

State of Illinois



Capital Budget | Fiscal Year 2015 | Pat Quinn, Governor



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Illinois Jobs Now!

Pat Quinn, Governor

Fiscal Year 2015 CAPITAL BUDGET

**STATE OF ILLINOIS
Pat Quinn
Governor**

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

March 26, 2014

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

I respectfully submit to you the fiscal year 2015 capital budget which highlights the continued success of the Illinois Jobs Now! statewide infrastructure program. The \$31 billion initiative, now in its fifth year, has dynamically improved transportation, schools, drinking water systems and high speed broadband all while creating jobs and lifting our state economy. These critical upgrades will assist in attracting new industry into Illinois, encourage existing businesses to expand and improve the quality of life of our citizens. We are achieving our goal of economic growth while putting people to work.

Transportation is a critical component of building the economic success of Illinois. Businesses and commuters alike depend on reliable roads and transit infrastructure. In fiscal year 2013, IDOT improved 661 miles of pavement and 183 bridges while completing 158 road safety improvements throughout Illinois. Additionally, IDOT awarded a total of \$2.6 billion in highway contracts and obligations including construction, engineering and land acquisition.

In February, the new Stan Musial Veterans Memorial Mississippi River Bridge opened to traffic, providing a critical new link between the Metro East area and St. Louis. In October 2013, the \$425 million Dan Ryan Red Line project was completed, saving time for travelers and creating jobs for Chicago's South Side.

In December 2013, the Illinois Finance Authority issued \$141.7 million in AAA rated bonds on behalf of the Illinois Environmental Protection Agency for our new Clean Water Initiative. More than seven million Illinoisans are expected to benefit from new water projects in fiscal year 2014. In the coming year, this initiative will support over twenty thousand jobs and improve the quality of life for the people of Illinois.

With strategic investments of capital resources, the state can lower operational costs and enhance services to its citizens. Through the Illinois Century Network, we are investing in high-speed telecommunications for schools, libraries, colleges, museums and governments. To date, we have installed 1,800 miles of new fiber optic cable and have begun activating the service at many of the 400 participating community institutions. These infrastructure improvements will provide entities with access to essential high-speed broadband services, creating new job opportunities, and increased business investment and innovation.

Illinois must enhance its educational system to better prepare its students to compete in a global economy. The Illinois Jobs Now! capital program provides funding for school construction, maintenance of existing facilities and grants to early childhood providers. I strongly support investments in early childhood facilities as well as primary and secondary schools, with an emphasis on technological upgrades to ensure the highest levels of student achievement. With a greater emphasis in science, technology, engineering and math, Illinois students are better equipped for a 21st century job market.

While the Illinois Jobs Now! capital investments have significantly improved our state's infrastructure we need to do more and build on the strong foundation we have created. Sustained economic growth requires that we continue to improve. Roads and bridges still need repair, schools need to be upgraded, and deferred maintenance at state facilities needs to be addressed.

Sustained economic growth and job creation continue to be my top priorities. I am committed to improving our infrastructure, creating good-paying jobs, and ensuring that businesses invest and grow in Illinois. I look forward to working together to make sure Illinois builds on the success of recent years as we address emerging infrastructure demands.

Together, we can build a bright future for Illinois.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn".

Pat Quinn
Governor, State of Illinois

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READER'S GUIDE

Reader's Guide

INTRODUCTION

State expenses for capital projects, from upgrading small drinking water systems to constructing major infrastructure like highways and rail lines, are included in the capital budget plan. These investments are designed to improve the quality of life for all Illinois residents, allow for state operating efficiencies and create jobs in every region of the state.

The Illinois Jobs Now! (IJN!) capital plan, the state's largest capital initiative in its history, was signed into law in 2009. This statewide capital construction effort is now in its fifth year and consists of a wide array of infrastructure projects that promote economic growth and generate jobs.

This chapter contains brief explanations of how the capital budget is planned, determined and executed for all capital ventures, including IJN! projects.

WHAT IS THE CAPITAL BUDGET?

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

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by the Illinois Constitution, the Governor's Office presents a capital budget that details the current fiscal status of the revenues and liabilities associated with the capital plan. By statute, the Governor's Office of Management and Budget (GOMB) is the unit within the Governor's Office that is responsible for estimating revenues and developing recommendations that reflect the Governor's program and spending priorities.

