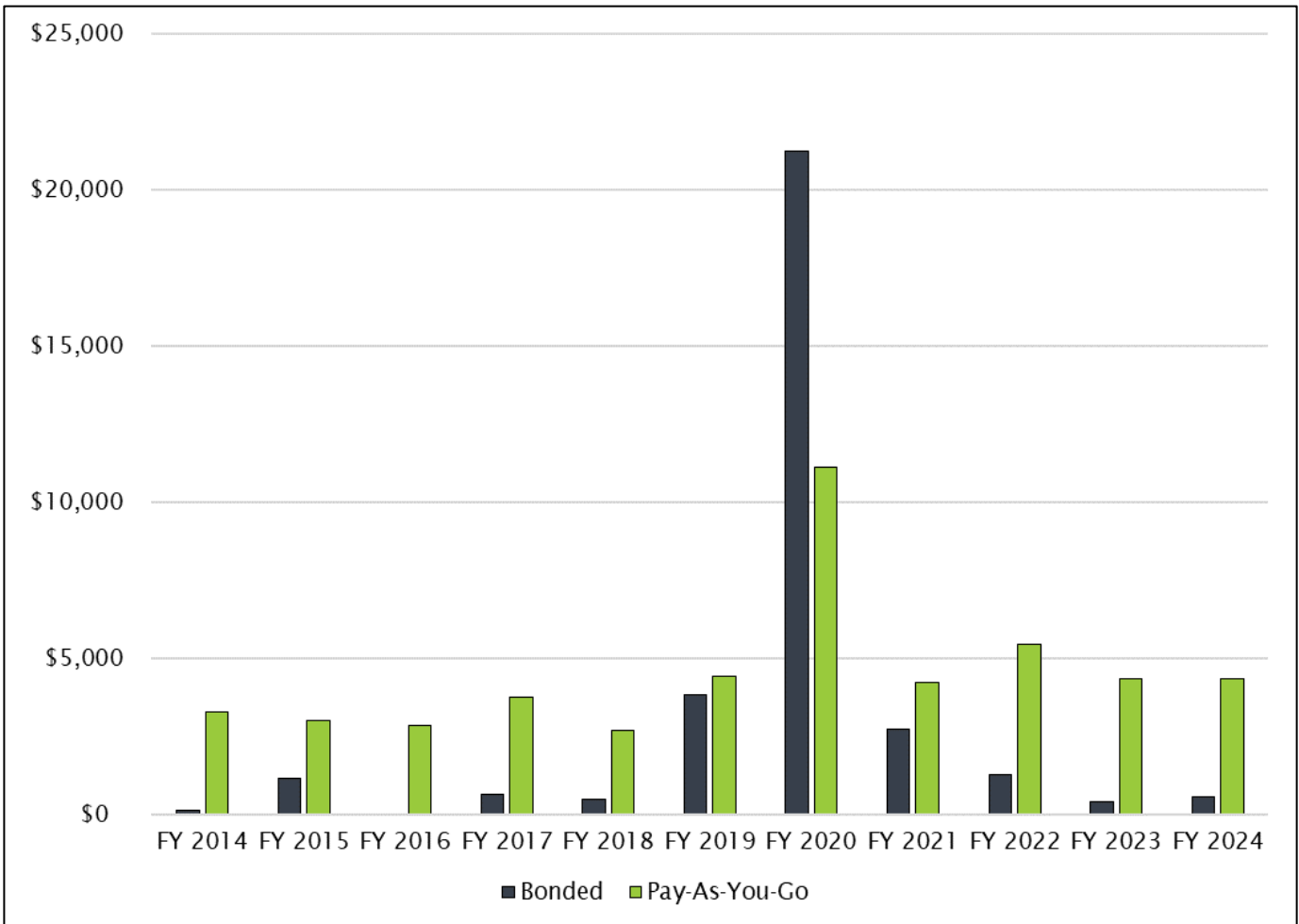


Capital Budget Overview

FISCAL YEARS 2014 – 2024 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 2014 to fiscal year 2024. 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)



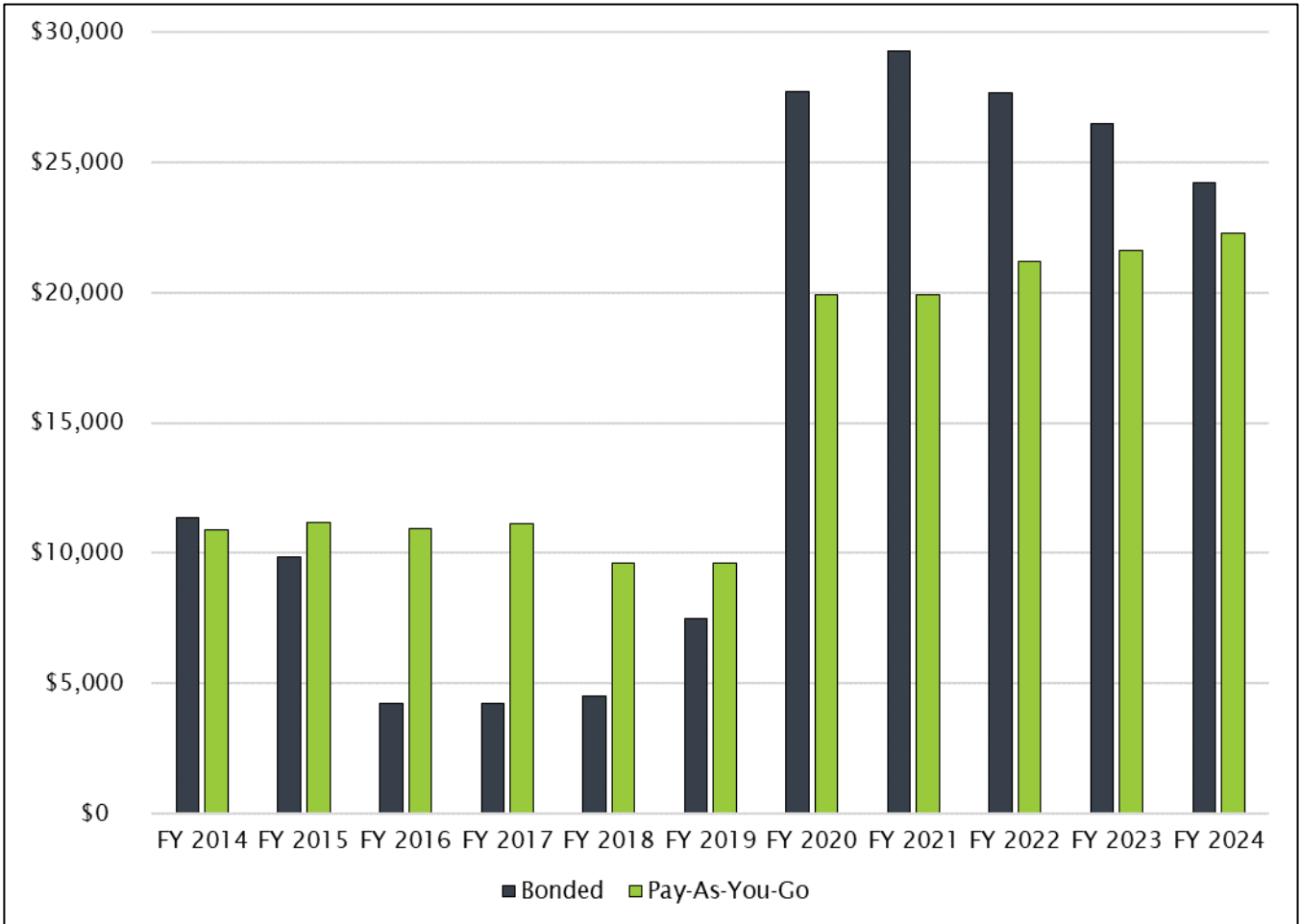
Note: A substantial portion of FY 2019 appropriations appear as new due to the absence of a fully enacted budget in FY 2016 through FY 2018. Many of these appropriations originated in FY 2010 as part of the Illinois Jobs Now! capital plan.

Capital Budget Overview

FISCAL YEARS 2014 – 2024 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2014 to fiscal year 2024.

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 2022, 2023 and 2024.

Agency (\$ thousands)	FY 2022 Enacted Appropriation	FY 2023* Enacted Appropriation	FY 2024 Recommended Appropriation
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	\$ 360,537	\$ 349,251	\$ 230,251
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	360,537	349,251	230,251
Federal Funds - Pay-as-you-go	-	-	-
Legislative Agencies	\$ 360,537	\$ 349,251	\$ 230,251
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	360,537	349,251	230,251
Federal Funds - Pay-as-you-go	-	-	-
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	\$ 57,517	\$ 49,497	\$ 17,985
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	57,517	49,497	17,985
Federal Funds - Pay-as-you-go	-	-	-
Office Of The State Comptroller	\$ 18,500	\$ 15,752	\$ 9,073
Other State Funds - Pay-as-you-go	6,500	6,500	6,500
Other State Funds - Bonded	12,000	9,252	2,573
Federal Funds - Pay-as-you-go	-	-	-
Elected Officials And Elections	\$ 76,017	\$ 65,248	\$ 27,057
Other State Funds - Pay-as-you-go	6,500	6,500	6,500
Other State Funds - Bonded	69,517	58,748	20,557
Federal Funds - Pay-as-you-go	-	-	-
GOVERNOR'S AGENCIES			
Department Of Commerce And Economic Opportunity	\$ 5,462,926	\$ 5,605,734	\$ 5,486,922
Other State Funds - Pay-as-you-go	120,125	238,602	322,063
Other State Funds - Bonded	4,343,051	4,364,747	4,225,421
Federal Funds - Pay-as-you-go	999,750	1,002,386	939,438
Department Of Natural Resources	\$ 886,356	\$ 1,097,800	\$ 1,113,300
Other State Funds - Pay-as-you-go	344,237	505,834	471,797
Other State Funds - Bonded	476,192	455,616	392,652
Federal Funds - Pay-as-you-go	65,927	136,350	248,850
Department Of Innovation and Technology	\$ 214,433	\$ 241,391	\$ 140,456
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	214,433	241,391	140,456
Federal Funds - Pay-as-you-go	-	-	-
Department Of Military Affairs	\$ 157,489	\$ 176,094	\$ 116,500
Other State Funds - Pay-as-you-go	75,000	75,000	72,000
Other State Funds - Bonded	82,489	101,094	44,500
Federal Funds - Pay-as-you-go	-	-	-

Capital Budget Overview

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

Agency (\$ thousands)	FY 2022 Enacted Appropriation	FY 2023* Enacted Appropriation	FY 2024 Recommended Appropriation
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	\$ 28,483,069	\$ 27,365,455	\$ 26,522,665
Other State Funds - Pay-as-you-go	16,128,126	15,671,389	15,745,792
Other State Funds - Bonded	11,860,651	11,121,430	10,121,168
Federal Funds - Pay-as-you-go	494,293	572,635	655,705
Capital Development Board	\$ 9,695,514	\$ 9,253,287	\$ 8,748,571
Other State Funds - Pay-as-you-go	107,513	83,735	222,435
Other State Funds - Bonded	9,588,001	9,169,551	8,526,135
Federal Funds - Pay-as-you-go	-	-	-
Illinois Environmental Protection Agency	\$ 2,931,960	\$ 3,379,794	\$ 3,715,365
Other State Funds - Pay-as-you-go	2,581,064	3,058,936	3,374,091
Other State Funds - Bonded	350,896	320,858	261,275
Federal Funds - Pay-as-you-go	-	-	80,000
Illinois Arts Council	\$ 50,025	\$ 50,025	\$ 13,881
Other State Funds - Pay-as-you-go	50,025	50,025	13,881
Other State Funds - Bonded	-	-	-
Federal Funds - Pay-as-you-go	-	-	-
Illinois Housing Development Authority**	\$ 150,000	\$ 146,014	\$ 85,514
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	150,000	146,014	85,514
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	\$ 48,169,271	\$ 47,453,094	\$ 46,077,174
Other State Funds - Pay-as-you-go	19,406,090	19,683,521	20,222,060
Other State Funds - Bonded	27,203,212	26,058,202	23,931,121
Federal Funds - Pay-as-you-go	1,559,969	1,711,371	1,923,993

Capital Budget Overview

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

Agency (\$ thousands)	FY 2022 Enacted Appropriation	FY 2023* Enacted Appropriation	FY 2024 Recommended Appropriation
EDUCATION			
State Board Of Education	\$ 247,695	\$ 250,332	\$ 179,234
Other State Funds - Pay-as-you-go	221,963	225,332	154,234
Other State Funds - Bonded	25,732	25,000	25,000
Federal Funds - Pay-as-you-go	-	-	-
Illinois Board of Higher Education	\$ 10,935	\$ 10,935	\$ 9,835
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	10,935	10,935	9,835
Federal Funds - Pay-as-you-go	-	-	-
Education	\$ 258,630	\$ 261,267	\$ 189,069
Other State Funds - Pay-as-you-go	221,963	225,332	154,234
Other State Funds - Bonded	36,667	35,935	34,835
Federal Funds - Pay-as-you-go	-	-	-
GRAND TOTAL	\$ 48,864,455	\$ 48,128,860	\$ 46,523,551
Other State Funds - Pay-as-you-go	19,634,552	19,915,352	20,382,794
Other State Funds - Bonded	27,669,933	26,502,136	24,216,764
Federal Funds - Pay-as-you-go	1,559,969	1,711,371	1,923,993

Note: Figures may not add due to rounding.

*The FY 2023 enacted values in this book reflect proposed FY 2023 supplemental changes as illustrated in Table I-B.

**Through FY 2023, the Illinois Housing Development Authority (IHDA) receives appropriations through their funding agent, the Department of Revenue. FY 2024 reflects the movement of appropriations for IHDA from the Department of Revenue to the Department of Human Services.

TABLE I-B: FISCAL YEAR 2023 SUPPLEMENTAL APPROPRIATIONS

Table I-B summarizes the total recommended fiscal year 2023 supplemental capital appropriations. Unlike operating budget supplemental appropriations, capital supplemental appropriation changes are included in the fiscal year 2023 enacted values in this book and are assumed to be reappropriated in the proposed fiscal year 2024 budget.

Agency (\$ thousands)	Other State Funds Pay-as-you-go	Other State Funds Bonded	Total All Funds
Capital Development Board	-	(129,500)	(129,500)
Department of Innovation and Technology	-	100,000	100,000
Department of Military Affairs	-	29,500	29,500
Total Supplemental Appropriations	\$ -	\$ -	\$ -

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 2021 through 2024.

Source (\$ millions)	Actual FY 2021	Actual FY 2022	Estimated FY 2023	Projected FY 2024
State Taxes				
Motor Fuel Tax.....	2,379.2	2,522.5	2,383.8	2,683.7
Telecommunications Tax.....	39.2	35.0	32.6	30.0
Real Estate Transfer Tax.....	44.2	60.9	44.9	35.0
Other Taxes.....	0.3	0.3	0.3	0.3
Total State Taxes	2,462.8	2,618.8	2,461.6	2,749.0
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	2,265.4	2,094.4	2,123.6	2,060.8
Water Revolving Fund Loan Repayment.....	203.8	107.4	57.4	60.5
Bond Issue Proceeds.....	1,999.9	2,009.8	1,919.0	2,329.3
Licenses, Fees and Registrations.....	85.9	120.3	110.1	60.1
Sale of Property, Other Earnings and Net Transfers.....	241.1	456.3	1,024.2	945.7
Total Non-Tax State Sources	4,796.1	4,788.1	5,234.2	5,456.5
Federal Receipts	2,536.0	3,041.1	2,704.9	2,711.9
TOTAL RECEIPTS ALL SOURCES	9,794.9	10,448.0	10,400.7	10,917.4

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 2021 through 2024.

(\$ millions)	Actual 2021	Actual 2022	Estimated 2023	Projected 2024
Receipts				
State Sources				
Motor Vehicle and Operators License Fees.....	1,670.1	1,597.3	1,599.3	1,544.7
Transfers from Motor Fuel Tax Fund.....	331.6	355.0	334.1	317.9
Other Earnings, Reimbursements and Transfers.....	667.2	288.3	688.2	852.8
Total State Sources.....	2,669.0	2,240.6	2,621.5	2,715.4
Total Federal Sources.....	1,811.6	1,691.0	2,039.2	2,155.8
TOTAL RECEIPTS	4,480.6	3,931.6	4,660.7	4,871.2
Disbursement s				
Expenditures*				
Department Of Transportation - Construction.....	1,180.1	1,621.4	2,390.7	2,421.7
Department Of Transportation - Operations.....	966.2	1,021.4	1,070.7	1,127.9
Department Of Transportation - All Other.....	282.3	195.1	233.3	196.6
Secretary Of State.....	2.0	1.6	1.7	1.8
Department Of Central Management Services - Group Insurance.....	171.5	131.0	110.3	148.3
All Other Agencies.....	4.5	4.5	6.0	6.0
Total Expenditures.....	2,606.6	2,975.0	3,812.7	3,902.3
Transfers				
Workers' Compensation Revolving Fund.....	23.2	15.4	14.9	18.2
Debt Service.....	430.7	470.0	517.4	535.8
Other Transfers.....	681.2	285.9	294.3	392.5
Total Transfers.....	1,135.1	771.3	826.6	946.5
TOTAL DISBURSEMENTS	3,741.7	3,746.3	4,639.4	4,848.9
SAMS Adjust ment.....	(2.2)	(1.3)	(22.3)	(2.5)
NET CHANGE IN CASH (Receipts minus Disbursements)	738.8	185.3	21.3	22.3
plus: CASH BALANCE AT BEGINNING OF YEAR.....	520.4	1,261.4	1,448.0	1,491.8
equals: CASH BALANCE AT END OF YEAR	1,261.4	1,448.0	1,491.8	1,516.6

*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 2021 through 2024.

(\$ millions)	Actual 2021	Actual 2022	Estimated 2023	Projected 2024
Receipts				
Non-Allocable Receipts				
Refunds on Nontaxable Motor Fuel.....	33.4	33.3	34.6	34.0
International Fuel Tax Agreement (IFTA) to Other States	4.7	0.7	20.2	17.7
Allocable Receipts.....	1,165.6	1,222.4	1,124.9	1,120.9
TOTAL GROSS RECEIPTS	1,203.6	1,256.4	1,179.7	1,172.6
Disbursements				
Transfers				
State Construction Account Fund.....	188.2	201.7	174.0	181.2
Road Fund.....	331.6	355.0	334.1	317.9
Motor Fuel Tax Counties Fund.....	170.1	184.1	175.7	168.5
Motor Fuel Tax Municipalities Fund.....	238.6	258.2	246.3	236.3
Motor Fuel Tax Townships and Road Districts Fund.....	77.2	83.5	79.2	76.5
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.....	0.1	0.0	0.0	0.0
Total Transfers.....	1,052.9	1,129.6	1,056.3	1,027.4
Expenditures*				
Department Of Revenue (net IFTA and Refunds).....	32.2	48.4	46.1	49.9
Secretary Of State.....	1.3	1.3	1.3	1.3
Department Of Transportation.....	31.1	17.4	18.7	20.1
Illinois Environmental Protection Agency.....	23.0	23.0	23.0	23.0
Refunds on Nontaxable Motor Fuel.....	33.4	33.3	34.6	34.0
International Fuel Tax Agreement to Other States.....	4.7	0.7	20.2	17.7
Total Expenditures.....	125.6	124.1	143.8	146.0
TOTAL DISBURSEMENTS	1,178.5	1,253.7	1,200.0	1,173.4
SAMS Adjust ment.....	(0.1)	0.0	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	25.1	2.7	(20.3)	(0.8)
plus: CASH BALANCE AT BEGINNING OF YEAR.....	95.5	120.7	123.4	103.1
equals: CASH BALANCE AT END OF YEAR	120.7	123.4	103.1	102.3

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2024

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2024.

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	3,745,212	5,525,070	2,155,821	1,995,348	13,421,451	2,951,262	6,633,043	3,837,146
SPECIAL STATE FUNDS	1,373,411	379,794	402,107	197,516	2,352,828	200,826	939,428	1,212,574
BOND FINANCED FUNDS	1,314,125	2,285,000	0	0	3,599,125	0	2,568,733	1,030,392
FEDERAL TRUST FUNDS	2,308,711	3,327	303,998	10,000	2,626,036	60,000	1,019,684	1,546,352
STATE TRUST FUNDS	198,276	6,972	4,933	0	210,180	0	3,752	206,428
GRAND TOTAL	8,939,735	8,200,163	2,866,859	2,202,864	22,209,620	3,212,087	11,164,641	7,832,892

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2024

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2024.