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

- **Accountability and disclosure.** Allows the public and legislators to see clearly how capital dollars are allocated.
- **Project monitoring.** Facilitates tracking and management of projects over multiple fiscal years.
- **Identification of revenue sources.** Details revenue streams used to pay for capital projects. These revenue streams are presented in Tables II, III-A, III-B, IV-A and IV-B and Charts 3 and 5 in the Capital Budget Overview chapter.

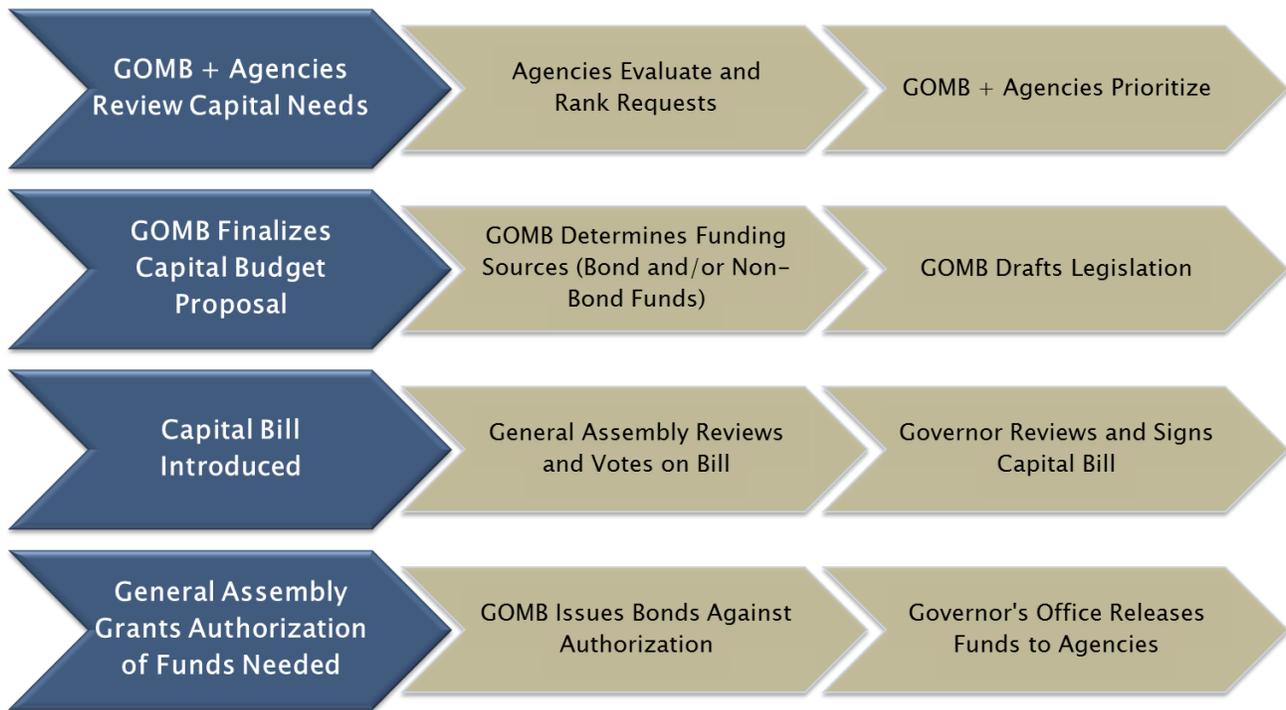
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DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