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	87,377	0	0	28,581	115,958	0	3,000	112,958
Grade Crossing Protection	177,322	0	0	42,000	219,322	5,501	33,378	180,443
Motor Fuel Tax	103,131	1,171,255	0	1,323	1,275,708	1,027,409	146,037	102,262
Motor Fuel Tax Counties	0	0	0	168,470	168,470	0	168,470	0
Motor Fuel Tax Municipalities	0	0	0	236,272	236,272	0	236,272	0
Motor Fuel Tax Townships and Road Districts	0	0	0	76,464	76,464	0	76,464	0
Regional Transportation Authority Capital Improvement	309,195	0	0	257,232	566,427	0	253,524	312,902
Road	1,491,760	2,397,485	2,155,821	317,913	6,362,978	946,548	3,899,837	1,516,593
State Construction Account	1,488,628	509,945	0	867,094	2,865,667	38	1,358,759	1,506,869
Transportation Renewal	87,801	1,446,385	0	0	1,534,186	971,766	457,302	105,119
TOTAL HIGHWAY FUNDS	3,745,212	5,525,070	2,155,821	1,995,348	13,421,451	2,951,262	6,633,043	3,837,146
SPECIAL STATE FUNDS								
Adeline Jay Geo- Karis Illinois Beach Marina	1,210	406	0	0	1,615	88	98	1,430
Capital Facility and Technology Modernization	4,300	0	0	0	4,300	0	4,300	0
Downstate Transit Improvement	8,941	0	0	0	8,941	0	5,500	3,441
Federal High Speed Rail Trust	14,149	0	63,000	0	77,150	0	69,946	7,204
Illinois Forestry Development	3,883	2,125	1,124	0	7,132	0	2,464	4,668
Illinois Habitat	5,923	1,002	0	0	6,925	156	886	5,883
Illinois National Guard Construction	29,484	0	15,000	0	44,484	0	13,700	30,784
Illinois Wildlife Preservation	3,671	211	0	250	4,133	0	341	3,791
Natural Areas Acquisition	16,196	10,541	103	0	26,840	104	22,220	4,515
Off- Highway Vehicle Trails	1,322	474	0	0	1,796	0	282	1,514
Open Space Lands Acquisition and Development	158,557	24,500	0	0	183,057	27	39,333	143,697
Park and Conservation	581	24,856	2,076	10,000	37,512	211	36,718	584
Plugging and Restoration	2,736	2,117	5,000	0	9,853	760	6,147	2,946
Rail Freight Loan Repayment	828	20	0	0	848	0	0	848
Rebuild Illinois Projects	496,599	0	0	0	496,599	15,000	65,500	416,099
School Infrastructure	96,084	30,006	0	182,069	308,159	158,987	30,722	118,450
Snowmobile Trail Establishment	468	88	0	0	556	0	295	261
State Boating Act	2171	4016	2975	5040	14201	74	11096	3032
State Furbearer	847	83	0	38	968	0	5	963
State Migratory Waterfowl Stamp	5,420	955	0	0	6,374	0	682	5,692
State Parks	3,000	11157	37	0	14,195	44	10554	3,596
State Pheasant	5,186	429	0	119	5,734	0	134	5,600
State Rail Freight Loan Repayment	12,322	596	0	0	12,918	0	0	12,918
Underground Storage Tank	91,821	70,081	0	0	161,903	23,997	33,603	104,302
Water Revolving	383,958	151,977	28344	0	819,349	1,016	513,068	305,265
Wildlife and Fish	23,753	44,155	29,378	0	97,286	363	71,834	25,090
TOTAL SPECIAL STATE FUNDS	1,373,411	379,794	402,107	197,516	2,352,828	200,826	939,428	1,212,574

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2024 (CONTINUED)

BOND FINANCED FUNDS								
Anti- Pollution	3,046	15,000	0	0	18,046	0	18,000	46
Build Illinois Bond	255,465	200,000	0	0	455,465	0	330,225	125,240
Capital Development	341,350	680,000	0	0	1,021,350	0	916,007	105,342
Multi- modal Transportation Bond	202,561	800,000	0	0	1,002,561	0	678,216	324,345
School Construction	9,228	0	0	0	9,228	0	7,800	1,428
Transportation Bond, Series A	255,632	500,000	0	0	755,632	0	420,336	335,296
Transportation Bond, Series B	161,703	40000	0	0	201,703	0	133,368	68,336
Transportation Bond, Series D	85,139	50,000	0	0	135,139	0	64,780	70,358
TOTAL BOND FINANCED FUNDS	1,314,125	2,285,000	0	0	3,599,125	0	2,568,733	1,030,392
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation	1,146	0	13,628	0	14,774	0	14,684	89
Council Federal Trust								
DNR Federal Projects	52,909	0	12,025	0	64,934	0	9,373	55,561
Federal Mass Transit Trust	0	0	55,160	10,000	65,160	0	59,902	5,258
Federal Title IV Fire Protection Assistance	519	0	553	0	1,073	0	470	602
Federal/State/Local Airport	405	2,577	62,333	0	65,315	0	65,005	310
Flood Control Land Lease	0	749	0	0	749	0	749	0
Forest Reserve	10	0	300	0	310	0	300	10
State Coronavirus Urgent Remediation Emergency	2,253,722	0	160,000	0	2,413,722	60,000	869,200	1,484,522
TOTAL FEDERAL TRUST FUNDS	2,308,711	3,327	303,998	10,000	2,626,036	60,000	1,019,684	1,546,352
STATE TRUST FUNDS								
Abandoned Mined Lands Reclamation Set- Aside	73,831	1,483	2,900	0	78,213	0	0	78,213
Capital Development Board Contributory Trust	78,551	1,350	0	0	79,901	0	0	79,901
DNR Special Projects	44,156	4,140	0	0	48,296	0	1,720	46,576
Land and Water Recreation	1,737	0	2,033	0	3,769	0	2,033	1,737
TOTAL STATE TRUST FUNDS	198,276	6,972	4,933	0	210,180	0	3,752	206,428
GRAND TOTAL	8,939,735	8,200,163	2,866,859	2,202,864	22,209,620	3,212,087	11,164,641	7,832,892

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
<https://cdb.illinois.gov/>



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 2024 CAPITAL BUDGET

Rebuild Illinois was designed as a six-year plan beginning in fiscal year 2020, with enough appropriation authority to allow for the consistent, sustainable execution of capital projects. As such, the fiscal year 2024 recommended budget 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, emergency plans and grants.

The chart below provides a synopsis of active projects being managed by CDB throughout the State in various stages of completion. A project in board status is funded and CDB is either advertising for an architect/engineer (A/E) or has selected the A/E and needs the final contract. Design refers to having an A/E under contract who is working on a project’s scope and design. A design goes into construction when a construction contract is awarded, and work is underway. A project must reach substantial completion and have final work lists in review before moving into closeout status. As seen below, 88 percent of active CDB-managed projects are in the design or construction phase, showcasing the large amount of capital improvements continuing in fiscal year 2024.

CDB-Managed Project Snapshot - State Facilities and Higher Education*		
(\$ thousands)		
Status	Estimated Budget	Project Count
Board	\$ 106,496	32
Design	\$ 2,951,971	355
Construction	\$ 2,015,811	270
Closeout	\$ 529,360	51
Grand Total	\$ 5,603,638	708

*As of January 2023

Agency Budget Detail: Capital Development Board

BUDGET HIGHLIGHTS

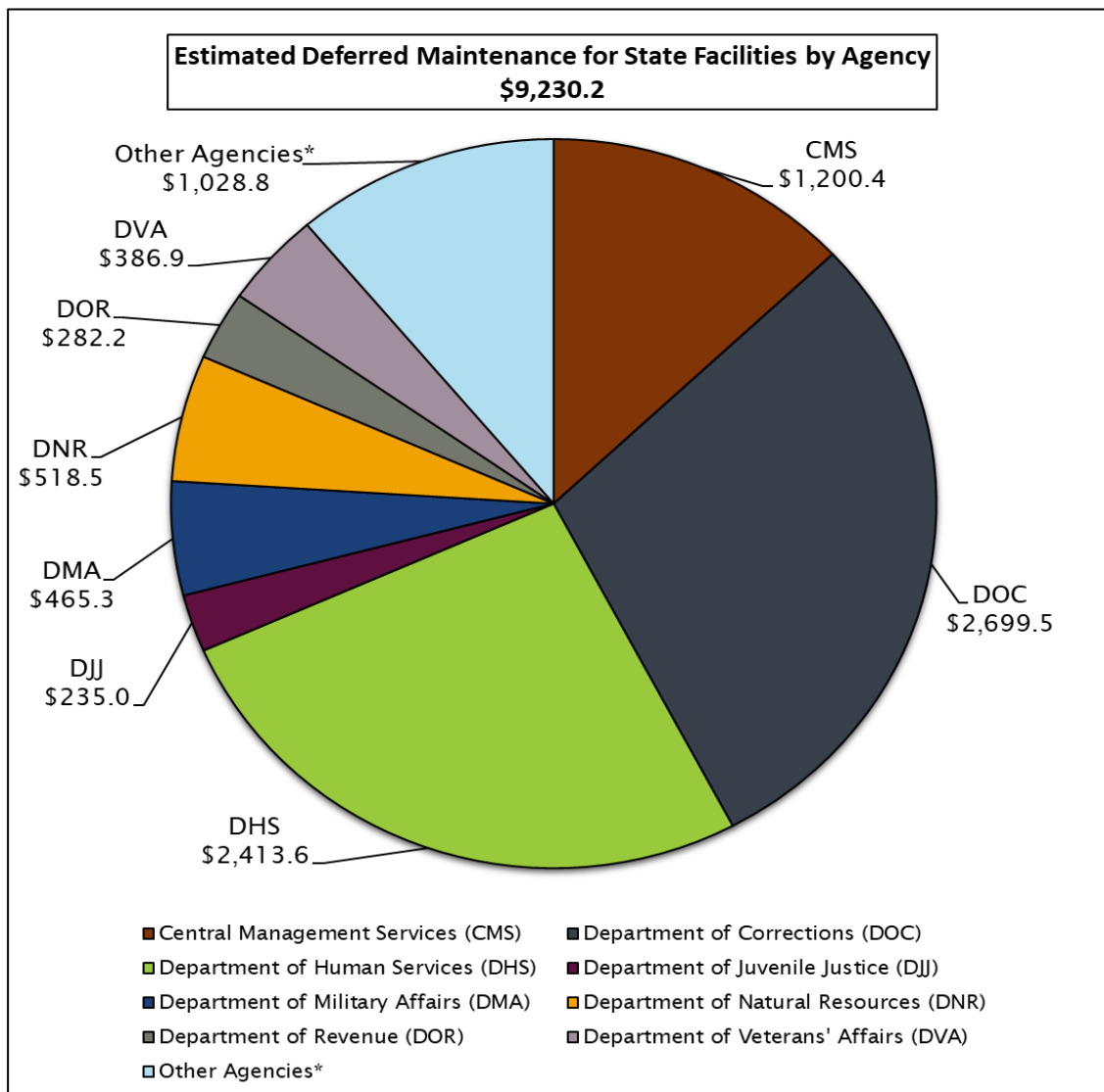
The recommended fiscal year 2024 capital budget includes reappropriations of fiscal year 2023 enacted lines, including approximately \$6.2 billion in reappropriations for Rebuild Illinois initiatives such as:

- \$3.1 billion for state facility deferred maintenance and construction projects;
- \$2.3 billion for public higher education deferred maintenance and programmatic projects; and
- \$750.0 million for grants to support healthcare, innovation and early childhood education.

INVESTMENTS IN STATE FACILITIES

Illinois' state facilities are diverse, with spaces such as office buildings, hospitals, state fairgrounds, laboratories, correctional facilities, residential care facilities, garages, state parks and historic structures. 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.

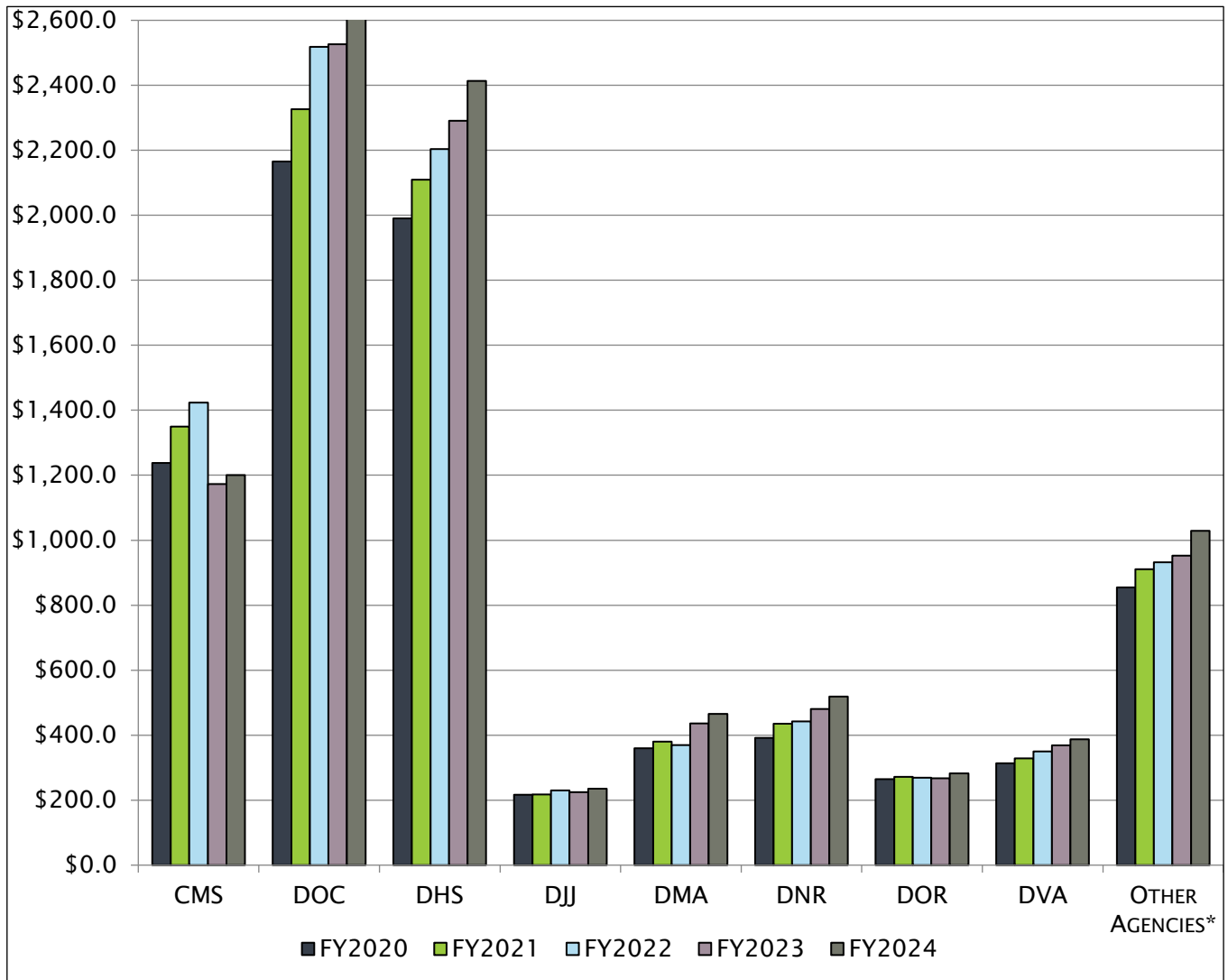
EXHIBIT 1 – STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2024 (\$ MILLIONS)



*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 YEARS 2020-2024 (\$ 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: Rising inflation has resulted in significantly increased cost projections. Additionally, 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.

Between fiscal years 2020 and 2022, the Governor’s Office and the Governor’s Office of Management and Budget released \$921.5 million to address deferred maintenance costs at CDB-managed state facilities funded from Rebuild Illinois statewide deferred maintenance appropriation authority.

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 inspires civic engagement through the diverse lens of Illinois history and shares with the world the life and legacy of Abraham Lincoln. 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: Water storage tank and boiler relocation and replacement, humidifier replacement, elevator control systems update, and installation of solar panels and electric vehicle charging infrastructure
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. The department's five-year goals include optimizing space requirements and addressing major facility needs by prioritizing life safety systems.
Projects Include: Springfield Armory building renovation and rehabilitation, elevator modernizations, HVAC system upgrades and roof replacements
Department of Agriculture (DOA)
DOA 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 revenue, as well as to their safe enjoyment by visitors.
Projects Include: Roof repair and replacement, Springfield grandstand repair, electrical system upgrades, HVAC replacement, water and sewer system replacement, and road resurfacing
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 its 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 satellite locations. 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, restroom renovations, roofing system replacements, fire alarm and sprinkler upgrades, boiler and chiller replacements, and water treatment 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 it serves. 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 remodels, elevator, fire alarm and sprinkler system upgrades, roof replacements, road, sidewalk and parking lot repairs, security infrastructure renovations including perimeter fencing and sally port entrances, 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 and renovation of the former Lincoln Developmental Center into a DJJ facility, purchase and rehabilitation of a new building for the Chicago facility, and HVAC and boiler replacements
Department of Revenue (DOR)
DOR 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. DOR occupies six locations in Illinois and has field employees stationed throughout the United States. DOR's primary headquarters is the Willard Ice Building (WIB) in Springfield, with secondary headquarters in Chicago. The WIB is the primary focus for DOR's capital budget requests due to its size, aged mechanical systems and critical importance to the agency.
Projects Include: Mechanical systems upgrades, security improvements, 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 and provides 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 and water loop construction, replacement of generators, chillers and boilers, upgrades to fire alarm systems, roof 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, along with multiple floors in the Michael A. Bilandic Building in Chicago.
Projects Include: Window and beam repairs, brick masonry repair, waterproofing, driveway and parking lot repair, carpet replacement, and HVAC upgrade
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 within IEMA headquarters. 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: Restroom renovations, 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 combined Joliet facility to include a crime lab and district headquarters, construction of a new combined Metro-East facility, construction of a new ISP Training Academy on the Pawnee Training Complex, upgrades to HVAC and generators, elevator renovations, and roof replacements

Agency Budget Detail: Capital Development Board

In order to help agencies meet their capital plans listed in the above charts, CDB continues to manage the design and construction of active projects at state facilities, including other programmatic work and emergency needs. As noted below, there are currently 511 projects valued around \$3.3 billion across state agencies in different stages of completion.

CDB-Managed Project Snapshot - State Facilities*		
(\$ thousands)		
State Agencies	Estimated Budget	Project Count
Central Management Services	\$ 415,219	36
Dept of Agriculture	\$ 91,507	17
Dept of Corrections	\$ 466,879	102
Dept of Human Services	\$ 313,758	63
Dept of Juvenile Justice	\$ 115,124	14
Dept of Military Affairs	\$ 174,382	46
Dept of Natural Resources	\$ 249,138	69
Dept of Revenue	\$ 83,230	11
Dept of Transportation	\$ 283,202	77
Dept of Veterans' Affairs	\$ 464,528	27
Illinois Emergency Management Agency	\$ 13,000	1
Illinois State Police	\$ 117,616	9
Office of the Architect of the Capitol	\$ 321,958	4
Office of the Secretary of State	\$ 129,376	13
All Other Agencies**	\$ 49,309	22
Grand Total	\$ 3,288,227	511

*As of January 2023
 **Other agencies include the Abraham Lincoln Presidential Library and Museum, Illinois Courts, Illinois State Board of Education and Office of the Attorney General

REBUILD ILLINOIS STATE FACILITY PROJECT DETAILS

CDB is collaborating with agencies around the State to repair and construct facilities under the Rebuild Illinois framework. While past investments in the State’s aging infrastructure were sporadic, Rebuild Illinois allows CDB to consistently support efficiency, productivity, health and safety at state-owned buildings. CDB and state agencies identify projects on an ongoing basis by priority and need.

OLD STATE CAPITOL – RESTORE THE INTERIOR AND EXTERIOR STRUCTURE



Old State Capitol Building flagpole removal

The Old State Capitol building is undergoing restoration and repair to its interior and exterior structures with an expected completion date in calendar year 2023. Active work on the interior involves plaster repair, repainting, waterproofing, elevator upgrades, fire alarm and plumbing replacements, and restroom remodeling.

Exterior work includes restoring the dome cap, wood columns, wood siding and perimeter fence as well as replacing the roof, windows and stone pavers. The Historic Preservation Services division of the Department of Natural Resources is heavily involved in the \$17.7 million project.

Agency Budget Detail: Capital Development Board

VIENNA CORRECTIONAL CENTER – UPGRADE SEWER TREATMENT FACILITY

The Vienna Correctional Center is a 69-building facility established in 1930, including a sewage treatment facility that serves both the Vienna Correctional Center and the Shawnee Correctional Center. The correctional centers have increased their inmate populations, creating an enormous strain on the proper treatment of waste. The last upgrade to the treatment facility was completed in the early 1990s, causing a need for renovations to comply with current environmental regulations.

This \$1.5 million project is funded through Rebuild Illinois statewide deferred maintenance appropriations and is currently in construction. The scope of work provides for surveying conditions in the wastewater treatment plant, creating a detailed report with cost estimates, applying for the required Illinois Environmental Protection Agency (IEPA) permits, and providing detailed drawings and specifications for the rehabilitation of the treatment plant. The scope also includes updates for IEPA compliance.

MANTENO VETERANS' HOME – COMPLETE DEFERRED MAINTENANCE PROJECTS

The Veterans' Home at Manteno has welcomed resident veterans since 1986 and sits on an expansive campus of 122 acres. The home has space for over 300 residents seeking skilled nursing care. This facility is currently undergoing a variety of deferred maintenance projects due to the combination of aged infrastructure and implementation of new water management protocols. These projects are in various stages of design and construction and total over \$40 million. This work includes upgrades to the water distribution systems and to the HVAC system, replacement of air handlers and roofing systems, and renovations to the central kitchen and restrooms.

ILLINOIS STATE POLICE - COMPLETE DEFERRED MAINTENANCE PROJECTS

CDB is currently managing several projects in different stages of design and construction for the Illinois State Police (ISP) totaling \$11.3 million. The ISP Academy is undergoing extensive renovations totaling \$9.4 million that include the replacement of the building's HVAC and control systems, installation of new water distribution piping and plumbing fixtures, window replacements, and upgrades to cadet housing.

ISP Central Headquarters is also under construction, with improvements to drywall and exterior masonry work underway. Replacement of the facility's water chiller and elevators is complete. Plans are in development to resurface the facility parking lot.

CHESTER MENTAL HEALTH CENTER – UPGRADE AND EXPAND THE CLOSED-CIRCUIT TELEVISION SYSTEM



Chester Mental Health Center

The Chester Mental Health Center is located on 28 acres of land north of Chester, Illinois. The center is designed to provide care and treatment for all adult males in the State of Illinois who require a greater degree of structure and security than is available at other state mental health facilities. The center is accredited by the Joint Commission on Accreditation of Health Care Organizations and does not admit recipients directly from the community; rather it provides a specialized treatment setting for forensic and behavior management recipients.