| CAPITAL BUDGET | OPERATING BUDGET |
|---|---|
| <p>Appropriations are for assets that have a long-term useful life, such as buildings, highways, underground or surface infrastructure, durable equipment, and land. Capital appropriations may span multiple fiscal years.</p> | <p>Appropriations are for consumable goods and services such as salaries and benefits, commodities, utilities and professional services that are purchased and used during any one fiscal year.</p> |
| <p>Spending occurs over one to several years. For example, a typical road construction project might take three years, with design and engineering work occurring in year one and the majority of spending occurring in years two and three.</p> | <p>Spending typically occurs over the course of one fiscal year.</p> |
| <p>Funding Sources typically include bond sales but may also include current revenues (e.g. Motor Fuel Tax and federal grants).</p> | <p>Funding Sources include general (e.g. sales and income taxes) and dedicated (e.g. licensing fees) revenues.</p> |
| <p>Financing is often derived from long-term bond proceeds that are repaid in increments over the life of the bond, which is typically 25 years.</p> | <p>Financing comes from current revenue streams. The timeframe in which revenues are received and services or commodities are purchased is often within one fiscal year. In this regard, the operating budget balances annual expenditures with annual revenues.</p> |
| <p>Impacts on the Operating Budget:</p> <p>Capital expenditures can decrease operating costs through the installation of more efficient systems. These improvements can include investing in more durable assets to improve handling of wear and tear, installing energy efficient lighting or windows to reduce utility bills, or changing a building layout to achieve more efficient staffing patterns.</p> <p>Capital expenditures can also increase operating costs by creating future maintenance, requiring staff to operate a new facility or by increasing debt service payments.</p> | <p>Impacts on the Capital Budget:</p> <p>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 Illinois Department of Transportation (IDOT), the Department of Commerce and Economic Opportunity (DCEO), the Illinois Environmental Protection Agency (IEPA), the Department of Natural Resources (DNR) and the Capital Development Board (CDB). For improvements or new construction of state facilities, teams of architects and engineers at CDB verify project scope and cost estimates. CDB also performs technical evaluations of the requested projects based on the following criteria:

- **Life/Safety factors.** Examples include fire alarms, removal of hazardous materials and repairing dangerous conditions.
- **Code compliance.** This includes the Americans with Disabilities Act (ADA) as well as other building codes required by federal, state and local regulations.
- **Infrastructure maintenance.** Examples include repairing roofs, windows and HVAC systems in order to reduce operational costs.
- **Targeted new construction.** New, substantially converted or expanded space may be necessary to meet program needs, increase efficiency or decrease operating costs.

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CDB works with GOMB and user agencies to evaluate the resulting agency priority list. GOMB currently gives preference to maintenance or renovation of existing state facilities over new construction because of the growing backlog of deferred maintenance. GOMB also factors in the following policy considerations:

- **Strategic priorities.** Investments should support state government's core missions such as economic development, job creation, educational opportunities, access to healthcare and public safety.
- **Agency program needs.** Improvements should assist with caseloads and enrollment trends or improve space utilization.
- **Deferred maintenance impacts.** Spending should prevent the need for more expensive repairs in the future.
- **Future operating costs.** Investments should save operational dollars in utilities and staffing.
- **Matching support.** Projects should maximize funds available from federal, local or private sources.
- **Debt service impacts of spending.** Projects should take into account the short- and long-term impact of bond offerings.
- **Energy efficiency and sustainable design.** All new state-funded building construction and major renovations of existing state facilities should meet the current Leadership in Energy and Environmental Design (LEED) standards.

FUNDING SOURCES

Funding to pay for capital investments is divided into two major categories: bond proceeds and pay-as-you-go sources. When funding bonded projects, GOMB is responsible for issuing both General Obligation (GO) and Build Illinois (BI) bonds. The total amount of bonds the state may issue for each authorized bonding category is limited by statutory maximums. Bonded capital projects begin when there is adequate bond authorization to completely fund a given phase of the project but it is not necessary to have all the funding available at the beginning of the project.

The primary vehicle for capital market financing for the state is the General Obligation bond program, which is governed by the General Obligation Bond Act. These bonds are guaranteed by the full faith and credit of the state. The other major vehicle for capital market financing is the Build Illinois bond program, which is supported by dedicated sales tax revenues. Allocating resources dedicated to debt repayment enhance the state's ability to repair and improve its infrastructure and create jobs statewide by leveraging existing revenue sources. The bond programs finance projects that encourage economic development, infrastructure repairs, educational and vocational facilities, and environmental protection initiatives.

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

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IMPLEMENTING THE CAPITAL BUDGET

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

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations continue into the next fiscal year.

AUTHORIZED

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

RELEASED

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

OBLIGATED

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

SPENT

When the Comptroller's Office processes payments.