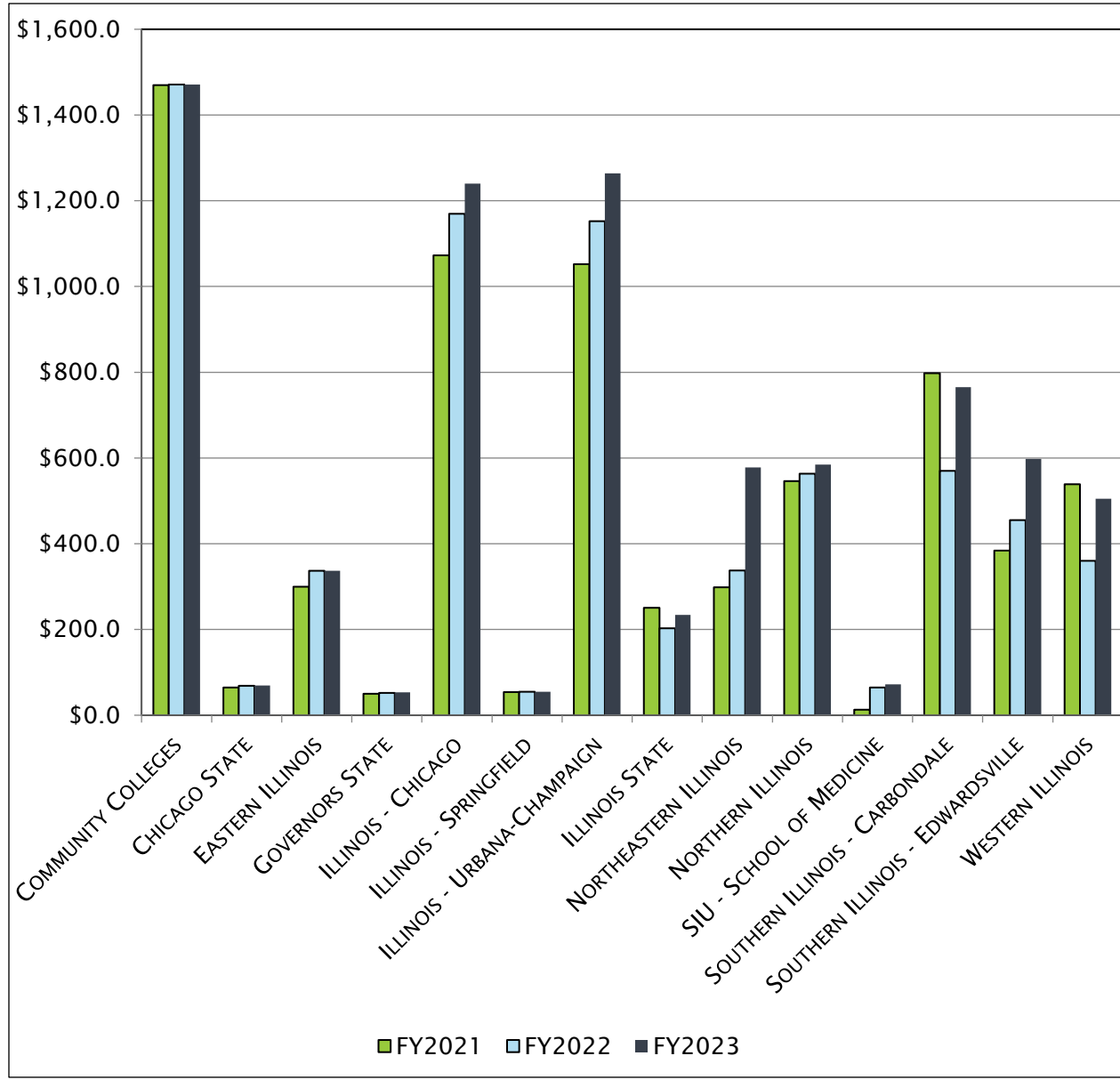
The center has a \$1.3 million closed circuit television (CCTV) project in design. The scope of work provides for a new CCTV system that includes operating software, cameras, servers and storage hardware.

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 approximately \$7.8 billion. Exhibit 3 shows higher education maintenance needs by fiscal year as reported by the colleges and universities.

EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2021-2023 (\$ MILLIONS)



Note: Rising inflation has resulted in significantly increased cost projections. Additionally, 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 public colleges and universities and at the Illinois Math and Science Academy.

CDB-Managed Project Snapshot - Higher Education*		
(\$ thousands)		
Institutions	Estimated Budget	Count
Chicago State University	\$ 88,735	14
Eastern Illinois University	\$ 135,173	5
Governors State University	\$ 20,172	5
Illinois Math and Science Academy	\$ 19,256	3
Community Colleges	\$ 616,102	109
Illinois State University	\$ 92,139	4
Northeastern Illinois University	\$ 117,632	7
Northern Illinois University	\$ 130,295	7
Southern Illinois University (SIUE, SIUC)	\$ 235,542	17
University of Illinois (UIC, UIUC, UIS)	\$ 711,914	20
Western Illinois University	\$ 148,451	6
Grand Total	\$ 2,315,411	197

*As of January 2023

LEWIS AND CLARK COMMUNITY COLLEGE – RENOVATION AND REPAIRS OF MAIN COMPLEX

Lewis and Clark Community College is planning for a major renovation on the college campus’ main complex, which includes five historic buildings (Baldwin, Caldwell, Wade, Fobes and Reid) covering approximately 170,000 square feet. The project, currently in design, is managed by CDB and funded by a state investment of \$37.5 million, as well as \$12.5 million from the college. The renovation will include upgrading mechanical, electrical and plumbing systems, along with replacement of the fire suppression and fire alarm systems, Americans with Disabilities Act (ADA) improvements, elevator upgrades, lighting replacement, interior finish updates, roof replacements, and new window installation. The project may require phasing to execute the required work while the campus remains in full operation.

SOUTHERN ILLINOIS UNIVERSITY EDWARDSVILLE – CONSTRUCT HEALTH SCIENCES BUILDING



Rendering of New SIUE Health Sciences Building

Rebuild Illinois funding is contributing over \$105 million for the construction of a Health Sciences Building at Southern Illinois University Edwardsville (SIUE). The scope of work provides for the new facility and connection to and renovation of two existing campus buildings. The facility, anticipated to be complete in 2025, will house the School of Pharmacy, the School of Nursing and other related programs. The project includes multiple laboratories, classrooms, faculty and administrative offices, student resources and study spaces, and a parking lot. Site circulation and energy efficient improvements are priorities and must meet the minimum of Leadership in Energy and Environmental Design (LEED) Silver Certification.

Agency Budget Detail: Capital Development Board

WESTERN ILLINOIS UNIVERSITY – CONSTRUCT CENTER FOR PERFORMING ARTS



Rendering of New WIU Center for Performing Arts

The State is providing more than \$100 million for the construction of a Center for Performing Arts (CPA) at Western Illinois University (WIU) in Macomb. The new CPA, currently in construction, will support the academic mission and programs in the WIU College of Fine Arts and Communication and serve as a cultural and performing arts destination for the campus community, the City of Macomb and the entire region.

With completion expected in August 2024, the 100,000 square foot building will boast classrooms, offices, practice rooms, studios and significant performance space to support the interdisciplinary efforts of WIU students. The Great Hall, an 850-seat proscenium theatre, will provide state-of-the-art performance space for music, drama and dance, as well as regional and national touring entertainment. The building will also include a black box theatre to provide a more intimate space for smaller productions.

DISCOVERY PARTNERS INSTITUTE AND ILLINOIS INNOVATION NETWORK PROJECTS

The State is providing \$500 million for infrastructure investments for the Discovery Partners Institute (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 to over \$1 billion.

The IIN 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

DISCOVERY PARTNERS INSTITUTE – CONSTRUCT THE FLAGSHIP



Rendering of New DPI Institute for Education and Research

The DPI flagship structure will leverage the collective capacity of its partners to collaborate, innovate and build the economy. The project is in the design phase; as planned, it would construct a new facility on university-owned property in Chicago with \$235 million in state funds and a minimum commitment of \$15 million from the University of Illinois. DPI will develop workforce and education solutions for new economy talent, expand the diversity of the new economy talent pipeline, transform the state’s economy through research and innovation activities, enhance the technology ecosystem, catalyze the formation of an innovation district, and connect and invigorate neighborhoods, schools and community organizations.

The scope of work provides for constructing a facility of approximately 500,000 square feet, including reception, exhibition and community spaces, flexible design lab workspaces, wet research laboratories, classrooms, private offices, an auditorium and support spaces, such as a warming kitchen, high-tech teleconference room and digital media room.

UNIVERSITY OF ILLINOIS SPRINGFIELD – ACQUIRE AND RENOVATE INNOVATION CENTER



Rendering of UIS Innovation Center

The University of Illinois Springfield (UIS) Innovation Center will use \$15 million of state funding to purchase and renovate the former Illinois Sheriffs’ Association building in downtown Springfield. The focus of the Innovation Center project is to build a robust and inclusive human capital and innovation pipeline by developing evidence-based, impact-driven programs aimed at advancing the social and economic welfare of the region. UIS anticipates that the hub may become both an anchor and catalyst for a larger innovation district through collaborations with other educational institutions, industry partners and government agencies.

Agency Budget Detail: Capital Development Board

GOVERNORS STATE UNIVERSITY – RENOVATE THE SUPPLY CHAIN INNOVATION CENTER AND BUSINESS INCUBATOR

Governors State University (GSU) will complete a \$600,000 renovation of a vacant campus building to house the new Supply Chain Innovation Center and Business Incubator (SCICBI). The project is backed by \$400,000 in state funding, matched with \$200,000 from GSU. The SCICBI's goals are to provide faculty consulting to businesses and startups in Chicago's southland region and to deliver Diversity, Equity, Inclusion and Accessibility employee training and management development programs.

The interior renovations include repairing prior damage, installing a security system, upgrading the electrical system to support updated technology, and replacing the HVAC system, sump pump and water heater. The exterior work involves correcting water infiltration related to the roof, gutters, downspouts and foundation of the building, along with upgrading the parking lot surface and lighting.

UNIVERSITY OF ILLINOIS CHICAGO – EXPAND THE INNOVATION CENTER



Rendering of UIC Innovation Center

The University of Illinois Chicago's (UIC) Innovation Center, the gateway between UIC and its corporate partnerships, is in the design phase of construction for an approximately 15,000 square foot, 2-story addition. The \$10.0 million expansion received \$4.4 million in state funds to allow growth at the Innovation Center by increasing the school's capacity to optimize integrative work among multidisciplinary teams.

The goal for the new state-of-the-art collaborative space is to expand the innovative educational experience and establish a new landmark for design on the UIC campus. The project scope includes new

workshop space, offices, presentation room and loading dock.

UNIVERSITY OF ILLINOIS URBANA-CHAMPAIGN – RENOVATE ALTGELD HALL AND REPLACE ILLINI HALL



Rendering of UIUC Altgeld Hall

The renovation of the University of Illinois Urbana-Champaign's (UIUC) Altgeld Hall and replacement of Illini Hall will create a major research and education center for data science and analytics. The project will provide every UIUC student with the opportunity for meaningful exposure to data science by connecting UIUC's data scientists with business, industry and the community.

The scope of work, currently in construction, provides for a complete restoration of the existing Altgeld Hall and demolition and replacement of Illini Hall with a new facility in its location for the Departments of Mathematics and Statistics, as well as

providing a hub for the creation of an incubator for data science on campus. The \$192 million project, including \$140 million of state funding, must meet the minimum of LEED Platinum Certification. Completion is anticipated in calendar year 2026.

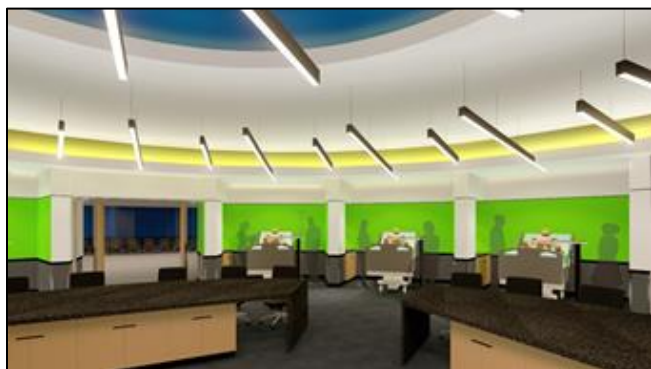
Agency Budget Detail: Capital Development Board

EASTERN ILLINOIS UNIVERSITY – EXPAND THE CENTER FOR CLEAN ENERGY RESEARCH AND EDUCATION

The East-Central Illinois Hub will expand the existing Center for Clean Energy Research and Education (CENCERE) on the Eastern Illinois University campus to address issues of environment, economic development, entrepreneurship, community-based assets and sustainability, infrastructure assessments, and rural social systems with \$1 million from the State.

The scope in the design phase provides for a 2,000 square foot addition to the CENCERE building for new workstations, restrooms and conference rooms. The project also includes additional parking and a walkway to connect the expanded facility to the main campus.

CHICAGO STATE UNIVERSITY – RENOVATE DOUGLAS HALL



Rendering of Douglas Hall's Nurse Simulation Lab

Douglas Hall on Chicago State University's campus will undergo renovations to house the Center for Solutions of Urban Population (CSUP), a hub for pioneering ideas and transformative change that includes a health professions nurse simulation lab/hospital. CSUP will focus on addressing the health, social, economic and environmental issues confronting the South Side of Chicago, including violence reduction, urban food disparities and economic development.

Currently in design, the project scope includes renovating lecture halls, passageways, classrooms, restrooms, HVAC, electrical and plumbing. Additional

work provides for tuckpointing the exterior, upgrading the infrastructure and hazardous material abatement.

A major part of the renovation involves creating both the CSUP and the simulation lab/hospital on the second floor of Douglas Hall. The approximately 20,000 square foot space will house the simulation lab with associated classrooms and offices, along with the CSUP's offices, conference rooms, meeting space, technology lab, restrooms and lounge area complete with a kitchen and cafeteria. The \$29.0 million renovation was funded with \$28.6 million of state appropriations, including \$15.8 million from Rebuild Illinois.

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 better serve their communities. CDB is working with other agencies and industry experts to revise grant programs appropriated as part of the Rebuild Illinois capital plan. Over the life of Rebuild Illinois, CDB will oversee the following initiatives.

COMMUNITY HEALTH CENTER CONSTRUCTION

The Community Health Center Construction Grant Program received \$50 million through Rebuild Illinois that allows CDB to work with the Illinois Department of Public Health to administer grants to Federally Qualified Health Centers (FQHC) and FQHC look-alikes for equipment purchases, acquisition of new physical locations and construction or renovation of new or existing community health center sites.

Agency Budget Detail: Capital Development Board

HOSPITAL AND HEALTHCARE TRANSFORMATION

The Hospital and Healthcare Transformation Capital Investment Program, a new program funded by Rebuild Illinois, devotes \$200 million for CDB, in consultation with the Illinois Department of Healthcare and Family Services (HFS), to direct capital improvement grants to qualified Illinois hospitals and licensed healthcare providers serving the people of Illinois. Program rules have been approved and HFS is preparing to publish the Notice of Funding Opportunity (NOFO).

INDEPENDENT COLLEGES CAPITAL

The Independent Colleges Capital Program includes \$400 million for CDB, in collaboration with IBHE, to distribute grants to private, not-for-profit colleges and universities in Illinois. These grants, funded through the Rebuild Illinois program, will focus on deferred maintenance, energy efficiency, technology and student infrastructure needs. Program rules have been approved and IBHE is working with CDB to issue a NOFO.

EARLY CHILDHOOD CONSTRUCTION

The Early Childhood Construction Grant Program will utilize \$100 million in funding from Rebuild Illinois for the needs of institutions that support the early learning experience of children across the State. The program allows CDB to assist early childhood centers with renovation and expansion of their facilities.

The first round of funding generated 238 applications from nonprofit early childhood providers and public-school districts for grants not exceeding \$10 million per award. Submissions were made in fall 2022, and over 59 percent of applicants were based in the Chicagoland area. The merit-based, competitive review process evaluated on need, sustainability, budget and project readiness with priority given to applicants furthest from adequacy and in-district areas that had the greatest need for serving low-income families.

CDB announced provisional awards in January 2023 to nine early childhood recipients: Hometown School District #123, Kankakee School District #111, Chicago Commons Association, LaSalle Elementary School District #122, Valley View Public Schools Community District #395-U, Harlem Community Center, Round Lake Area Schools, UnityPoint Health-Methodist and Chicago Public Schools. This first round will provide a combined total of approximately \$64 million in funding to the grantees.

The fiscal year 2024 budget enables CDB to use an additional \$100 million from the Rebuild Illinois Projects Fund for grants that focus on capital improvements for facilities located in communities classified as childcare deserts.

Agency Budget Detail: Capital Development Board

Fiscal Year 2024 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	1,500.0	1,318,545.5	1,320,045.5
Capital Development Fund	0.0	6,855,158.1	6,855,158.1
School Construction Fund	0.0	350,931.7	350,931.7
Pay-as-you-go			
Capital Development Board Contributory Trust Fund	50,000.0	22,935.4	72,935.4
Rebuild Illinois Projects Fund	100,000.0	49,500.0	149,500.0
Total	151,500.0	8,597,070.7	8,748,570.7

Fiscal Year 2024 Recommended New Appropriations for the Capital Development Board (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
Build Illinois Bond Fund	
Private College Grants Reallocation - Refunded	1,500.0
Capital Development Board Contributory Trust Fund	
Projects Authorized by Subsection (e) of Section 3 of the General Obligation Bond Act, including for capital improvements to State Veterans' Homes	50,000.0
Rebuild Illinois Projects Fund	
Early Childhood Education Construction Grants	100,000.0
Total	151,500.0

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Agency Budget Detail: Department of Commerce and Economic Opportunity

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

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Illinois
Department of Commerce
& Economic Opportunity

MAJOR RESPONSIBILITIES AND MISSION

The Department of Commerce and Economic Opportunity (DCEO) is the State's lead economic development agency. DCEO partners with businesses, entrepreneurs, economic development organizations, local governments and community organizations to improve quality of life for the residents 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 people of color, low-income individuals and other underserved communities, as well as by 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 recommended fiscal year 2024 budget enables DCEO to utilize a combination of Rebuild Illinois funding and State and Local Fiscal Recovery Fund (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 additional capital funds to continue establishing a statewide network of organizations that provide 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, expand broadband access across Illinois, and, through the Rebuild Illinois Downtowns and Main Streets (RDMS) Capital Program, support projects that will revitalize commercial hubs, beautify and modernize downtowns, address critical infrastructure needs and improve the quality of life for residents.

FISCAL YEAR 2024 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The proposed budget fully funds DCEO capital projects and grants appropriated in prior years. The proposed capital reappropriations will provide continued funding for existing projects and programs. This chapter provides more information on the major capital programs currently in place at DCEO, including:

- \$294.0 million for Connect Illinois broadband deployment;
- \$46.6 million for the Emerging Technology Enterprises Program;
- \$30.0 million for new Business Attraction Prime Sites Program grants, in addition to \$45.2 million reappropriated;
- \$25.0 million for new Illinois Works Pre-Apprenticeship Program grants, in addition to \$19.7 reappropriated; and
- \$5.5 million for the Meat and Poultry Supply Chain Grant Program.

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

Agency Budget Detail: Department of Commerce and Economic Opportunity

AGENCY PROJECT DETAIL

CONNECT ILLINOIS



Rebuild Illinois is providing \$420 million to expand access across the State to high-speed broadband internet. The Connect Illinois program is a critical investment that is central to the Governor's economic plan to revitalize the Illinois economy. Now with additional federal opportunities, Connect Illinois seeks to extend affordable, high-performance and fully scalable last-mile broadband connectivity to every home, business and community anchor institution in the State. Rebuild Illinois included \$300 million appropriated to DCEO for Connect Illinois. The department will accelerate Connect Illinois by utilizing \$254 million from the federal Coronavirus Capital Projects Fund (detailed below) and \$46 million from SLFRF.

In addition to the funding provided by Rebuild Illinois, ARPA created the Coronavirus Capital Projects Fund (CCPF) to provide funding for states to carry out critical capital projects that directly enable work, education and health monitoring, including remote options, in response to the COVID-19 public health emergency. COVID-19 revealed and continues to reinforce the understanding that communities without access to high-quality modern infrastructure, including broadband, face impediments to full participation in activities such as remote work, telehealth and distance learning. As part of the CCPF initiative, Illinois received an allocation of \$253.7 million. DCEO plans to build upon momentum gained through Connect Illinois with this CCPF funding.

In February 2022, the State published a \$350 million funding notice utilizing SLFRF and ARPA CCPF dollars. With many projects currently underway and another 100 applications seeking over \$550 million in grant support through this third round of Connect Illinois grants, DCEO is poised for an active year ahead with funding for more projects such as those listed below.

CONNECT ILLINOIS PROGRAM HIGHLIGHTS

Grafton Technologies, a family-owned business for over 100 years and recipient of a \$1.5 million Connect Illinois grant, leveraged an additional \$2.4 million in non-state matching funds to provide symmetrical gigabit speed to nearly 600 households, businesses, community anchor institutions and farms in portions of Jersey County.

The Illinois Electric Cooperative is investing \$6.8 million in the Calhoun County Project to improve access to rural healthcare resources, stimulate a more robust local area economy and allow Calhoun County residents the ability to telecommute to jobs in the region. The project is funded through a \$3.4 million

Agency Budget Detail: Department of Commerce and Economic Opportunity

state broadband grant and \$3.4 million in non-state matching funds. This project will provide symmetrical gigabit speed to nearly 850 unserved households, businesses and community anchor institutions in portions of Calhoun County. The fiber-to-the-premises network will provide advanced, high-speed broadband services to improve access to critical school e-learning applications while also making agricultural operations more efficient and enhancing crop production.

Shawnee Communications is completing two broadband projects in Southern Illinois: an \$11.7 million Williamson and Johnson counties project and a \$3.5 million Saline County project. The Williamson and Johnson counties project leveraged a \$3.5 million state broadband grant and \$8.2 million in non-state matching funds to provide symmetrical gigabit speed to 1,635 unserved households, businesses and community anchor institutions in portions of Williamson and Johnson counties. Shawnee Communications received a \$1.2 million grant and leveraged \$2.3 million in non-state matching funds to provide symmetrical gigabit speed to nearly 400 unserved households, businesses and community anchor institutions in portions of Saline County. Both projects utilized future-proof fiber network designs to support higher transmission speeds as broadband technologies advance, ensuring the communities in the project areas have ample broadband access for years to come.