CAPITAL BUDGET OVERVIEW

Capital Budget Overview

ILLINOIS JOBS NOW! (IJN!) OVERVIEW

The Illinois Jobs Now! (IJN!) capital program passed with strong support from the governor and General Assembly in the summer of 2009. Of the \$31 billion in projects, approximately \$16 billion are bond financed and \$15 billion are funded by current revenues. Over the lifespan of its projects, IJN! will support more than 400,000 jobs and stimulate economic activity in every region of the state. Funding will improve schools, build roads and bridges, improve public transit, provide affordable housing opportunities, protect natural resources, and bolster economic development in Illinois.

As of January 2014, the state has released approximately \$12.0 billion of the \$16.0 billion appropriated in bonded projects. In the bonded portion of Illinois Jobs Now!, the state constructed higher education facilities, funded broadband technology infrastructure and put resources toward building K-12 schools. In the non-bonded portion of the program, the state invested more than \$11.8 billion in environmental projects and upgrades to public transit, roads and highway systems.

On October 17, 2012, the 40th anniversary of the federal Clean Water Act, Governor Pat Quinn announced the \$1 billion Clean Water Initiative (CWI) to expand affordable financing for communities across Illinois. Building on the success of the existing program, in January 2014, Governor Quinn announced an additional \$1 billion for the program. Funding is being made available for sewer and wastewater treatment plant upgrades, drinking water treatment plant improvements and aging water main replacement projects. Governor Quinn's Clean Water Initiative has already provided \$571 million in low-interest loans to local governments for vital water infrastructure with an additional \$585 million in applications that are pending. To date, it is estimated that CWI will save Illinois communities over \$130 million in interest costs while making critical improvements to water infrastructure.

In 2013, the governor signed into law \$2.7 billion of authorization for the Illinois Jobs Now! program. This authorization represents the final installment of funding and allows the program to move toward completion. Even as the final phase of Illinois Jobs Now! moves forward, there exists a significant demand for additional infrastructure beyond what the program envisioned. State facilities, transportation, education and economic development priorities will require additional funds for Illinois to retain and grow its economic base as well as improve the well-being of its citizens.

- Broadband improvements are underway to provide high-speed Internet access for many rural communities.
- The majority of high-speed rail track has been laid for the Chicago-St. Louis corridor.
- Water reclamation districts have received grants to improve water quality.
- Affordable housing programs have assisted Illinois citizens and veterans in purchasing their own homes.
- School districts throughout Illinois have received grants to build and improve classrooms and laboratories.
- Road and rail congestion in Chicagoland has been reduced through infrastructure improvements.
- Municipalities and park districts have improved recreational facilities.

Capital Budget Overview

FISCAL YEAR 2015 CAPITAL NEEDS

Deferred Maintenance



Even with the success of IJN!, a critical need still exists to improve energy and operational efficiencies at state facilities throughout Illinois. Addressing the backlog of deferred maintenance issues would allow agencies to correct serious infrastructure failures not covered in the original capital program. These facility improvements include repairing building exteriors; fixing plumbing systems; and upgrading electrical, mechanical and roofing systems that have direct operational impacts. Funding addresses health, life/safety and accessibility code requirements, while remodeling facility spaces for current operational or programmatic needs. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

Funding for the state's aging facilities, which will continue to deteriorate and remain inefficient, needs to be considered. These repairs become even more critical in times of budget constraints as correcting these problems leads to long-term efficiencies and cost savings.

Information Technology

Upgrading the state's information technology (IT) systems achieves multiple goals. With strategic investments of capital resources, the state can lower operational costs and enhance services to its citizens. The projects listed below meet that standard and warrant state investment.

- **School Technology:** the state needs to make targeted investments in technology for education, which include developing systems for capturing data on student performance and lowering the operational costs for schools.
- **Financial Accounting:** the state has begun the process of modernizing and standardizing its approach to financial accounting and reporting, by engaging best-of-market talent to deploy a highly effective, cost optimal, and cloud-enabled enterprise resource planning (ERP) system.
- **Health Transformation:** the Framework project is using technology to drive modernization of the eligibility determination, administration and delivery systems that the state's health and human services agencies operate.
- **Open Data:** continue work on the state's award-winning, nationally recognized open data initiative to provide a comprehensive one-stop repository of all grant-related information.
- **Public Safety:** the implemented technology for conceal and carry has led to a statewide effort toward an integrated information system that will support state and local law enforcement with compatible technologies.