The Wabash Telephone – Clay County project leveraged a \$1.6 million state grant and \$1.6 million in non-state matching funds to provide symmetrical gigabit speed to over 650 unserved households, businesses, and community anchor institutions in portions of Clay County. The fiber-to-the-premises network will provide advanced, high-speed broadband services to improve access to critical school e-learning applications while also providing residents the opportunity to work from home. The broadband network will improve access to rural healthcare resources and will stimulate a more robust local economy.

Funding for Connect Illinois is reappropriated in the department’s fiscal year 2024 proposed capital budget from the Build Illinois Bond Fund and the State Coronavirus Urgent Remediation (State CURE) Fund. Additional funding related to federal Infrastructure Investment and Jobs Act (IIJA) grants is included in DCEO’s operating budget.

In addition to the ARPA funding, an estimated \$1 billion in funding will be provided by the federal IJA Broadband Equity, Access, and Deployment (BEAD) Program, with an initial \$100 million appropriated in DCEO’s fiscal year 2024 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.



Truck carrying fiber and equipment

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.

EQUITY-FOCUSED SMALL BUSINESS GRANTS

Limited access to capital continues to be a barrier for businesses owned by people of color across the State, continuing to restrict equitable economic growth. DCEO has invested capital funds to begin addressing this issue through a competitive application process for minority-owned businesses and

Agency Budget Detail: Department of Commerce and Economic Opportunity

community anchors to create jobs, build scale and capacity, increase revenues, and drive local economic development.

In June 2020, DCEO announced 32 minority-owned businesses and business incubators as recipients of \$11 million as part of the State's Equity-Focused Small Business Grant Program. The grants are designed to equip minority-owned firms with resources to create jobs, build capacity, increase revenues and revitalize properties in underserved communities. Funding was deployed to businesses and community-based incubators working to help small and start-up businesses in diverse communities across the State.

Route History is a museum and souvenir shop focusing on the tragedy, resilience and excellence of Black people, Black-owned businesses and related events and places located along historic Route 66. Route History utilized an \$80,000 grant to acquire a building that allowed the organization to stabilize the business and create three new jobs.



Route History before and after renovation, and interior

The Will Group's K-Town Business Center received a \$500,000 grant for the construction of an electrical equipment facility purchased through the City of Chicago. This grant and new land acquisition allowed the Will Group to move from two facilities to one, 60,000 square foot facility. This grant supported the creation of 30 full-time jobs and over 100 construction jobs, with additional hiring ongoing. The Will Group has also developed partnerships with local community organizations to hire underrepresented populations, such as returning citizens who were previously incarcerated.

DCEO plans to release \$18.0 million in funding for additional equity-focused small business grants over the next two fiscal years. The next round of funding will utilize bond proceeds and pay-as-you-go funding from the Rebuild Illinois Projects Fund. The fiscal year 2024 recommended budget includes \$21.2 million for equity-focused small business grants.

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 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 administers grants to support the commercialization of technology-based products and services, 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 the development and testing of new products in Illinois.



Innovation and Research Park in North Chicago

Agency Budget Detail: Department of Commerce and Economic Opportunity

In October 2021, DCEO announced \$15.4 million in Wet Lab Capital grants, leveraging \$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 Program supports 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 and both Southern Illinois University campuses.

Rosalind Franklin University of Medicine and Science in North Chicago received a \$2 million Wet Lab Capital grant to take the Innovation and Research Park's reserved industry space from a "warm shell" status, with basic necessities, to a fully built-out, ready-to-occupy state. The completion of this project will benefit the public by providing opportunities to all, including the county's lower-income communities, where there is a distinct need for job training and job creation. This research park and incubator are important additions to local job creation and the county's workforce development. The overall goal is to raise the capabilities and awareness of student interns so their chosen fields are recognized as a pathway toward future innovation and job opportunities.

Southern Illinois University Carbondale received a \$2.7 million grant to develop the BioLaunch Core Facility, a multi-disciplinary program providing customized lab services and business development assistance to emerging and expanding biotechnology and agriculture businesses. BioLaunch will provide a unique opportunity for the intersection of university research and product development that results in job creation, workforce development and business expansion in the region and throughout Illinois.

The Wet Lab Capital Program provides important investments in 21st-century infrastructure that will help Illinois remain competitive in the biotech industry. Innovation in life sciences continues to play a key role in the health of local communities as well as in the Illinois economy. The investments through the Wet Lab Capital Program build capacity to support new advancements in biotech, medicine and other life-saving research and development.

Funding for the Wet Lab Capital Program is reappropriated in DCEO's fiscal year 2024 proposed budget. During fiscal year 2023, the department plans to announce an additional round of Emerging Technology Program funding to expand upon the progress of the Wet Lab Capital Program.

REBUILD DOWNTOWNS AND MAIN STREETS

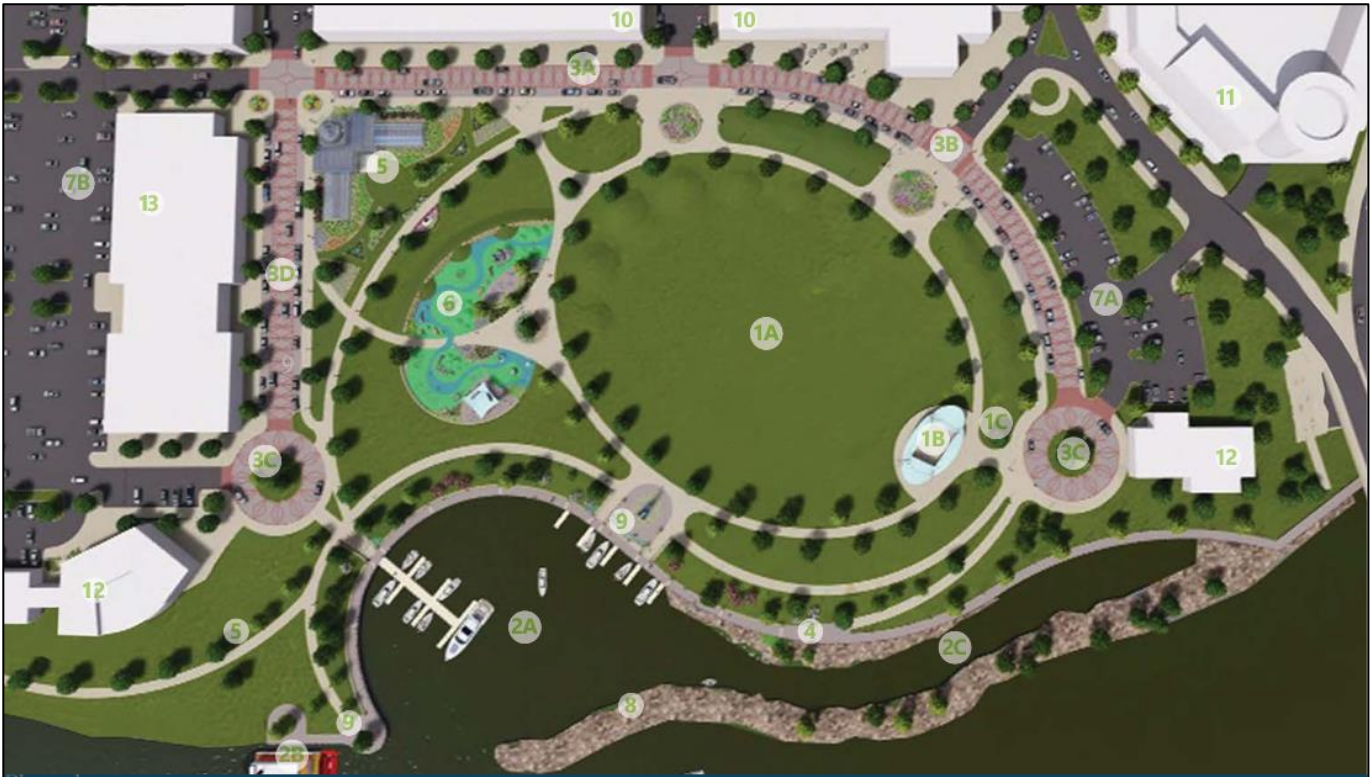
The historic Rebuild Illinois Downtowns and Main Streets (RDMS) Program represents the largest-ever Rebuild Illinois investment focused on community revitalization. The RDMS Program is funded by bond proceeds, pay-as-you-go financing and ARPA SLFRF funding. The combination of funding sources allows DCEO to fund projects that include the development of business incubators, a cooperative community grocery store, revitalization of historic buildings, and other essential infrastructure improvements that will play a vital role in economic development and revitalize commercial corridors for generations to come.

The RDMS program received over 300 project applications and over \$425 million in funding requests. Project applications were submitted from every economic development region and were largely focused in Disproportionately Impacted Areas (DIAs), Qualified Census Tracts (QCTs) or Opportunity Zone areas.

In August 2022, Governor Pritzker and DCEO announced \$106 million in RDMS awards to revitalize 50 commercial corridors and main streets throughout Illinois. In addition to the \$106 million in state funding, projects are bolstered by an additional \$109 million in non-state matching funds, for a total investment of \$215 million.

The proposed fiscal year 2024 budget includes an additional \$20 million to expand the RDMS program.

Agency Budget Detail: Department of Commerce and Economic Opportunity



City of Ottawa Riverfront Master Plan

One \$4 million project includes a \$3 million RDMS grant with a \$1 million non-state match for the City of Ottawa Riverfront Amphitheater. The project will redevelop a remediated brownfield site into a unique Illinois riverfront attraction in the center of downtown Ottawa. The project will include the construction of an outdoor amphitheater with a canopy; sidewalks for public access; water, sanitary sewer, storm sewer, electrical and internet utilities as needed for operations; and earthwork, landscaping, site restoration and provisions for public bathroom needs during events. This project will attract people to downtown to shop and dine at its numerous small businesses.

RDMS is also funding a \$1.2 million grant with a \$1.1 million match for the E. G. Woode project in Chicago. E.G. Woode’s mission is to provide a platform and support infrastructure to incubate local entrepreneurs in the Englewood community. Their project will complete the construction and redevelopment of a food hub on West 63rd Street. This project will enhance economic development by launching three new Black-owned businesses and creating immediate employment opportunities. Each restaurant will create 6 to 12 new jobs and each business has committed to hiring the majority of their staff from the local community.

A third project funded in the RDMS program includes a \$1 million grant with a \$1 million match for the Re:purpose Development in Centralia. The project will consist of the renovation of the winery block in Centralia, including demolition and rebuilding of the structure to include a restaurant and brewery and public space venue. This project will enhance economic development by encouraging continued investment and development in the downtown area. It also aims to enhance the style of downtown Centralia to encourage increased foot traffic.

MEAT AND POULTRY SUPPLY CHAIN CAPITAL GRANT PROGRAM

In October 2022, DCEO announced a new \$6 million capital grant program designed to strengthen the meat and poultry supply chain by helping independently owned meat processing companies in Illinois build capacity and create and retain jobs. The Meat and Poultry Supply Chain Capital Grant Program will

Agency Budget Detail: Department of Commerce and Economic Opportunity

provide grants ranging from \$250,000 to \$1.5 million, with a company match of at least four times the amount awarded. Grant funding can be utilized for the construction of a new facility, expanding or renovating existing facilities, and modernizing processing and manufacturing equipment.

In wake of the COVID-19 Pandemic, meat prices increased considerably², in part due to limited capacity and lack of competition. The Meat and Poultry Supply Chain Capital Grant Program aims to support communities by helping independently owned companies build capacity, create jobs and strengthen the meat processing supply chain in Illinois, thereby making food products more affordable and accessible.

The department is currently accepting grant applications and will announce awards on a rolling basis. The proposed fiscal year 2024 budget reappropriates this funding.

PUBLIC INFRASTRUCTURE GRANTS

Quality, well-functioning infrastructure is a prerequisite to a growing economy. DCEO provides grants 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, and identifies proposals that align with the Governor's Five-Year Economic Plan and broader economic development strategies.

Public infrastructure grants provide dollars to local public agencies 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. The Rebuild Illinois Public Infrastructure (RIPI) Program advances capital investments that will bring growth and opportunity to communities across Illinois. By addressing aging local infrastructure needs, RIPI supports local economies by creating good paying construction jobs and improving the roads, bridges and other public works that are critical to quality of life across Illinois.

In May 2022, DCEO announced \$50.7 million in new infrastructure grants awarded to 34 communities across Illinois for critical infrastructure. State funds will be met with \$72.1 million in matching commitments for capital projects, which brings the total investment to nearly \$123.0 million.

Projects funded through RIPI include the replacement of a wooden water tower, a façade upgrade for the Coronado Performing Arts Center and ADA accessibility upgrades. Projects also address road and bridge repairs and capital upgrades for utilities, water treatment and sewer systems. The grants range from \$343,000 to \$2.0 million in funding, with an average grant award of nearly \$1.5 million.

REBUILD ILLINOIS SHOVEL READY SITES

The Governor's Five-Year Economic Development Plan recognizes there are sites across Illinois with great economic development potential that require additional investment in order to become "shovel-ready." DCEO allocated \$13 million for Rebuild Illinois Shovel Ready Sites (RISRS) capital grants to support new capital development projects across the State. This paves the way for projects that will create long-term investment in communities while creating an estimated 824 construction jobs statewide.

² According to data from the U.S. Bureau of Labor Statistics, the consumer price index for meats increased by 23 percent from March 2020 to August 2022, led by a 22.9 percent increase for beef and veal and a 24.6 percent increase for pork. Meat accounted for half of all food price increases for families in 2021.

Agency Budget Detail: Department of Commerce and Economic Opportunity

Twelve 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 purposes, including after-school programs, affordable housing, business incubators, job training, recreation, transportation and urban farming.



Future site and construction of the North Austin Community Center

Most recently used for industrial purposes, a 10-acre lot that sat vacant for over 30 years is being redeveloped into the North Austin Community Center, a professional-level facility for sports, education and wellness. The Center will be a refuge for young people in the neighborhood and will fill the gap in athletics, leadership development and after-school programs for West Side youths. A \$1.5 million grant from the RISRS program helped redevelop the land, including the construction of a parking lot and entrances and egresses in support of the new community center.



Progress during demolition, Rochelle

In 1986, the City of Rochelle and Ogle County received a grant to build a complex that includes a 400-seat theatre, a health club, indoor and outdoor swimming pools, and three professional racquetball courts. The facility offered lease space and served the community for almost three decades. By 2020, the facility had fallen into disrepair and all the tenants had vacated the space. Seeing an opportunity to redevelop the space, Rochelle purchased the empty facility for just one dollar. After receiving a RISRS grant of \$365,000, Rochelle was able to demolish the existing building and prepare the site for redevelopment of a new Regional Convention Center that will provide space for conference, entertainment and social events.

ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

The Illinois Works Pre-Apprenticeship 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 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. Providers will structure pathways and manage the program graduates' transition from the program to a full apprenticeship program in the 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.

Agency Budget Detail: Department of Commerce and Economic Opportunity

The Illinois Works Pre-Apprenticeship Program and the Illinois Works Apprenticeship Initiative jointly create opportunities in the construction industry and the building trades. The Illinois Works Apprenticeship Initiative requires that 10 percent of the actual or estimated hours of work on State-funded capital projects estimated to cost at least \$500,000 be performed by United States Department of Labor-registered apprentices. The Illinois Works Bid Credit Program enables contractors or subcontractors to earn bid credits for employing and retaining apprentices who have completed the Illinois Works Pre-Apprenticeship Program. These bid credits can be used toward bids on public works projects contracted by the State.

Illinois Works is an innovative workforce development model. First, the Illinois Works Apprenticeship Initiative creates the demand for jobs. Second, the Illinois Works Pre-Apprenticeship Program bolsters the pipeline of diverse candidates in response to the demand. Finally, the Illinois Works Bid Credit Program creates incentives so pre-apprenticeship program graduates are hired and retained by contractors and subcontractors.

In August 2021, DCEO launched the first \$10 million in funding for the Illinois Works Pre-Apprenticeship Program. This first opportunity currently funds 23 programs located throughout the State, serving approximately 1,000 residents. The entities are eligible to receive additional grant funding depending on program performance. A second competitive opportunity was announced in August 2022, providing an additional \$8 million in funding to support pre-apprenticeship skills training programs across the state. The second round is focused on awarding grants in geographic areas where the DCEO Office of Illinois Works does not presently have pre-apprenticeship programs and on increasing opportunities for underrepresented groups that are not served or are underserved by existing programs.

One recipient of an Illinois Works Pre-Apprenticeship Program grant was Chicago Women in Trades (CWIT). CWIT has been a longtime provider of training programs focused on strengthening the representation of women in construction and the building trades. Through a \$500,000 grant from the Office of Illinois Works, CWIT was able to launch its inaugural daytime program, Women Build Illinois. CWIT hosted two cohorts in the 2022 grant year, enrolling 51 women into its programs and transitioning 44 into registered apprenticeship programs. Graduates have gone on to work in an array of trades as electricians, carpenters, sheet metal workers, painters, iron workers, ceramic tile layers, machinery movers, riggers and erectors, tuck pointers, and laborers.

Sista Girls and Friends (SGAF), based in Decatur, received a \$500,000 grant through the Illinois Works Pre-Apprenticeship Program. SGAF was inspired by the severe underrepresentation of Black and female Illinoisians in the skilled trades. According to the 2021 State Construction Minority and Female Building Trades Annual Report, published by the Illinois Department of Labor, only 9 percent of Illinois apprentices identified as Black and 4 percent of apprentices as women. In 2022, to address these disparities, SGAF enrolled 48 pre-apprentices; 88 percent of enrollees identified as Black and 19 percent identified as female. Of those 48, 30 have transitioned into a skilled registered apprenticeship program as future carpenters, laborers and electricians.

Funding for the Illinois Works Pre-Apprenticeship Program is reappropriated in the fiscal year 2024 recommended budget, allowing DCEO to work with community organizations and educational institutions to continue establishing a network of pre-apprenticeship skills training. The proposed fiscal year 2024 budget includes an additional \$25 million to expand the Illinois Works Pre-Apprenticeship Program, allowing DCEO to create more opportunities across the State for pre-apprenticeship skills training.

Agency Budget Detail: Department of Commerce and Economic Opportunity

COMMUNITY DEVELOPMENT GRANTS

DCEO distributes community development grants to local governments, school districts and community-based providers for targeted infrastructure projects such as water and sewer projects, street, highway and bridge improvements, and park district and recreational improvements. These grants are intended to bolster the State's economy, promote clean air and water, and improve the overall quality of life throughout the State of Illinois. Examples of community development provided through the Rebuild Illinois capital plan include projects that provide affordable housing, community recreational space, fiber optic connectivity, acquisition and development of abandoned facilities, and beautification of public areas.



Rendering of the Back of the Yards Community Center

The Back of the Yards Neighborhood Council received a \$1 million grant for the demolition of an existing commercial building and the design and construction of a new community center. The neighborhood suffers from social disorganization, unemployment, poor housing and juvenile delinquency. The mission of the Back of the Yards Neighborhood Council is to confront these issues and bring services and economic resources to the community. The council will use grant funds to construct a new community center, consisting of 114 affordable residential units, five new commercial spaces, a performing arts center and a hydroponic farm that will bring approximately 100 new jobs to the community. This project will benefit the community by infusing life into a blighted and abandoned structure, thereby serving as a catalyst

for future community-based development and furthering the Back of the Yards Neighborhood Council's mission to provide innovative housing, programming options and recreational activities for residents.

BUILD Incorporated in Austin also received a \$5 million grant to transform the Back of the Yards Neighborhood Council-owned city block into a community hub with a comprehensive indoor-outdoor campus and youth center. The campus will include several community resources, including fitness opportunities, a café, technology infrastructure for residents, administrative offices, and a hub for community music and art celebration. Grant funding provided by the State will be used to renovate and expand the existing 11,000 square foot facility, adding approximately 39,000 square feet to expand the facility and greenspace. The new campus will have the capacity to serve as many as 2,500 youth each day, providing a new welcoming, supportive and safe space to the community. The completed space will expand programming to low-income youth and their families and will serve as a community resource for fitness, food, music and art.



Rendering of BUILD Incorporated Back of the Yards project

Agency Budget Detail: Department of Commerce and Economic Opportunity

The City of Belleville received a \$3.0 million grant to acquire the former Lindenwood University Belleville campus. Before the acquisition, the facility was vacant, with Lindenwood no longer offering classes on the campus. Illinois College (SWIC), the Illinois State Police (ISP) and Southern Illinois University (SIU) announced a new law enforcement-centric campus in Belleville to focus on crime reduction. The \$3.0 million state grant allowed the city to acquire the campus and SWIC is operating and maintaining the campus through a \$5.9 million allocation from the Illinois Community College Board. The program will integrate a new police training academy run by SWIC and will house 125 to 130 cadets on campus. SWIC began the inaugural class in Fall 2022 and plans to move other criminal justice programs to the campus in the future as capacity increases.