These systems and others can be funded through capital investment. Essential upgrades to the state's information technology systems should be considered a high priority for capital funding.

Capital Budget Overview

Transportation

Reliable highways, railroads, bridges and airports provide the infrastructure to distribute Illinois' goods and services. During the next 30 years, demand on these systems is expected to double, increasing the need for both improved capacity and greater flexibility to integrate transportation services through intermodal strategies and investments. However, the on-going challenge of keeping the current systems in acceptable condition while also investing in the 21st century needs of Illinois' vital transportation network is significant.

Illinois Jobs Now! has already produced successful outcomes in the area of transportation. Projects such as the new Stan Musial Veterans Memorial Bridge over the Mississippi River, upgrades to the Dan Ryan Red Line in Chicago and the new rail infrastructure to the Nippon-Sharyo facility are examples of significant transportation achievements that provide both short-term and long-term economic benefits.

Illinois Jobs Now! provided substantial improvements in air, transit and roadway systems. With additional funding, not only will the state benefit from the positive economic impacts of the investment, but the state's bridges, highways and transportation systems will be safer for public use.

School Infrastructure



Illinois must enhance its educational system to better prepare its students to compete in a global economy. With a greater emphasis in science, technology, engineering and math, Illinois students are better equipped for a 21st century job market.

The Illinois Jobs Now! capital program provided funding for school construction, maintenance of existing facilities and grants to early childhood providers. These programs need additional support to help Illinois students compete at a higher level. The governor strongly supports investments in early childhood facilities, as well as primary and secondary schools, with an emphasis on technological upgrades to ensure the highest levels of student achievement.

A top state priority is to update the technology infrastructure in classrooms statewide. Once in place, test results can be more efficiently evaluated allowing educators more time to focus on the individual needs of their students. Additionally, increased student utilization of the most current technology prepares students in Illinois for college and career readiness.

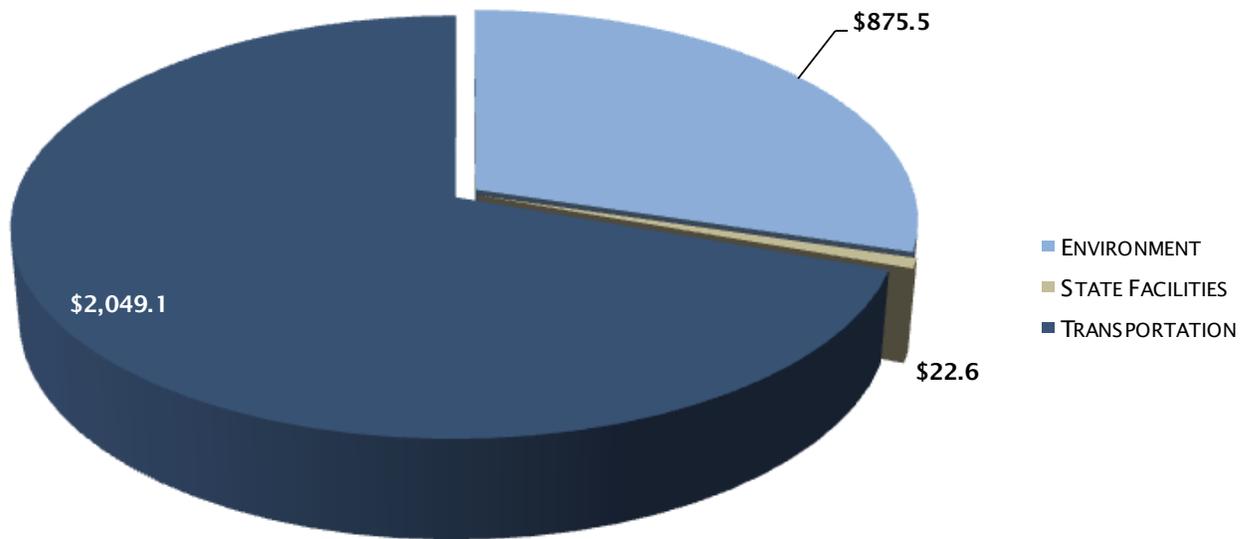
Maintaining outstanding institutions of higher learning requires investment in the core infrastructure of their buildings and systems. Illinois Jobs Now! provided funding for new buildings across the state, many of them focused on mathematics, engineering and other sciences. By allocating capital funds for maintenance and upgrades, the state helps ensure that it provides a quality education to its students. This assistance is an essential element of a sound future for our public universities and community colleges. The investments need to continue for Illinois to ensure that its citizens are prepared and educated for the jobs of the future.