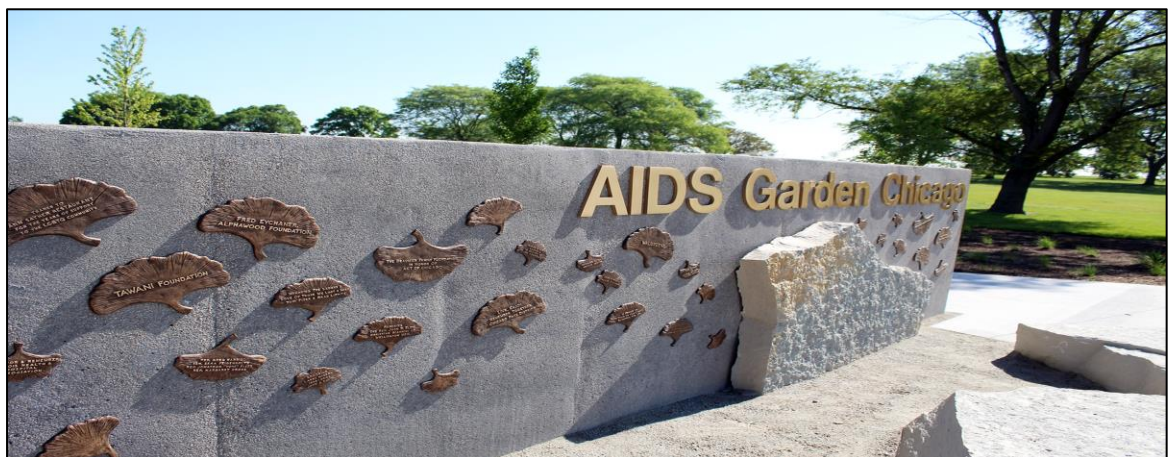


Decatur fiber project

The City of Decatur partnered with the State of Illinois Department of Innovation & Technology (DoIT) and the Illinois Century Network (ICN) to connect the City of Decatur's fiber lines to the ICN at Richland Community College (RCC). The city received an \$800,000 grant for the purchase and installation of new fiber line extensions and conduits at various locations.

The extensions will expand Decatur's fiber network to critical city services such as firehouses and various streets to ensure every future connection to the main fiber truck is within three to four blocks. The fiber extensions outside of Decatur's urban core are strategically routed so easy connections can be made to other key economic development opportunities and will join public and private schools along the fiber paths to deliver ICN internet access and inter-school connectivity. These fiber extensions will also create strategic paths and locations to assist with existing access requests from Decatur businesses.

The Chicago Park District received a \$1.4 million grant for the design and construction of the AIDS Garden in historic Lincoln Park. In partnership with the Chicago Parks Foundations, the Park District created Chicago's first public monument to memorialize the early days of the city's HIV epidemic and to honor those who continue to fight against the disease today. The garden is located along Lake Michigan just south of Belmont Harbor at the original location of the historic Belmont Rocks.



Chicago Park District

Agency Budget Detail: Department of Commerce and Economic Opportunity

Common Pantry, a nonprofit entity in northern Cook County, received a \$500,000 grant to acquire and purchase a facility to serve as its new home. Common Pantry is Chicago’s oldest continuously operating food pantry. The organization’s vision is to strengthen its capacity to provide food and services for the overall well-being of its clients and to take a strategic, forward-thinking approach to reduce hunger and address the root causes of poverty. Completion of this project increases capacity, privacy and ADA accessibility for clients, expanding the range of services this organization provides.

The Greater Auburn Gresham Development Corporation is a nonprofit focused on promoting the revitalization of low- to moderate-income Chicago neighborhoods via comprehensive community development strategies to help maintain healthy, safe and sustainable neighborhoods. DCEO issued a \$250,000 grant to the corporation to fund the design and renovation of the Auburn Gresham Healthy Lifestyle Hub. The hub will serve as a community resource center where residents will have access to a multitude of services and vendors. Businesses and organizations are anticipated to include Bank of America, a pharmacy, a University of Illinois Chicago health clinic, Heartland Community Services, a café/restaurant and a free tax preparation site. This project will benefit the public by providing much-needed neighborhood access to medical and pharmaceutical care, as well as other essential services in an environmentally safe building while also maintaining or creating over 60 full-time and almost 50 part-time or seasonal jobs.



The Hub Teaching Kitchen Rendering

Kankakee Community College received a \$1.3 million grant for multi-phase design and facility renovations to its Industrial Technology Center. The renovations to the Center included the tear-down and rebuild of approximately 19,000 square feet of space located on the first and second floor of Building V of the Riverfront Campus, which had been in use since the 1970s. The renovations provided the center with enhanced learning spaces for six different programs that include automation/hydraulics, automotive technology, criminal justice, electrical engineering technology, industrial electricity, and a computer graphics technology and innovation lab. Kankakee Community College completed the project and opened the renovated Industrial Technology Center in June 2022.



Kankakee Community College Industrial Technology Center

Agency Budget Detail: Department of Commerce and Economic Opportunity

The Poder Learning Center is a nonprofit, community-based, social service agency that has been providing critical workforce integration services to Chicago's Latino population since 2007. The center received a \$750,000 grant for comprehensive interior and exterior renovations of a formerly abandoned building that will serve as both the center's headquarters and a community center in the Gage Park neighborhood. The facility will be a place for job-seeking residents to improve competencies; financial, language and digital literacy; and build their own connections to the community through an outdoor gathering space. This project will benefit the public by repurposing a long-dormant building and vacant lot in a way that preserves its historical design excellence. The project will tie the Kedzie corridor and the 51st/Archer Tax Increment Financing districts together and will stimulate the neighborhood's economic activity as childcare and restaurant options are within walking distance.



Poder Learning Center Rendering

AMERICAN RESCUE PLAN ACT

Enacted in March 2021, the American Rescue Plan Act (ARPA) provided Illinois with over \$8 billion from the State and Local Fiscal Recovery Funds (SLFRF) to respond directly to the COVID-19 Pandemic and its impacts. The expenditures from this funding must follow strict guidelines set out by the U.S. Department of Treasury. In the fiscal year 2022 and 2023 capital budgets, DCEO received an allocation from the State CURE Fund for community development and assistance related to the impacts of the COVID-19 Pandemic.

The department's fiscal year 2024 proposed budget includes the reappropriation of this funding, including \$300 million for the Connect Illinois Broadband program, a combination of funding from the federal Coronavirus Capital Projects Fund and SLFRF. Additionally, the department's budget includes appropriations from the State CURE Fund for community development projects that are related to broadband, sewer or water infrastructure improvements.

Lake County received a \$30 million grant funded from the State CURE Fund to implement 14 stormwater component projects across the county. These projects are necessary to manage the increased volume of stormwater caused by changes to the climate, incorporate necessary road repairs and upgrades for stormwater infrastructure projects, and incorporate wetland restoration, sediment control, and water quality benefits. Several projects funded under this grant include: the Park City flood mitigation storm sewer project to design and construct large box culverts and storm sewer laterals, the Burr Oak stormwater detention and storm sewer project to purchase and install stormwater vault storage and storm sewers; and the Dady Slough outlet and infrastructure improvements project for the design, easement acquisition,

Agency Budget Detail: Department of Commerce and Economic Opportunity

reconstruction and implementation of modifications to the outlet structure at the headwater of the Skokie River (Dady Slough) to maximize flood storage.

The City of Marengo received a \$26.9 million grant to implement three projects: improved water and sewer utility services to the south end of Marengo around the Interstate 90 and Route 23 interchange, wastewater treatment plant and sanitary sewer system improvements, water system improvements at the current Wastewater Treatment Plant (WWTP), and construction of a new public water supply well. These projects benefit the public by providing water and sewer utilities to current and future developments by improving the reliability of the city's treatment and collection systems and by improving the quality of the city's current and future water supply.



Interstate 90 and Route 3 interchange

HUMAN SERVICES CAPITAL INVESTMENT GRANT PROGRAM

In November 2022, DCEO launched a first-of-its-kind, \$15 million capital improvement grant program for facilities of eligible not-for-profit human services providers located in Illinois. This program is a collaboration between the Illinois Department of Human Services (DHS) and DCEO to meet crucial capital construction needs of community-based organizations. The \$15 million investment will fund a minimum of 60 grant awards to eligible organizations ranging from \$50,000 to \$250,000. Eligible projects include capital improvements intended to expand or improve upon facilities in Illinois owned or leased by an eligible human services provider. Additional credit will be awarded to projects that address life safety code deficiencies, projects that lead to an expansion of services offered to clients or projects that are located in or provide services to individuals who reside in either a Disproportionately Impacted Area or a Qualified Census Tract.

This grant program is funded by pay-as-you-go funding from the Rebuild Illinois capital plan and administrative funding from the General Revenue Fund. DHS will provide operational funding for DCEO to enter into an agreement with a grant administrator and the capital grant funding will be provided by DCEO's Rebuild Illinois Projects Fund appropriation. The department plans to announce awards in early 2023.

Agency Budget Detail: Department of Commerce and Economic Opportunity

BUSINESS ATTRACTION PRIME SITES PROGRAM

The Business Attraction Prime Sites Program assists companies with large-scale capital investment projects that commit to significant job creation for Illinois residents as they relocate or expand operations within Illinois. 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, and companies that are in designated high-growth industries.

One competitive prime sites opportunity from 2021 will provide over \$33 million to attract investment and job creation in cutting-edge industries. The proposed fiscal year 2024 budget includes an additional \$30 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 2024 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	4,175,350.1	4,175,350.1
Capital Development Fund	0.0	50,070.8	50,070.8
Pay-as-you-go			
Build Illinois Fund	0.0	0.0	0.0
Illinois Works Fund	25,000.0	19,703.1	44,703.1
Rebuild Illinois Projects Fund	72,000.0	205,360.0	277,360.0
State CURE Fund	0.0	939,437.6	939,437.6
Total	97,000.0	5,389,921.6	5,486,921.6

Fiscal Year 2024 Recommended New Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
Illinois Works Fund	25,000.0
IL Works Pre-Apprenticeship Program	25,000.0
Rebuild Illinois Projects Fund	72,000.0
RIF-B: Prime Sites	30,000.0
RIF-B: Enterprise Fund Grant	30,000.0
City of East Alton	12,000.0
Total	97,000.0

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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 the 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 2024 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2024 budget includes reappropriations for outdoor grant projects, mined land reclamation projects, recreational trail projects, well plugging 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 eligible for federal match or reimbursement. Additionally, the recommended fiscal year 2024 budget features new appropriation authority for key projects and programs such as flood hazard mitigation and the non-federal cost share for the Brandon Road Ecosystem project.

Capital projects and programs recommended for fiscal year 2024 include:

- \$56 million for new Open Space Land Acquisition and Development (OSLAD) grants, maintaining the highest level of program funding in history for a second fiscal year;
- \$50 million for the Brandon Road Ecosystem project with the U.S. Army Corps of Engineers; and
- \$10 million for new flood hazard mitigation buyouts.

The fiscal year 2024 budget also includes appropriations related to the federal Infrastructure Investment and Jobs Act (IIJA). The proposed budget reappropriates \$47 million in IIJA funding for abandoned well plugging, building on the success of the Rebuild Illinois program, and includes a new \$75 million appropriation for additional abandoned mined lands reclamation projects funded through IIJA.

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.

Agency Budget Detail: Department of Natural Resources

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 round of awards was announced in fiscal year 2022, with 36 museums receiving \$19.7 million, benefitting development in ten counties.

OPEN SPACES LAND ACQUISITION AND DEVELOPMENT GRANT 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's Real Estate Transfer Tax to fund grants for a variety of projects, from small neighborhood parks and tot-lots to county-level nature areas.

The fiscal year 2023 grant opportunity had an overwhelming response of 217 applications totaling \$104 million in funding requests. The department anticipates announcing awards for the program in early 2023.

The fiscal year 2024 proposed budget maintains a historic level of funding, with \$56 million available for new awards for the second year in a row.



Pekin Park District improvements funded by the OSLAD program

With a \$400,000 OSLAD grant, the Pekin Park District rehabilitated Mineral Springs Park by installing an accessible playground, pickleball courts, a skate park and an ADA compliant restroom building. Concrete improvements were made to the existing patio area, fishing piers and walkway around the lagoon. This project also included an accessible bridge and floating boat docks for the boat house which rents paddle boats for use on the lagoon.

RECREATIONAL TRAILS GRANTS

Recreational trails grants help with acquisition and development of public multi-purpose trails, with specific parameters for non-motorized, motorized and combined recreation. The federal Recreational Trails Program was created through the National Recreational Trail Fund Act as part of the Intermodal Surface Transportation Efficiency Act of 1991 and re-authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users. This program provides funding assistance for acquisition, development, rehabilitation, and maintenance of both motorized and non-motorized recreation trails.



Prairie Park trail in La Salle

The City of La Salle received a recreational trails program grant to complete a 1.1 mile long asphalt pedestrian/bicycle trail around Prairie Park Lake. The project represents one of four phases of this multi-phased project to provide a safe and scenic trail.

Agency Budget Detail: Department of Natural Resources

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 2024 budget provides continued pay-as-you-go appropriation authority to allow DNR to move forward with several key capital investments at state-owned parks and historic sites and reappropriates funding from prior years to continue current projects.

ILLINOIS BEACH STATE PARK SHORELINE STABILIZATION

Illinois Beach State Park stretches 6.5 miles along Lake Michigan and boasts the only remaining beach ridge shoreline left in the State, along with 4,160 acres made up of beaches, trails, forests, and campgrounds.

To protect the shoreline, DNR is working with the Capital Development Board on the Illinois Beach State Park Shoreline Stabilization project with \$73 million in funding provided by Rebuild Illinois. This project will help protect precious shoreline from erosion caused by Lake Michigan waves and inform future decisions about how to blunt the effects of erosion and climate change.

Rather than stopping erosion by building walls or high-profile coastal structures, the design seeks to guide and direct the movement of sand rather than trying to prevent its movement. This approach uses creatively shaped islands and submerged reef structures, positioned in the lake rather than built directly along the shore. These structures serve multiple roles: blocking and reducing the erosive force of incoming waves, redirecting nearshore currents, and providing a new home to aquatic and avian species that live along the shoreline.

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 groundwater and surface resources by properly sealing unplugged wells that are an avenue for the migration of crude oil, saltwater and natural gas into the groundwater and surface water systems. Plugging involves removing equipment, sealing the well with cement or drilling mud, and restoring the land to its pre-production state. The fiscal year 2024 recommended budget includes a reappropriation of \$39 million for abandoned well plugging. At least \$1 million from Rebuild Illinois is anticipated to be used to restore sites in White County, Lawrence County and Wayne County in fiscal years 2023 and 2024.

The funding included in Rebuild Illinois positioned the State for success when federal abandoned well plugging grants were announced through the Infrastructure Investment and Jobs Act (IIJA). Illinois has received a \$25 million initial grant through IIJA, with opportunities to apply for additional competitive funding in future years. DNR estimates this funding will plug between 600 and 800 documented wells. Using the IIJA funds, at least 53 wells have been plugged through January 2023.

ABANDONED MINED LANDS PROGRAM

The Abandoned Mined Lands (AML) Program is funded through a special production fee on active coal mining. The federal Office of Surface Mining Reclamation and Enforcement collects this fee 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 and environmental safety. The fiscal year 2024 budget recommends \$13.0 million in new federally funded

Agency Budget Detail: Department of Natural Resources

appropriation authority and \$57.4 million in reappropriations to fund grants and contracts for research, planning and construction to eliminate the hazards of abandoned mines.

The recommended budget also includes \$75 million in new appropriation authority and \$53 million in reappropriations from additional funding Illinois has secured for the AML program in fiscal years 2023 and 2024 from IJA.

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. OWR oversees major water initiatives, typically in coordination with local and federal entities.

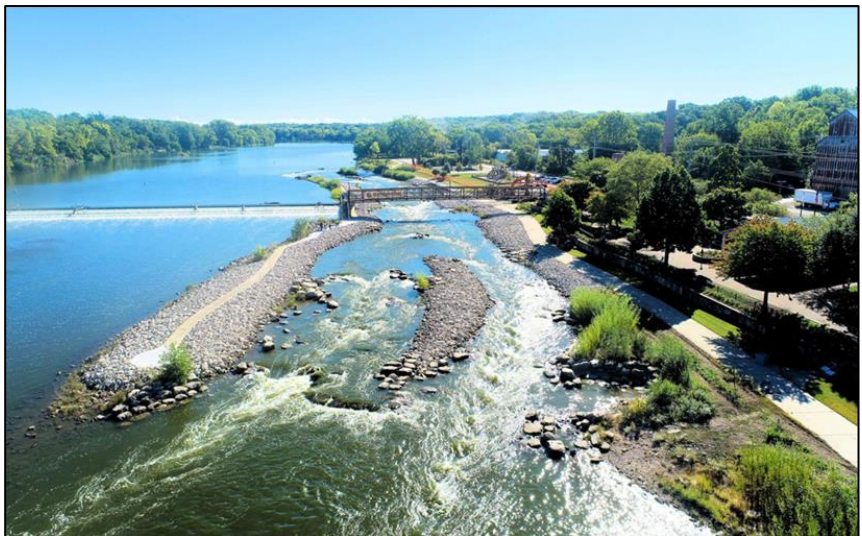
STATE-OWNED DAM AND WATERWAY PROJECTS

Dam and waterway projects allow for the removal of unnecessary dams, restoring Illinois' rivers to more free-flowing channels. The benefits of these projects include increased fish and aquatic life diversity and elimination of deadly undercurrents that are a threat to paddlers and anglers. The projects also improve publicly owned locks and dams, navigation channels, and pumping stations, which assures adequate dam safety and maintenance. The recommended fiscal year 2024 budget includes \$25.5 million in reappropriations for dam and waterway projects.

GLEN D. PALMER (YORKVILLE) DAM

The Glen D. Palmer (Yorkville) Dam public safety project is located on the Fox River just east of the Illinois Route 47 bridge and involved the rehabilitation of the sidewalks and embankment channel to restore safe conditions at the dam. High water events and site conditions created unacceptable site erosion along the public sidewalk and other public use areas.

Temporary rock causeways were constructed across the channel to perform the work on the divider island. River bypass embankments were stabilized with around 1,400 tons of riprap to ensure continued public recreation, aquatic species movement and regional economic benefits at this state-owned facility. This project was completed in November 2022 with a total cost of \$452,657.



Yorkville Dam

BRANDON ROAD ECOSYSTEM PROJECT

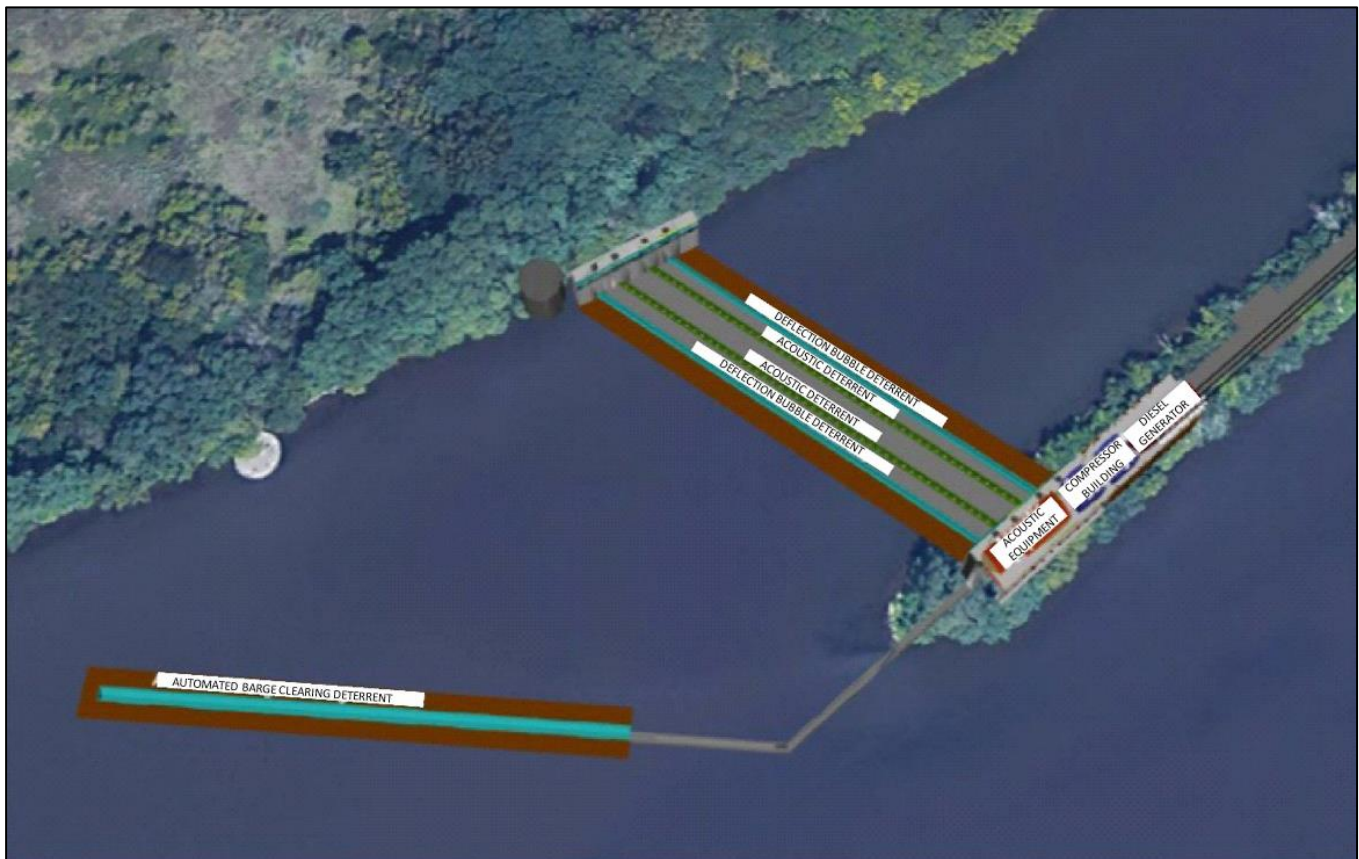
The Brandon Road Lock and Dam in the Chicago Area Waterway System near Joliet is a critical pinch point for keeping invasive carp out of the Great Lakes. In January 2020, the State of Illinois and the State of Michigan entered into an intergovernmental agreement for joint non-federal financial support of the project, in partnership with the U.S. Army Corps of Engineers (Corps).

Agency Budget Detail: Department of Natural Resources

The project aims to block invasive carp species from entering the Great Lakes ecosystem by installing layered technologies including an electric barrier, underwater sound, air bubble curtains and a flushing lock in a newly engineered channel designed to prevent invasive carp movement while allowing barge passage.

Together, the Corps and the State have advanced project design plans and continue to collaborate on development of a Project Partnership Agreement, required regulatory project mitigation and necessary land rights acquisition.

The fiscal year 2024 recommended budget includes a new \$50 million appropriation for this project.



Brandon Road Ecosystem proposed project components

FLOOD HAZARD MITIGATION PROGRAM

DNR's Flood Hazard Mitigation Program allows for acquisition of flood-prone structures. By reducing the number of repetitive flood damage claims and decreasing the amount of flood fighting and rescue actions required during flood events, this program has saved taxpayers millions of dollars.

The fiscal year 2024 recommended budget includes \$10.0 million in new funding for the program to support new projects. The proposed budget also reappropriates \$17.5 million to support buyouts that are currently in process. DNR is actively pursuing agreements with various flood-prone communities to identify and process the acquisition, independently or in cooperation with federal agencies, of structures to help prevent flooding, rebuild deteriorated infrastructure and encourage renewed economic development in flood prone communities.

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2024 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	111,213.1	111,213.1
Capital Development Fund	503.3	280,936.0	281,439.3
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	88,000.0	110,350.0	198,350.0
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 Federal Projects Fund	50,000.0	0.0	50,000.0
DNR Special Project Fund	0.0	37,300.0	37,300.0
Forest Reserve Fund	500.0	0.0	500.0
Illinois Forestry Development Fund	325.0	8,355.6	8,680.6
Illinois Habitat Fund	1,600.0	10,966.6	12,566.6
Illinois Wildlife Preservation Fund	500.0	3,491.5	3,991.5
Land and Water Recreation Fund	9,000.0	9,121.2	18,121.2
Natural Areas Acquisition Fund	6,000.0	11,601.4	17,601.4
Off-Highway Vehicle Trails Fund	350.0	689.9	1,039.9
Open Space Lands Acquisition and Development Fund	56,000.0	51,930.8	107,930.8
Park and Conservation Fund	15,250.0	121,388.1	136,638.1
Partners for Conservation Fund	0.0	1,000.0	1,000.0
Rebuild Illinois Projects Fund	250.0	47,000.0	47,250.0
Plugging and Restoration Fund	10,000.0	39,000.0	49,000.0
Snowmobile Trail Establishment Fund	120.0	304.4	424.4
State Boating Act Fund	2,570.0	13,674.9	16,244.9
State Furbearer Fund	100.0	583.2	683.2
State Migratory Waterfowl Stamp Fund	800.0	2,394.8	3,194.8
State Parks Fund	150.0	2,515.8	2,665.8
State Pheasant Fund	550.0	4,087.6	4,637.6
Wildlife and Fish Fund	200.0	751.6	951.6
Total	244,643.3	868,656.6	1,113,300.0

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2024 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
Abandoned Mined Lands Reclamation Council Federal Trust Fund	88,000.0
IJA - Abandoned Mined Lands Reclamation	75,000.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	13,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0
Capital Development Fund	503.3
Statewide - Flood Mitigation to Acquire Flood Prone Lands	503.3
DNR Federal Projects Fund	50,000.0
Brandon Road Local Cost Share with U.S. Army Corps of Engineers	50,000.0
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
Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners	300.0
Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners	25.0
Illinois Habitat Fund	1,600.0
Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat	250.0
Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the Habitat Endowment Act	1,350.0
Illinois Wildlife Preservation Fund	500.0
Statewide - Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Land and Water Recreation Fund	9,000.0
Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	9,000.0
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, continued	FY 2024 Recommended New Appropriations
Park and Conservation Fund	15,250.0
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
Statewide - 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
Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and Other Expenses	1,000.0
Plugging and Restoration Fund	250.0
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	250.0
Rebuild Illinois Projects Fund	10,000.0
Statewide - Flood Mitigation Buyout Program	10,000.0
Snowmobile Trail Establishment Fund	120.0
Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities	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	725.0
Statewide - Boating Infrastructure Grant Program (BIGP) - Up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations or fishing and Recreational Facilities	75.0
Statewide - For Multiple-Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Up to 75% Federal Reimbursement of Costs for Projects	1,500.0
Statewide - Snowmobile Trails (Local Government) Grants	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 - Provides 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	244,643.3

Agency Budget Detail: Illinois Department of Transportation

ILLINOIS DEPARTMENT OF TRANSPORTATION

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MAJOR RESPONSIBILITIES AND MISSION

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

MULTI-YEAR, MULTI-MODAL PLAN

The department is in the most productive 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

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, including \$149.0 million for Electric Vehicle (EV) infrastructure and approximately \$475.0 million for projects to improve resiliency and reduce carbon emissions, \$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 jobs, provide substantial economic growth and position Illinois to stay competitive in the 21st 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.

FISCAL YEAR 2024 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2024 capital budget for IDOT totals \$26.5 billion, including \$3.3 billion in new appropriations and \$23.2 billion in reappropriations. With the passage of Rebuild Illinois, IDOT is moving aggressively toward the goal of preserving a safe and reliable transportation system. The department remains committed to growing Illinois' economy and fixing the State's crumbling infrastructure.

¹ https://idot.illinois.gov/Assets/uploads/files/Transportation-System/Planning/23_28_MultimodalMYP.pdf

Agency Budget Detail: Illinois Department of Transportation

IDOT recognizes the importance of state and local partnerships 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 residents.

IDOT will deliver various multi-modal improvements across the State in addition to the department's plan for roads and bridges. The proposed fiscal year 2024 budget includes several new and reappropriated multi-modal transportation appropriations for mass transit, rail, aeronautics and ports, including:

- \$4.9 billion in new and reappropriated funding to invest in mass transit, including downstate transit and the Regional Transportation Authority (RTA);
- \$2.4 billion for freight and passenger rail, including \$722.5 million in funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program;
- \$583.0 million for aeronautics projects; and
- \$148.8 million for investments in ports, including the Alexander-Cairo Port District.

PROPOSED HIGHWAY IMPROVEMENT PROGRAM

Federal guidelines require all states to develop a Transportation Asset Management Plan (TAMP). 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 2023 and reflects the substantial investment being made through Rebuild Illinois and IJA. Projects included in IDOT's fiscal year 2023 through fiscal year 2028 Proposed Highway Improvement Program² were identified based on the principles of asset management. The fiscal year 2024 annual element of the multi-year highway improvement plan is \$4.6 billion; Rebuild Illinois revenue and appropriations allow the department to capture increased revenue from IJA, making the proposed highway improvement plan affordable.

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

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

IDOT completed preliminary engineering and environmental studies in 2022 to develop a long-term solution for I-80 from Ridge Road to U.S. 30 through Kendall, Grundy and Will counties. Planned 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.

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 the last year, the department began the right-of-way acquisition process and released for bidding a contract for the reconstruction and rehabilitation of several eastbound bridges east of the Des Plaines River. Rebuild Illinois includes approximately \$1.2 billion for the remaining engineering and construction efforts along the entire corridor.

Starting in 2023, 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. Anticipated construction of the Des Plaines River bridges, and the Center Street and U.S. 52/Illinois 53 (Chicago Street) interchanges will begin in 2026.



I-80 and U.S. 30

Upon its anticipated completion in 2028, 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 \$251.8 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.

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 (UP) tracks were completed in summer 2021;
- U.S. 150 bridge replacement over I-57 was completed in summer 2021;
- 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; and
- Replacement of I-74 bridges over the Canadian National Railway (CN) and Market Street was completed in fall 2022.

Agency Budget Detail: Illinois Department of Transportation

The I-57/74 interchange project remains on track to be completed in late 2025 and 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.

MCCLUGAGE BRIDGE

A new eastbound McClugage Bridge (U.S. 150) over the Illinois River's Peoria Lake is being constructed just south of the existing bridge. The current bridge is 75 years old and past its original life expectancy. The new bridge will be built to feature three lanes of traffic designed to meet modern standards and specifications to accommodate current and anticipated traffic volumes.

Modifications will be made at the eastbound U.S. 150/Illinois 29 interchange ramps in Peoria and the eastbound U.S. 150/Illinois 116 interchange ramps in Tazewell County to align with the new bridge and aid in traffic flow. An additional lane will be built on southbound Illinois 116 from the eastbound U.S. 150/Illinois 116 interchange to provide direct access to Illinois 116 and avoid merges with the existing lanes. An important safety component will be the addition of two 10-foot shoulders to keep traffic moving in the event of breakdowns, snow removal and emergency responses.



McClugage Bridge

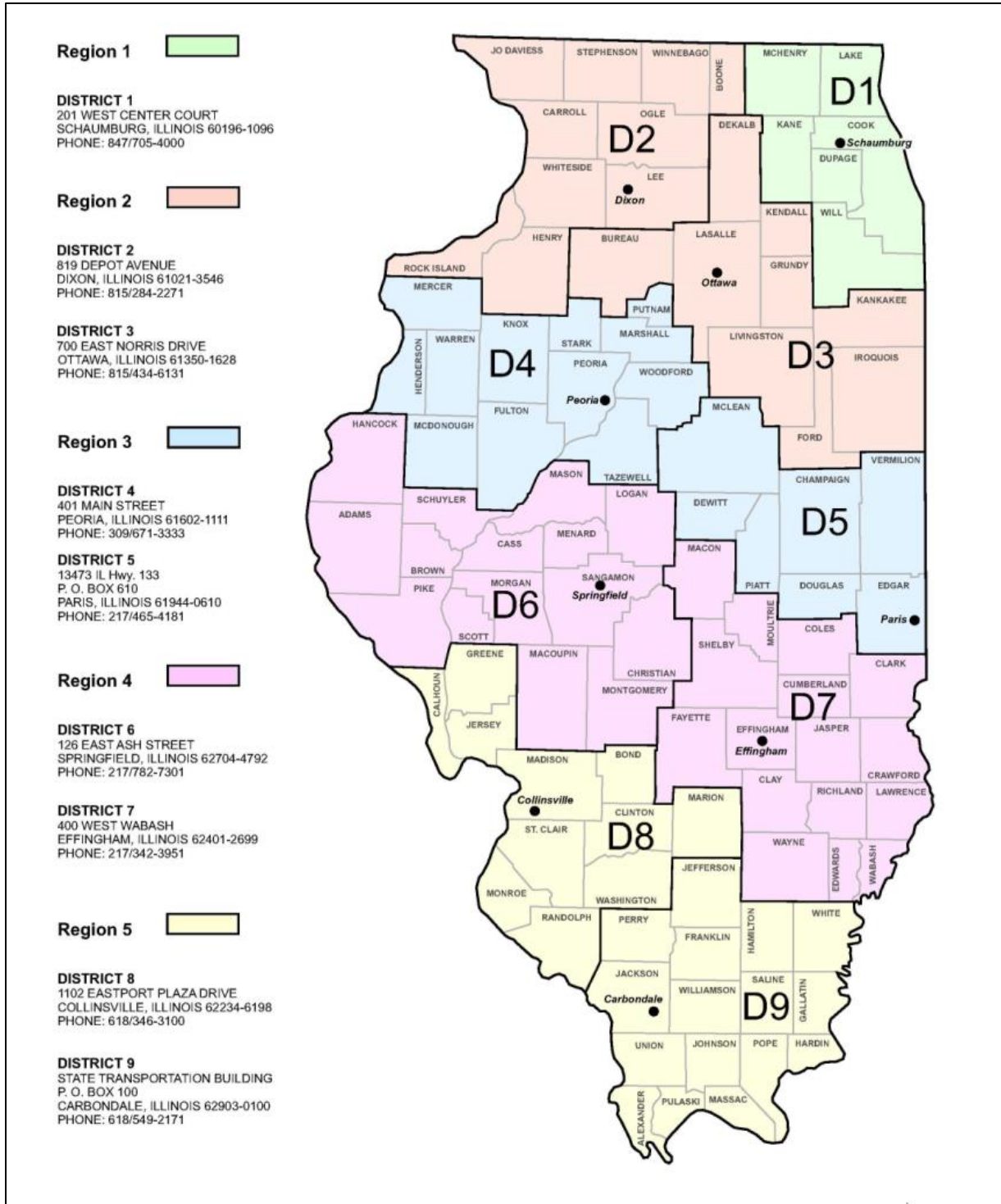
The new structure will provide a 14-foot path for bicyclists and pedestrians to cross the Illinois River. A scenic overlook will be built at the center of the bridge for viewing the river valley. The multiuse path will have a trailhead parking lot located on both sides of the river, with commemorative parks on each bank. The project also includes a mid-block crossing from the Peoria side parking lot across Illinois 29 to facilitate the planned connection to the Rock Island Trail via Eureka Street.

Construction began in 2019 on the new eastbound McClugage Bridge. The \$167 million project is due to be complete in 2023. The westbound McClugage Bridge was built in 1982, with painting and rehabilitation activities identified in the current multiyear program. Work will begin after the eastbound bridge is complete.

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 2023 AND CONTINUING PROJECTS

- 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.
- 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 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 2023 AND CONTINUING PROJECTS

- Resurfacing I-280 from east of Illinois 92 interchange in Milan to east of Milan Beltway in Rock Island County.
- Resurfacing U.S. 20 from Rock River to west of Alpine Road in Rockford.
- Reconstructing U.S. 20 from Gear Street to Main Street in Galena.
- Bridge replacement of Armour Road over the Canadian National 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.
- 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.
- Resurfacing I-80 from the Henry/LaSalle County line to a half mile east of Illinois 40.
- Bridge replacement on Illinois 17 over I-55 in Dwight.
- Resurfacing I-55 from Illinois 47 to Gardner Road in Gardner.
- Resurfacing I-55 from north of Wolf Creek to south of Illinois 17 in Livingston County.
- Resurfacing I-80 from Illinois 89 to Illinois 251 in Bureau and LaSalle counties.
- Bridge replacement of I-180 over Bureau Creek south of the Illinois 26 interchange in Bureau County.

REGION 3

FY 2023 AND CONTINUING PROJECTS

- Replacement of the structure carrying U.S. 24 over Copperas Creek at Banner in Fulton 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 the BNSF Railroad.
- Resurfacing of I-39 from a mile north of Illinois 116 to two miles south of Illinois 17.
- Replacement of structure carrying Illinois 116 (Harmon Highway) over the BNSF Railroad, the Union Pacific Railroad and Kickapoo Creek just east of Airport Road in Peoria County.
- Bridge deck overlay and multiuse path construction on the structure carrying Illinois 40 over the Illinois River (Bob Michel Bridge) in Peoria and Tazewell counties.
- Bridge deck overlay and painting on the structure carrying Illinois 17 over the Illinois River in Marshall County at Lacon.
- Rehabilitation to the structure carrying U.S. 34 over Cameron Road in Warren County.
- Resurfacing of Illinois 17 in Mercer County from First Street in New Boston to Bryant Road.
- Replacement of the structure carrying Illinois 8 over Kickapoo Creek a half-mile east of Oak Hill in Knox County.
- Replacement of the structures carrying I-474 over Illinois 116 (Plank Road) in Peoria County.
- Replacement of the structures carrying I-155 over Indian Creek in Tazewell County.
- Replacement of the structure carrying Airport Road over I-474 in Peoria County.
- Widening and resurfacing of U.S. 67 in Warren County from County Highway 3 (270th Avenue) to 210th Avenue.
- Resurfacing of I-74 in Henry and Knox counties from Illinois 17 at Woodhull to U.S. 34 at Galesburg.
- Intersection improvement at Illinois 9 and 14th Street in Pekin.
- Placement of shoulders along U.S. 150 from County Road 1250E, west of Goodfield, to the McLean County line.
- Pavement replacement, resurfacing and rehabilitations to multiple structures on I-74 from U.S. 150 west of Danville to the Vermilion River east of Danville in Vermilion County.

Agency Budget Detail: Illinois Department of Transportation

REGION 4
FY 2023 AND CONTINUING PROJECTS
<ul style="list-style-type: none"> • Resurfacing and bridge deck replacements on I-55 from 1.3 miles south of Waggoner to Macoupin Creek, approximately a half-mile mile south of County Highway 17 at the Farmersville interchange in Montgomery County. • Resurfacing and bridge deck replacement on I-55 from a half-mile mile south to 1.7 miles north of County Highway 10 at the Elkhart interchange in Logan County. • Resurfacing of Illinois 48 from roughly a mile south of Old Illinois 48 (Spresser Street) southwest of Taylorville to the Montgomery County line in Christian County. • Resurfacing, reconstruction, and a bridge deck overlay on Illinois 97 from just north of North Shore Drive south of Petersburg to just northwest of Waring Street south of Atterberry in Menard County. • Resurfacing, reconstruction, 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 reconstruction on Dirksen Parkway from Peoria Road to north of Northfield Drive in Springfield. • Resurfacing, reconstruction, and drainage improvements on Illinois 29 from north of Magnolia Street to U.S. 51 in Pana in Christian County. • Resurfacing and shoulder reconstruction on Illinois 104, northwest of Waverly Lake Road/Gordon Hill Road to east of Woods Creek in Morgan County. • Bridge deck overlay and bridge repairs on I-72 over Walnut Creek and Pigeon Creek, 2.2 miles and 2.5 miles west of Illinois 96 in Pike County. • Resurfacing and drainage improvements on Illinois 78 from the Cass County line to north of Valevue Acres Drive in Morgan County. • Resurfacing of Illinois 61/101 from Illinois 94 in Bowen to the Schuyler County line in Hancock County. • Resurfacing and a bridge deck overlay on Illinois 4 from south of Allen Road to north of Haig Road north of Carlinville in Macoupin County. • Reconstruction and traffic signal replacements on I-55 Business (Fifth Street) from Spruce Street to south of Ash Street in Springfield. • Resurfacing of Illinois 54 from the Logan County line to just east of Prairie School Road in Sangamon County. • Bridge replacements and interchange reconstruction on I-57 at the Illinois 16 interchange in Coles County. • Resurfacing I-64 from the Jefferson County line to seven miles west of U.S. 45 in Wayne 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 almost one mile east of Martinsville in Clark County. • Resurfacing 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. 51 from the DeWitt County line to just north of Forsyth Road in Macon County. • Bridge deck replacement on U.S. 51 over I-70 at Vandalia in Fayette County. • Bridge replacements on Illinois 1 at the Embarras River Overflow north of U.S. 50 in Lawrence County. • Resurfacing Illinois 48 from Bowman Road to the Christian County line in Macon County.

REGION 5
FY 2023 AND CONTINUING PROJECTS
<ul style="list-style-type: none"> • Bridge repair on I-55/70 over the CSX Transportation tracks in St. Clair County. • Construction of roundabouts on Illinois 3 at Delmar Avenue and Pierce Lane in Madison County. • Resurfacing of Illinois 157 from St. Louis Street to South University Drive in Madison County. • Resurfacing of Illinois 13/153 from Illinois 4 to the Perry County line in Randolph County. • Resurfacing of U.S. 67 from north of Airport Road to Illinois 3 in Madison County. • Resurfacing of Illinois 3 from I-255 to Gilmore Lake Road in Monroe County. • Resurfacing of U.S. 40 from Illinois 4 to Walnut Street in Madison County. • Resurfacing of Illinois 111 from south of Pontoon Road to Horseshoe Lake Road in Madison County. • Resurfacing of Illinois 159 from Washington Street to south of Illinois 13/158 in St. Clair County. • Resurfacing of Illinois 159 from Alexa Drive to south of Douglas Avenue in St. Clair County. • Resurfacing of Illinois 267 from about a half-mile south of Short Street to the Jersey County line in Greene County. • Superstructure replacement on SIUE North Access Road over the Norfolk Southern Railroad in Madison 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 .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 of Illinois 140 from Monument Avenue to Terra Drive in Madison County. • Resurfacing of Illinois 159 from Troy Road to West Country Lane 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 almost three miles east of Illinois 142 to the 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.
- Reconstruction of the Illinois 13/127 and Illinois 154 intersection 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 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 Railway (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 IDOT anticipates it will advance to final design with some construction elements beginning in 2023. This project received a Federal Railroad Administration (FRA) 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 UP 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 UP 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 throughout the last several years. The host railroad, CN, 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 CN began in 2021 and will continue in 2023.

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 FRA. 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

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, 33 are complete, 4 are under construction, 8 are in the final engineering phase, 7 are in the preliminary engineering phase and 18 have yet to begin.

Final design for the 75th Street Corridor Improvement project and construction of the Forest Hill Flyover and Argo Connections projects are funded by a \$132 million federal Infrastructure for Rebuilding America (INFRA) grant. The projects are also supported by matching funds of \$111 million from IDOT, \$116 million from the American

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

The 75th Street corridor serves more than two 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 (BRC) 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 BRC 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 BRC 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.

Agency Budget Detail: Illinois Department of Transportation

In 2022, IDOT also received a federal INFRA grant of \$70 million for the Ogden Junction. The project, spanning the Western Avenue rail corridor from Kedzie Avenue to 16th Street, will rehabilitate, replace, remove and upgrade nearly two miles of track, signaling and viaduct structures, as well as build 10,000 feet of new track.

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

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.

Rebuild Illinois will provide \$11.4 million for Green Line improvements, which include station repairs and bridge repairs at Lake Street. An additional \$67.0 million will be used to fund improvements at the 61st rail shop. 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.

METRA

Rebuild Illinois will provide \$156 million to complete bridge improvements along the Union Pacific North Line. Metra is currently completing preliminary engineering and environmental approval processes. The project will modernize 11 railroad bridges and other infrastructure components that are nearly 120 years old, as well as infrastructure from Fullerton Avenue to Cornelia Avenue along Metra's UP-North Line. In addition, Metra will utilize \$138 million to purchase locomotives, which are currently being manufactured.

An additional \$49 million from Rebuild Illinois will allow Metra to renovate or replace bridges at 96th Avenue, Stoney Creek Bridge, Grand Avenue and other bridges within the system. Preliminary engineering and environmental approval processes are underway for each of the bridges. In addition, \$14 million will support Metra's Rock Island Connection which is part of the 75th Street Corridor Improvement Project in the CREATE Program.

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.

Rebuild Illinois will provide just over \$38 million for North Shore and Southwest Division expansions. Both facilities are at capacity, with expansion needed to support growth, including bus rapid transit service on the Pulse Network as well as the express bus service on the Tri-State Tollway (I-294).

An additional \$41 million will allow Pace to complete improvements at I-55's and I-294's Park-n-Ride stations. And an additional \$52 million will go toward Pace's I-55 Express Bus garage upgrades. The

Agency Budget Detail: Illinois Department of Transportation

successful Bus on Shoulder service on I-55 has resulted in Pace's need to plan for expansion of the service to reduce deadhead times and alleviate overcrowding on the buses.

Pace will utilize \$4 million for charging infrastructure. The driving innovations plan calls for implementing battery, electric and other zero emission bus technology. These funds will help Pace prepare for new vehicle technologies and facility needs.

DOWNSTATE TRANSIT

REBUILD ILLINOIS TRANSIT CAPITAL GRANT PROGRAM

IDOT's Rebuild Illinois Transit Capital Grant 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, 2021 and 2022, IDOT completed calls for projects to award grants, ultimately selecting 127 projects and providing more than \$337 million for capital improvements to downstate public transit systems, an investment made possible by Rebuild Illinois. The grants resulted in funding for projects for upgrades, renovations and new facilities, covering land acquisition, architecture, engineering and construction. Funding was also awarded for bus replacement and fleet expansion, as well as Intelligent Transportation Solutions, which includes computer-aided dispatching, automatic vehicle location technology, security software and electronic fare collection software. Rebuild Illinois will result in improved service, delivery, safety and security.

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.



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 97 percent of the funds distributed through fiscal year 2022.

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

Agency Budget Detail: Illinois Department of Transportation

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 and 165 applicants responded. In late 2021, \$89 million was released for 95 projects statewide.

IJA funding for airports through the Federal Aviation Administration (FAA) is also available now for various infrastructure projects and will be allocated through 2026. The funding will provide upgrades to various air traffic control towers owned by the FAA as well as those owned by airports and staffed via contract. In addition, it will provide upgrades to various terminal buildings for both commercial service and general aviation airports. Lastly, the new program will provide yearly allocations to all public-use airports designated by the FAA to create new projects or supplement funding for existing projects for pavement and infrastructure needs, similar to the existing Airport Improvement Program funding.

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 utilizes 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 serves 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 distress as well as reflective cracking from the underlying concrete that was original to the construction of the airport in the 1940s.

WATERWAYS

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 Great Lakes and the St. Lawrence Seaway) 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.

Agency Budget Detail: Illinois Department of Transportation



Illinois International Port District

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. In 2022, Governor Pritzker announced the award of \$108 million in funding for 12 projects at 8 port districts. Selected on a competitive basis, the projects include rehabilitating port dock walls, improving railroad tracks and constructing a new terminal facility. The projects are at different stages of completion.

Fiscal Year 2024 Recommended Appropriations for the Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	0.0	4,787,970.9	4,787,970.9
Transportation Bond, Series B Fund	0.0	1,203,689.3	1,203,689.3
Transportation Bond, Series D Fund	0.0	164,455.8	164,455.8
Multi-Modal Transportation Bond Fund	0.0	3,965,051.6	3,965,051.6
Pay-as-you-go			
Downstate Mass Transportation Capital Improvement Fund	0.0	149,954.0	149,954.0
Downstate Transit Improvement Fund	3,000.0	13,944.2	16,944.2
Federal High Speed Rail Trust Fund	0.0	661,192.0	661,192.0
Federal Mass Transit Trust Fund	73,645.0	155,718.7	229,363.7
Federal/State/Local Airport Fund	150,000.0	276,341.6	426,341.6
Grade Crossing Protection Fund	36,500.0	346,187.3	382,687.3
High-Speed Rail Rolling Stock Fund	1,000.0	32,000.0	33,000.0
Rail Freight Loan Repayment Fund	0.0	1,099.6	1,099.6
Road Fund	2,301,419.2	6,385,174.1	8,686,593.3
Regional Transportation Authority Capital Improvement Fund	0.0	967,177.1	967,177.1
South Suburban Airport Improvement Fund	1,000.0	0.0	1,000.0
State Construction Account Fund	761,391.7	4,071,053.3	4,832,445.0
State Rail Freight Loan Repayment Fund	3,700.0	10,000.0	13,700.0
Total	3,331,655.9	23,191,009.5	26,522,665.4

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2024 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
Downstate Transit Improvement Fund	3,000.0
Downstate Transit Capital Grants	3,000.0
Federal Mass Transit Trust Fund	73,645.0
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	73,645.0
Federal/State/Local Airport Fund	150,000.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	150,000.0
Grade Crossing Protection Fund	36,500.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	36,500.0
High-Speed Rail Rolling Stock Fund	1,000.0
Costs Associated with Acquisitions, Offsets, Overhaul Fees and Other Costs of the Rolling Stock	1,000.0
Road Fund	2,301,419.2
Statewide - Permanent Improvements to IDOT Facilities	109,600.0
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)	73,100.0
Statewide - Motorist Damage to Highway Structures	17,050.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)	18,320.0
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	798,263.2
Statewide - Road Improvements - Local Share of Road Fund/Road Program	997,224.4
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	7,200.0
Chicago Department of Transportation for State Only Chicago Commitment (SOCC) Infrastructure Improvements	50,000.0
High Speed Rail Maintenance Costs	30,000.0
CREATE EW3A Pullman Junction Grant	12,905.7
CREATE GS9 Archer and Belt Railway	19,137.8
INFRA Grant for CREATE WA1 Ogden Junction	70,000.0
Local Share for CREATE WA1 Ogden Junction	13,000.0
South Suburban Airport Improvement Fund	1,000.0
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
State Construction Account Fund	761,391.7
Statewide - Transportation and Related Construction	761,391.7
State Rail Freight Loan Repayment Fund	3,700.0
Statewide - Rail Freight Loan Repayment Program (State)	3,700.0
Total	3,331,655.9

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 includes 5 roadways totaling 294 miles and serves 1.5 million drivers daily.

The Tollway's maintenance and operations are 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 2023 CAPITAL BUDGET

Calendar year 2023 will be the 12th 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 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 \$1.6 billion in revenue in 2023, including \$606.0 million allocated for capital program investments. This allocation, combined with planned debt issuances, will provide the necessary funding for the 2023 capital program year. The Tollway is not requesting state appropriations.

AGENCY PROJECT DETAIL

The 2023 capital program addresses the needs of the Tollway's existing system and provides for ongoing projects to improve regional mobility, including:

- Design and construction associated with the new I-490 Tollway and the new connection to O'Hare International Airport;
- Design and reconstruction of the Central Tri-State Tollway (I-294), which runs from 95th Street to Balmoral Avenue; 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 a new tollway and interchanges. I-490 will run between the Jane Addams Memorial Tollway (I-90) and the Central Tri-State Tollway (I-294). It will also connect the new Illinois Route 390 Tollway to the west side of O'Hare International Airport. This project will improve travel efficiency by reducing congestion on the local street network and increasing access to O'Hare from the west.

The Tollway expects to spend \$506.3 million in 2023 on work to advance the I-490 Tollway Project, including approximately \$358.4 million for construction. Construction will continue on the replacement of the at-grade crossing at the Union Pacific Railroad with a new bridge over Franklin Avenue, Canadian Pacific Railway's Bensenville Yard and Metra rail, as well as construction of a new I-490 bridge crossing. In 2023, work will continue on the I-490 Tollway interchanges connecting to the Central Tri-State Tollway (I-294), the Jane Addams Memorial Tollway (I-90) and the Illinois Route 390 Tollway. In addition to ongoing construction, design services will continue along the corridor with planned expenditures of \$33.4 million. Finally, Tollway expects to spend approximately \$104.4 million on further right-of-way acquisitions and utility relocations in support of the overall project.



Bridge piers are constructed along the Jane Addams Memorial Tollway (I-90) as part of the I-490/I-90 interchange near Des Plaines

An additional \$35.9 million of federal Congestion Mitigation and Air Quality Improvement Program grant funds and other local contributions will support the I-490 Tollway Project.

Agency Budget Detail: Illinois State Toll Highway Authority

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

In 2023, the Tollway expects to spend \$615.3 million on the Tri-State Tollway (I-94/I-294/I-80) to advance the ongoing \$4.0 billion project to reconstruct and widen the Central Tri-State from 95th Street to Balmoral Avenue.

The project will include the following activities planned for 2023:

- Mainline widening and reconstruction between 95th Street and the I-55 ramps, to be completed at a cost of approximately \$45.5 million;
- Construction associated with the new southbound Mile Long Bridge will be completed and removal of the old southbound structure will begin with approximately \$31.2 million allocated;
- Allocation of \$43.6 million for the mainline reconstruction and widening between Grand Avenue and Wolf Road, including construction of the I-490/I-294 interchange ramp bridge, as well as roughly \$34.6 million of bridge reconstruction and mainline widening and reconstruction from North Avenue to south of Grand Avenue;
- Reconstruction and widening the mainline roadway between St. Charles Road and Grand Avenue for approximately \$52.3 million, as well as between Flagg Creek and Cermak Road for approximately \$111.9 million; and
- Construction on the I-290/I-88 interchange at I-294 with approximately \$102.8 million allocated.



I-294 Southbound Mile Long Bridge Project near Willow Springs

NEW INTERCHANGE AT I-294/I-57

Move Illinois includes construction of a new interchange at 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.

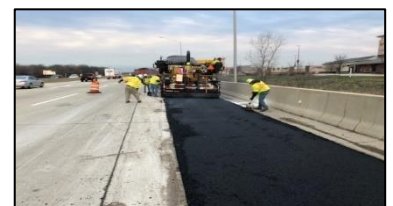
The second phase of interchange construction began in 2019 and was substantially completed and opened to the public in September 2022. It included the construction of new ramps, including a large multi-span flyover structure, to carry traffic from southbound I-57 to I-294 and from I-294 to northbound I-57. This phase also included the reconstruction of the 147th Street bridge at I-57 and associated ramps and widening of the I-57 bridge over the CSX Railroad line. Ongoing construction, mainly consisting of the northbound/southbound CSX Railroad bridges, will continue in 2023 at an estimated cost of \$10.2 million.



Completed I-294/I-57 interchange near Harvey, Markham, Dixmoor and Posen

REAGAN MEMORIAL TOLLWAY (I-88)

Approximately \$3.5 million will be spent in 2023 for construction work on ramp resurfacing at the Illinois Route 31 interchange, as well as fiber optic construction upon request.



Asphalt being placed along the Reagan Memorial Tollway

Agency Budget Detail: Illinois State Toll Highway Authority

SYSTEMWIDE

In 2023, the Tollway will spend approximately \$314.8 million on systemwide infrastructure and safety improvements including bridge, pavement and maintenance facility upgrades, as well as toll collection, information technology projects and support activities. Specific capital project allocations include:

- \$182.9 million for other capital expenditures, such as fleet replacement, consultants for technical services, costs associated with the Traffic and Incident Management System, back-office system replacement, information technology projects, Intelligent Transportation Systems, and the Job Order Contracting Program;
- \$56.6 million for bridge, pavement and safety improvements;
- \$47.3 million for program support activities including program management services, materials engineering services, utility relocations, support staff and land acquisition support services; and
- \$14.1 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).

Agency Budget Detail: Illinois Environmental Protection Agency

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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Springfield, IL 62794
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<https://www2.illinois.gov/epa/Pages/default.aspx>



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

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.

FISCAL YEAR 2024 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2024 budget includes \$1.1 billion in new appropriations, plus reappropriations of unexpended balances for programs funded in fiscal year 2023, including:

- \$450.0 million new appropriation for the Clean Water Loan Program,
- \$200.0 million new appropriation for the Drinking Water Loan Program,
- \$86.5 million reappropriation for the Unsewered Communities Construction Grant Program,
- \$60.0 million reappropriation for transportation electrification grants,
- \$52.3 million reappropriation for hazardous waste remediation,
- \$20.9 million reappropriation for the Green Infrastructure Grant Opportunities Program,
- \$10.0 million new appropriation for lead service line inventory and planning grants, and
- \$1.0 million new appropriation for the Unsewered Communities Planning Grant Program.

IEPA will utilize Rebuild Illinois funding coupled with federal Infrastructure Investment and Jobs Act (IIJA) funding in fiscal year 2024 and beyond to implement programs focused on meeting IEPA's core mission. IIJA funding for water infrastructure projects is anticipated to provide IEPA's State Revolving Fund (SRF) program with an additional \$1.6 billion for fiscal years 2023 through 2027. The fiscal year 2024 budget includes the following reappropriations and new appropriations reflecting the anticipated second year values of IIJA funding:

- \$113.1 million reappropriation and \$107.0 million new appropriation for lead service line replacement loans,
- \$65.6 million reappropriation and \$93.2 million new appropriation for the Clean Water Loan Program,
- \$64.7 million reappropriation and \$78.6 million new appropriation for the Drinking Water Loan Program,
- \$30.2 million reappropriation and \$28.5 million new appropriation to address drinking water emerging contaminants, and

Agency Budget Detail: Illinois Environmental Protection Agency

- \$4.5 million reappropriation and \$9.5 million new appropriation to address clean water emerging contaminants.

IJA also provides additional federal funding to IEPA that will not flow through the SRF program. That funding includes:

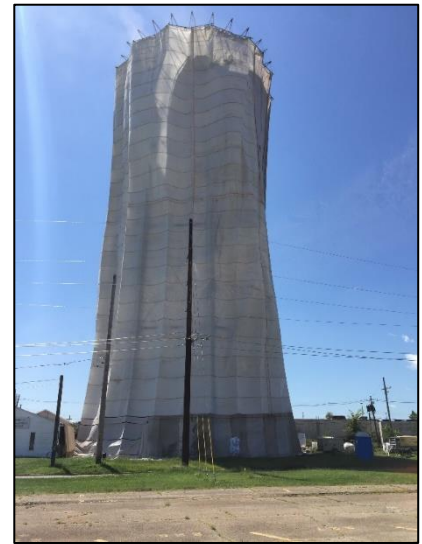
- \$50 million new appropriation to address small and disadvantaged community emerging contaminants,
- \$25 million new appropriation related to Save Our Seas 2.0 to address plastics reduction, and
- \$5 million new appropriation to provide recycling education and outreach.

DRINKING WATER LOANS

The fiscal year 2024 proposed budget includes \$200 million in new appropriations for drinking water infrastructure loans. The demand for infrastructure improvements remains 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 \$1.3 billion in funding for public water system improvements between fiscal years 2018 and 2022.

IJA will provide approximately \$418.1 million in supplemental funding during fiscal years 2023 through 2027 for additional drinking water infrastructure loans and approximately \$142.5 million during the same period to address emerging contaminants in drinking water, including per- and polyfluoroalkyl substances (PFAS).

The City of Mount Vernon received \$794,000 in funding from IEPA's Public Water Supply Loan Program. The funds were used to repaint and modify the existing Opdyke Elevated Water Tank to include new ladders, hatches, venting, railing, and necessary appurtenances. The tank had signs of deterioration and needed safety enhancements to improve employee accessibility to the water tower. Mount Vernon received \$594,700 in principal forgiveness for this loan.



Opdyke Elevated Water Tank rehabilitation in Mount Vernon

LEAD SERVICE LINE REPLACEMENT

Lead was commonly used in various plumbing materials, including drinking water pipes, until it was outlawed in 1987 because the lead was dissolving into the drinking water. Human consumption of lead can lead to several 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 states to transfer federal funds allocated to the Clean Water Loan Program to the Drinking Water Loan Program specifically to address lead-related threats to public health. The transfer made \$107.9 million available for IEPA to provide funding in the form of principal forgiveness loans for complete lead service line replacement. To date, IEPA has provided \$55.1 million to communities for lead service line replacement related to WIFTA.

The communities of Abingdon, Assumption, Aurora, Beecher, Bensenville, Berwyn, Canton, Chicago, East Hazel Crest, Elgin, Forreston, Frankfort, Freeport, Itasca, Galesburg, Joliet, Merrionette Park, Montgomery, Mowequa, Plainfield, Rockford, Springfield, Sycamore and Wheeling have been awarded funding from the Drinking Water Loan Program to assist with the cost of replacing lead service lines. IJA will provide IEPA

Agency Budget Detail: Illinois Environmental Protection Agency

with an estimated \$533.7 million during fiscal years 2023 through 2027 for lead service line replacement loans, including those issued with principal forgiveness.

In fiscal year 2023, IEPA launched a program to provide \$7 million in competitive grant awards to assist communities with lead service line inventories and design and engineering costs. This funding will be provided from the Water Revolving Fund as part of the SRF program. In fiscal year 2024, the program will expand to provide \$10 million in new funding.

CLEAN WATER LOANS

The proposed budget includes \$450.0 million in new appropriation authority in fiscal year 2024 to assist communities in need of low interest funding to make necessary improvements to their wastewater treatment facilities through the Clean Water 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 and 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 Clean Water Loan Program provided nearly \$2.5 billion in funding for wastewater system improvements between fiscal years 2018 and 2022.

IJA will provide the State of Illinois with approximately \$495.7 million in funding between fiscal years 2023 and 2027 for additional loans. It will also provide approximately \$42.3 million during the same period to address emerging contaminants in wastewater systems.

CAHOKIA HEIGHTS WATER INFRASTRUCTURE

The City of Cahokia Heights is located in low-lying areas of watersheds that experience significant flood events during heavy rainfall. The floodwaters remain in the community until the floodwaters downstream subside. Floodwaters 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 floodwater it results in social and environmental problems which remain even after the floodwaters have left the area.

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 which will highlight 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 Alorton, Cahokia, and Centreville, which merged in 2021 to form the City of Cahokia Heights.

IEPA awarded \$10 million in fiscal year 2023 to Cahokia Heights to rehabilitate or replace approximately 35 lift stations, 5,800 feet of cured-in-place pipe liner (including 1,500 feet of sewer line repair), and 3,500 feet of slip lining for the city's main trunk line. The city will also utilize the grant funding to modify the wastewater collection system, where many components of the system have exceeded their useful design life. These updates will improve collection efficiency, reliability, and ease of operation and maintenance. This will help to prevent floodwater from entering the sewer collection system during storm events and relieve stress on the system.

UNSEWERED COMMUNITIES GRANT PROGRAMS

IEPA recognizes that small communities face unique challenges funding wastewater management solutions. The agency has identified approximately 200 communities that do not have modern sewer

Agency Budget Detail: Illinois Environmental Protection Agency

systems. Communities that lack sewer systems connected to wastewater treatment facilities improperly dispose of their waste by a straight pipe system. This results in raw sewage discharging directly into waters or onto land due to lack of a sewage system or septic tank. IEPA is addressing this issue through the Unsewered Communities Construction Grant Program (UCCGP). Rebuild Illinois included \$100 million in 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 an additional \$82.5 million total over the next three years.

IEPA is also awarding \$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 through the Unsewered Communities Planning Grant Program (UCPGP). More than 50 communities have already received planning grants since this program's inception.

GREEN INFRASTRUCTURE GRANT OPPORTUNITIES 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 runoff causing localized and riverine flood damage to Illinois' rivers, lakes and streams. Localized flooding happens when rainfall overwhelms the capacity of urban drainage systems. By reducing and detaining stormwater before it 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 runoff from urban development and BMPs that reconnect a body of water to its floodplain. The Village of Flossmoor received \$492,000 from the first round of GIGO grants to make stormwater drainage improvements across Berry Lane.



Porous Pavement installation at the Village of Flossmoor

IEPA will dedicate \$20 million over the next five years for GIGO grants. IEPA anticipates a second funding opportunity for GIGO will be posted for application during fiscal year 2023 and will be an expanded round, funding up to \$10 million in green infrastructure improvements.

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 these designated contaminated sites. By spending an estimated \$5 million in state funds during fiscal years 2022 and 2023 to meet Superfund match obligations, IEPA expects to leverage approximately \$45 million in federal funding to continue cleanup at six Superfund sites in Illinois.

Agency Budget Detail: Illinois Environmental Protection Agency

U.S. EPA will continue to implement a multi-year residential yard cleanup for metals contamination as part of the overall cleanup of the former zinc smelting and rolling facility at the Matthiessen and Hegeler Superfund site in LaSalle.

IEPA, in coordination with U.S. EPA under CERCLA, plans to conduct additional studies at several older CERCLA sites, such as Jennison-Wright Corporation (Granite City) and Outboard Marine Corporation (Waukegan), 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 in accordance with the Illinois Environmental Protection Act.



Residential cleanup at a Superfund site in the City of La Salle

In Rockford, IEPA will continue investigating and remediating the Southeast Rockford Groundwater Contamination National Priorities List (NPL) site for many years. This site consists of a three-mile by two-and-a-half-mile 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 began awarding settlement funds for electric vehicle charging infrastructure under the Volkswagen Environmental Mitigation Trust Agreement. Seventy million dollars in Rebuild Illinois funding will build on efforts to electrify and decarbonize Illinois' transportation sector. A central piece of this program will be the implementation of the charging infrastructure grants outlined in the Climate and Equitable Jobs Act. These awards will fund up to 80 percent of the cost of the installation of charging stations, with additional incentives awarded for level 2 or level 3 charging stations installed in environmental justice communities. An environmental justice community is a community predominately of persons living below the poverty line, that has been subjected to a disproportionate burden of environmental hazards.

Agency Budget Detail: Illinois Environmental Protection Agency

Fiscal Year 2024 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	\$0	\$85,000	\$85,000
Build Illinois Bond Fund	\$0	\$176,275	\$176,275
Pay-as-you-go			
Water Revolving Fund	\$979,330	\$2,394,761	\$3,374,091
U.S Environmental Protection Fund	\$80,000	\$0	\$80,000
Total	\$1,059,330	\$2,656,035	\$3,715,365

Fiscal Year 2024 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
U.S Environmental Protection Fund	
IJA - Small and Disadvantaged Communities Emerging Contaminants	\$50,000
IJA - Save Our Seas 2.0/Recycling Education	\$25,000
IJA - Solid Waste Infrastructure and Recycling Education (SWIFR)	\$5,000
Water Revolving Fund	
Planning Cost Grants for Wastewater Collection and/or Treatment Facilities (Unsewered Communities Planning Grants Program)	\$1,000
Illinois Water Works - Wastewater Loan Program	\$450,000
Illinois Water Works - Drinking Water Loan Program	\$200,000
Grants for Costs Associated with Lead Service Line Replacement Inventories	\$10,000
IJA - Loans, Grants, and Costs of Lead Service Line Replacement	\$107,000
Grants to Address Nonpoint Source Water Quality Issues	\$1,500
IJA - Wastewater Loan Program	\$93,200
IJA - Drinking Water Loan Program	\$78,600
IJA - Wastewater Emerging Contaminants	\$9,525
IJA - Drinking Water Emerging Contaminants	\$28,505
Total	\$1,059,330

Agency Budget Detail: Other Agencies

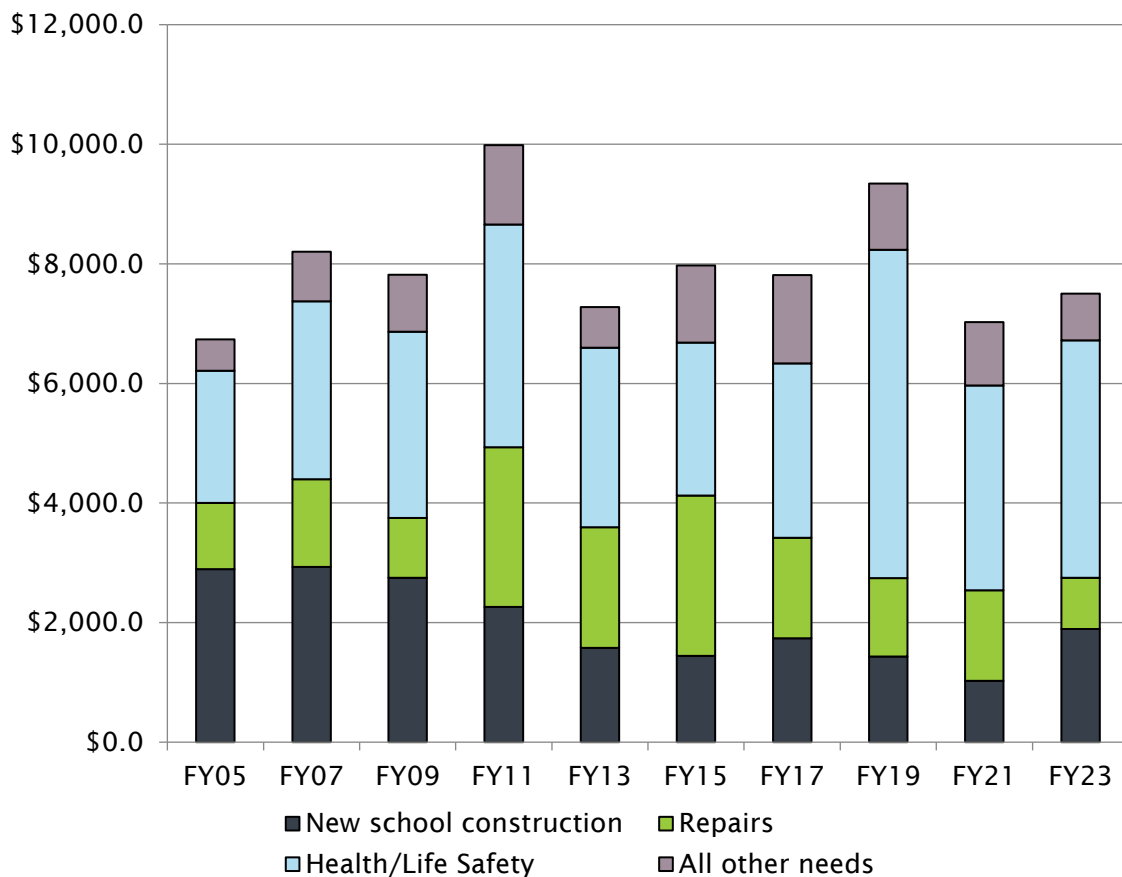
ILLINOIS STATE BOARD OF EDUCATION

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

PREK-12 CAPITAL NEEDS ASSESSMENT

As with other state facilities and institutions of higher education, preK-12 educational facilities have significant maintenance needs that have accumulated over time. ISBE, in conjunction with CDB, has published a biennial Capital Needs Assessment for preK-12 education facilities since fiscal year 2005. Responses were submitted by 462 elementary, secondary and unit school districts. The chart below breaks down the total capital needs reported in the most recent Capital Needs Assessment from fiscal year 2023 by type of need. The total need reported is just under \$8 billion.

PREK-12 DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2005-2023 (\$ MILLIONS)



Fifty percent of all reported future school capital needs are related to health/life safety repairs and renovations of current facilities. This category encompasses a range of work types that include structural repairs, roof work, heating and cooling systems, and plumbing repairs. The need for new school construction or building additions is significant, accounting for nearly a quarter of all capital needs reported.

Agency Budget Detail: Other Agencies

SCHOOL MAINTENANCE GRANT PROGRAM

Rebuild Illinois provided ISBE with \$200 million to issue 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 2023, ISBE awarded a total of \$94 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 or lighting systems.

OFFICE OF THE SECRETARY OF STATE

Rebuild Illinois provided \$50.0 million to the Office of the 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 \$49.6 million to public libraries.

The City of Bloomington received \$7.1 million for an expansion and renovation project for the Bloomington Public Library that broke ground in April of 2022. The project will improve library services to the community and allow the library to meet the community's current and emerging needs. The project incorporates flexible, forward-thinking designs that address population growth, updates the aging facility, increases accessibility for individuals of all abilities and implements unique solutions to facility needs. The scope of work includes additions of a drive-up window, recording/podcast studios, meeting spaces, children's programming rooms, group study rooms, a computer lab, an innovation and discovery zone, wider aisles, more accessible shelving, a nursing nook and a sensory-friendly room.



Rendering of completed construction on the Bloomington Public Library expansion

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 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 in the past.

The recommended fiscal year 2024 budget continues to provide for ongoing and future investments of approximately \$15 million annually to continue to generate federal matching funds and allows DMA to undertake additional projects. Many DMA facilities in the State are 30 to 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. Then updating mechanical and HVAC systems, electrical systems and plumbing systems and renovating facility interiors.

Agency Budget Detail: Other Agencies

New to the capital budget for fiscal year 2024 is \$24 million for construction of the North Riverside Vehicle Maintenance Shop (VMS). The project, to construct a 48,000 square foot VMS, was approved by the United States Congress in 2016. Construction is scheduled to begin in fiscal year 2024. The new VMS will provide maintenance support to more than 20 Chicagoland ILARNG units. This new facility will replace 1950s-era buildings with outdated mechanical systems. In return, the North Riverside VMS will provide a state-of-the-art facility for highly technical repairs of ground, weapon and digital equipment that supports the mission-essential tasks required of ILARNG soldiers.

The fiscal year 2024 budget also includes a new \$5.5 million appropriation to fund continued design work for a large project at the General Jones Readiness Center in Chicago. The General Jones initial project scope includes improved Americans with Disabilities Act (ADA) compliance, plumbing, electrical and roofing systems. These elements are all beyond their life cycles and require renovation to effectively meet state and national defense requirements.

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 2024 budget recommends a reappropriation of \$32.5 million for IT upgrades across the State. The proposed budget also includes a new \$100.0 million appropriation to allow DoIT to continue addressing deferred maintenance of State systems and hardware, supporting the ongoing information technology transformation.

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 3,577 users across 73 agencies utilizing the ERP system, with over \$126 billion in vouchers processed since the beginning of the program. The program successfully assisted the 8 final agencies go live in July 2022.

The Human Capital Management (HCM) program provides a comprehensive human resources system from recruitment and onboarding activities to time and attendance, payroll, education, training, and performance evaluation. The HCM program has a live recruiting module and DoIT is working to adopt core human resources, onboarding, labor, learning and compensation modules in Spring 2023, with payroll and time modules coming in Spring 2024.

STATEWIDE BROADBAND

DoIT is responsible for maintenance of the Illinois Century Network (ICN), a high-speed broadband network serving K-12 and higher education institutions, public libraries and museums, state and local government, and broadband service providers. The ICN provides internet and intranet connectivity for thousands of sites statewide.

DoIT is utilizing capital funding to upgrade and expand the broadband network for ICN customers, in particular K-12. Key components of the upgrade and expansion include: refreshing aged components on the network with efficient higher capacity network nodes; supporting additional interconnects to cloud resources, supporting Internet2 and other state networks; enabling increased redundancy for mission

Agency Budget Detail: Other Agencies

critical applications; supporting increased security for both ICN and ICN customers via state-of-the art security applications; supporting enhanced provisioning; management and monitoring of the network via ICN equipment updates and customer-premises equipment; and enhancing the integrity of the Illinois Century Network with necessary replacement of data center power equipment.

The fiscal year 2024 budget recommends reappropriating a fiscal year 2023 \$7.2 million reappropriation to address and revitalize the ICN, with a focus on the Illinois K-12 network.

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 administers 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 is dedicated specifically for the development of permanent supportive housing solutions. Funding affordable housing across Illinois provides short and long-term benefits to the State's economy by creating jobs for the construction and maintenance of the properties and increasing the buying power of residents.

IHDA anticipates utilizing \$51.5 million in funding from Rebuild Illinois in fiscal year 2024. This includes \$10.0 million for the second round of the Strong Communities Program (SCP), \$9.5 million for the second round of the Housing for Justice Involved Individuals Program (HJIIP), \$17.0 million for the Innovation Competition program, and \$15.0 million for the Housing and Healthcare Linkages program.

The SCP provides grants to local governments and land banks to address blight in communities large and small across Illinois. Grantees use these funds to restore vacant residential properties and support demolition of properties that are beyond repair and negatively impact neighboring residences. The first round of the SCP provided 68 grants to recipients.

The HJIIP provides support to qualified applicants for the acquisition and rehabilitation of homes in communities across the State to support justice-involved persons reentering the community with transitional, service-intensive housing. The first round of HJIIP provided 28 awards for approximately 124 units. Persons exiting state correctional facilities face difficulty finding stable, affordable rental housing due to an overall shortage as well as their criminal record. This can contribute to homelessness, unemployment (due to lack of permanent address) and recidivism.

The Innovation Competition program will evaluate the significant number of housing needs and the limitations of current available resources. This program creates a unique opportunity for IHDA to support focused and innovative housing initiatives and partnerships. These initiatives could encompass single and multi-family development, homeownership, rentals, and permanent supportive housing.

The Housing and Healthcare Linkages program is new to IHDA in fiscal year 2024 and will increase access to stable, safe and affordable housing, which is a significant determinant of public health. A lack of adequate housing, particularly among vulnerable populations, can result in negative health conditions. Working in partnership with the healthcare sector, IHDA seeks to create new affordable and supportive housing for frequent users of emergency health services and those otherwise vulnerable to homelessness through this 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. Rebuild Illinois will fuel 37 projects by providing \$49.5 million in capital investments, ranging from large-scale investments, such as an expansion of a historic dance center, to small but critical projects, such as 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.

STEPPENWOLF THEATRE

The Steppenwolf Theatre Company in Chicago completed a new expansion that included an arts and education space utilizing \$8 million of Arts Council Rebuild Illinois capital funding. Referred to as the Loft, the expansion includes 3 dedicated learning spaces for young people to explore and create within, as well as gallery walls that will feature artwork created by Chicagoland youth.



Steppenwolf Theatre

EGYPTIAN THEATRE

The Arts Council is providing \$2 million for upgrades and expansion to the historic Egyptian Theatre in DeKalb. The project included an expansion of their space, dramatically improving the restrooms, concessions, lobby and storage space. Most importantly, the theatre added air conditioning for the first time since 1929 so it can provide year-round program opportunities to their community.



New concession space, installation of an air conditioning unit, and a new restroom at the Egyptian Theatre

Agency Budget Detail: Other Agencies

OFFICE OF THE ARCHITECT OF THE CAPITOL

The Office of the Architect of the Capitol (OAC) oversees the maintenance and preservation of the buildings and grounds around the Capitol Complex, which is defined as the area bounded by Washington, Third, Cook and Walnut 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. OAC is also responsible for designing and implementing a long-term master plan for development of the Capitol Complex.



The Illinois State Capitol building in Springfield

The long-term master plan is designed to provide planned, orderly growth of the state complex within the context of future development in the City of Springfield. The master plan was completed in 2022 and will serve to enhance the long-term appearance of the Capitol Complex and protect the architectural heritage of the Capitol building and its environment. The plan will provide guidance for forthcoming property acquisitions and the placement of future structures within the Capitol Complex to preserve open space, increase green space and maintain views of the Capitol.

Utilizing \$350 million provided by Rebuild Illinois, preliminary work began on an almost four-year renovation of the north wing of the Capitol Building. Anticipated to be complete in January 2025, improvements associated with this renovation include upgrades to the fire alarm, sprinkler and emergency lighting systems. The renovation will also provide improvements to interior and exterior accessibility of the Capitol and modernization of the mechanical, electrical, plumbing and IT systems to improve energy efficiency, air quality and thermal comfort. OAC also anticipates making security upgrades by removing parking and drives near the building and relocating visitor screening to a new addition outside of the Capitol proper. The remodel also incorporates enhanced electronic locking and lockdown provisions. Finally, the north wing renovation will include more space for conference and meeting rooms in the complex.

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

Construction of a new underground parking garage just north of the Stratton building began in the summer of 2022 to account for the parking capacity lost during the north wing remodel. The renovation of the east wing of the Capitol will begin after completion of the north wing.

Agency Budget Detail: Other Agencies

Fiscal Year 2024 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*	\$85,514.1	\$0.0	\$85,514.1
Illinois State Police	\$0.0	\$122,500.0	\$122,500.0
Office Of The Secretary Of State	\$0.0	\$84.3	\$84.3
Illinois Board Of Higher Education	\$0.0	\$9,835.0	\$9,835.0
Capital Development Fund			
Department Of Innovation And Technology	\$0.0	\$140,455.6	\$140,455.6
Department Of Military Affairs	\$0.0	\$44,500.0	\$44,500.0
Office Of The Architect Of The Capitol	\$0.0	\$230,250.9	\$230,250.9
Office Of The State Comptroller	\$0.0	\$2,572.7	\$2,572.7
Office Of The Secretary Of State	\$0.0	\$17,900.5	\$17,900.5
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	\$72,000.0	\$72,000.0
Rebuild Illinois Projects Fund			
Illinois Arts Council	\$0.0	\$13,880.9	\$13,880.9
School Infrastructure Fund			
State Board Of Education	\$0.0	\$154,234.0	\$154,234.0
Total	\$85,514.1	\$936,728.0	\$936,728.0

*Through fiscal year 2023, the Illinois Housing Development Authority (IHDA) receives appropriations through their funding agent, the Department of Revenue. Fiscal year 2024 reflects the movement of appropriations for IHDA from the Department of Revenue to the Department of Human Services

Fiscal Year 2024 Recommended New Appropriations for Other Agencies (\$ thousands)

Project Description	FY 2024 Recommended New Appropriations
Build Illinois Bond Fund	
Illinois Housing Development Authority*	\$85,514.1
Total	\$85,514.1

*Through fiscal year 2023, the Illinois Housing Development Authority (IHDA) receives appropriations through their funding agent, the Department of Revenue. Fiscal year 2024 reflects the movement of appropriations for IHDA from the Department of Revenue to the Department of Human Services

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Glossary

American Rescue Plan Act (ARPA) – The federal stimulus bill signed into law on March 11, 2021, to aid workers, families, businesses, governments and industries to address the public health and economic effects of the COVID-19 Pandemic.

Americans with Disabilities Act (ADA) – A civil rights law that prohibits discrimination against persons with disabilities in several areas, including employment, transportation, public accommodations, communications and access to state and local government programs and services.

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.

Appurtenances - General term used to describe things such as valves, fire hydrants, meters, among other objects that subordinate to a larger facility, structure or parcel.

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, particularly in terms of water pollution control.

Black Box Theatre - A simple performance space, typically a square room with black walls and a flat floor. The simplicity of the space allows it to be used to create a variety of configurations of stage and audience interaction.

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.

Break Ground/Groundbreaking – To begin construction.

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 Expenditures - Expenditures 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.

Chlorinated Volatile Organic Compounds (Cl-VOCs) – Compounds belonging to a group of contaminants found in contaminated soil, air or fluid retaining mediums such as groundwater, rivers and lakes.

Community Anchor Institutions – Nonprofit organizations tethered to their communities like schools, libraries, medical and healthcare providers, public safety entities and higher education institutions.

Glossary

Culvert - A structure that channels water past an object or to a subterranean waterway. Commonly used in reference to a pipe running under a road, driveway, bridge, or other obstruction.

Cured in Place Pipe Liner - A trenchless method of sewer repair. It requires little or no digging and significantly less time to complete than other sewer repair methods. Acts as a layer over pre-existing sewer to replace pipe material without removing the pipe.

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 maintenance activities.

Disproportionately Impacted Areas (DIAs) - Areas separated by zip code that are most severely affected by the COVID-19 Pandemic, to be determined based on positive COVID-19 case per capita rates; the zip code must meet at least one of the identified criteria related to poverty.

Disrepair - In poor condition due to neglect.

Diversity, Equity, Inclusion and Accessibility (DEIA) - A term used to describe policies and programs that promote the representation and participation of different groups of individuals, including people of different ages, races and ethnicities, abilities and disabilities, genders, religions, cultures and sexual orientations.

Emerging Contaminants - Chemicals of emerging concern can refer to many kinds of chemicals or nanoproducts including medicines, personal care or household cleaning products, lawn care and agricultural products, and some industrial chemicals. Emerging contaminants are a significant concern for their impact of human health and aquatic life.

Enact/Enacted - To establish by legally 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 Funds/Aid - Funding provided by the federal government for specific programs.

Federal Aviation Administration (FAA) - The largest transportation agency of the U.S. government that regulates all aspects of civil aviation in the country as well as over surrounding international waters.

Federally Qualified Health Center (FQHC) - A health center funded under section 330 of the Public Health Service Act. These are nonprofit health centers or clinics that serve medically underserved areas and populations. FQHCs provide primary care services regardless of an individual's ability to pay, so services are provided on a sliding fee scale.

FQHC Look-Alike - An organization that meets the requirements for receiving a grant under Section 330 of the Public Health Service Act but does not receive federal grants under that authority.

Fiscal Year - Illinois state governments' 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.

Glossary

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, pedestrian walks or combinations of these on the same level.

Grant - An award; financial assistance that provides support to accomplish a public 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 Investment and 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.

Intelligent Transportation System (ITS) - An advanced application that aims to provide innovative services relating to different modes of transport and traffic management.

Intergovernmental Agreement (IGA) - A contract that provides for the manner and terms on which two or more public agencies combine, transfer or jointly exercise powers, privileges and duties.

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

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

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

Land Bank - A public or non-profit organization that is created to acquire, manage, maintain or repurpose vacant, abandoned or foreclosed properties.

Last Mile - Any infrastructure project where the predominant purpose is to provide broadband service to end users or end-user devices.

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.

Glossary

Level 2 Charging Station – Electric vehicle charger that has at least one SAE International J1772 connector, capable of charging at 6.2 kilowatt (kW) or greater and requiring a 208/240-volt AC connection.

Level 3 Charging Station – Electric vehicle charger that has SAE International combined charging system (CCS) combo connectors, or CCS connectors as well as Charge de Move (CHAdeMO) connectors, capable of charging at 100 kW or greater, and that provides direct current to support charging at higher rates with inputs of at least 480 volts.

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

Match - In kind contribution and the portion of project costs not paid by the primary funding source which are required to receive that program grant. Some matches are state funds required for federally funded programs; other matches are from local governments, other grantees or third parties.

Multi-modal - Multiple modes of transport such as train, bus, plane and boat.

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.

Notice of Funding Opportunity (NOFO) - The official public notice of a grant opportunity offered by a state agency. These include a description of the project, eligibility requirements determined by the grant making agency and grant payment terms.

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

Opportunity Zones - An economic development tool that allows people to invest in distressed areas in the United States. Their purpose is to spur economic growth and job creation in low-income communities while providing tax benefits to investors.

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.

Proscenium Theatre - An arch which frames the stage for the audience. In addition, the audience faces the stage directly, with no audience on the sides of the stage, which is typically raised, allowing the audience to see more clearly. This acts as a division between the stage-world and the world of the audience.

Qualified Census Tracts (QCTs) - Census areas where at least half of households have lower income than most of the surrounding regions.

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.

Returning Citizen - Someone who was previously incarcerated and is striving to be a part of the community again.

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

Glossary

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 sources such as federal match, loan repayments and interest income.

Right-of-way acquisition - Land, or interest therein, acquired for right of access.

Riprap - Loose rock or rubble placed to protect shoreline structures against water or wave erosion.

Riverine Flooding - Flooding that happens when river flows exceed the capacity of the river.

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.

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 disburse and monitor moneys distributed from the two funds.

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

Straight Pipe (wastewater systems) - When wastewater is released from a home directly into the ground or local water supplies due to lack of access to a sewage system or septic tank.

Substantial Completion - Status of construction at which a project is sufficiently complete so the owner can occupy or utilize the property for its intended purpose.

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

Symmetrical (Gigabit) Speed - Internet connectivity that provides users with equal upload and download speeds. When "Gigabit" is specified, requires speeds of 940mbps.

Tax Increment Financing (TIF) - A mechanism for municipalities to provide funding towards specific geographic areas that are blighted and deteriorated.

Transportation Asset Management Plan (TAMP) - A strategic and systematic process of operating, maintaining, upgrading and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives.

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.

Warm Shell - Any building/rentable area that has been minimally fitted out with basic services (such as ceilings, lighting, plumbing and HVAC) and is now ready to lease to the tenant.

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

Glossary

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

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

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CAPITAL BUDGET

FISCAL YEAR 2024