Capital Budget Overview

FISCAL YEAR 2015 NEW CAPITAL APPROPRIATIONS BY CAPITAL CLASSIFICATION

This chart displays the distribution of recommended pay-as-you-go capital appropriations by functional areas. Nearly 70 percent of the new capital requests are for IDOT’s Multi-Modal Transportation Improvement Program (MTIP), funded by the motor fuel tax and vehicle registration fees. Approximately 30 percent of new capital requests are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency. The rest of the new capital request is for state facilities.

EXHIBIT 1 (\$ MILLIONS)



| New Capital Appropriations by Capital Classification (\$ millions) | |
|--|----------------|
| Transportation | 2,049.1 |
| Environment | 875.5 |
| State Facilities | 22.6 |
| Total New Appropriations | 2,947.1 |

Note: Figures may not add due to rounding.

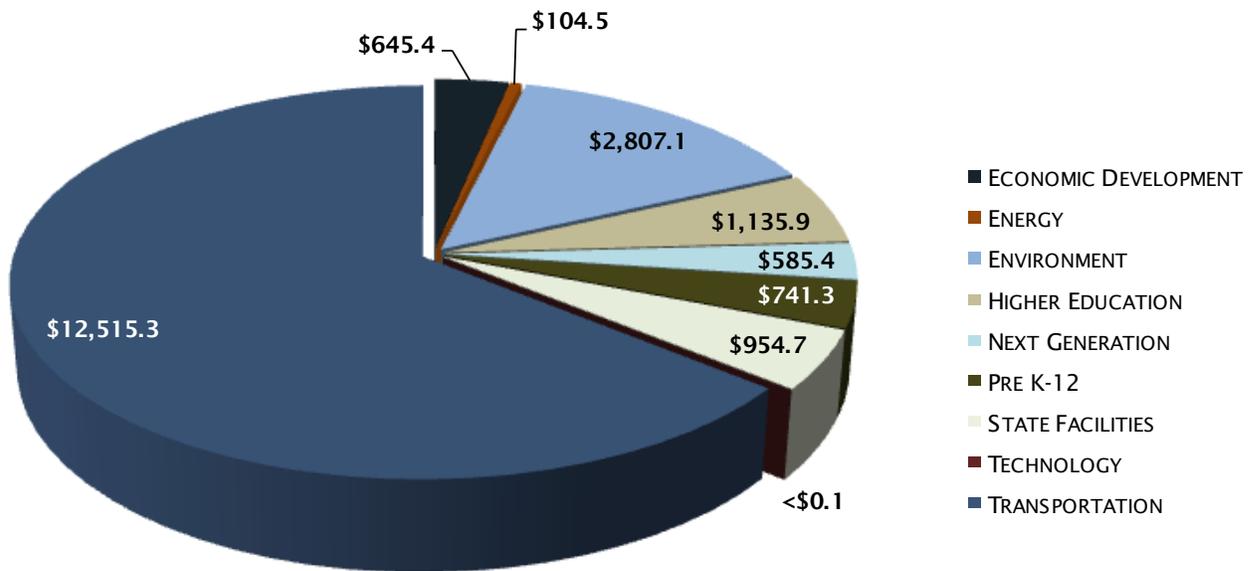
Capital Budget Overview

FISCAL YEAR 2015 CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

This exhibit depicts the total outstanding reappropriations (\$16.5 billion) and the proposed new appropriations (\$2.9 billion) by category. This chart aggregates bonded and pay-as-you-go capital.

EXHIBIT 2 (\$ MILLIONS)

Total Capital Outstanding
as Proposed
(\$ millions)
\$19,489.7

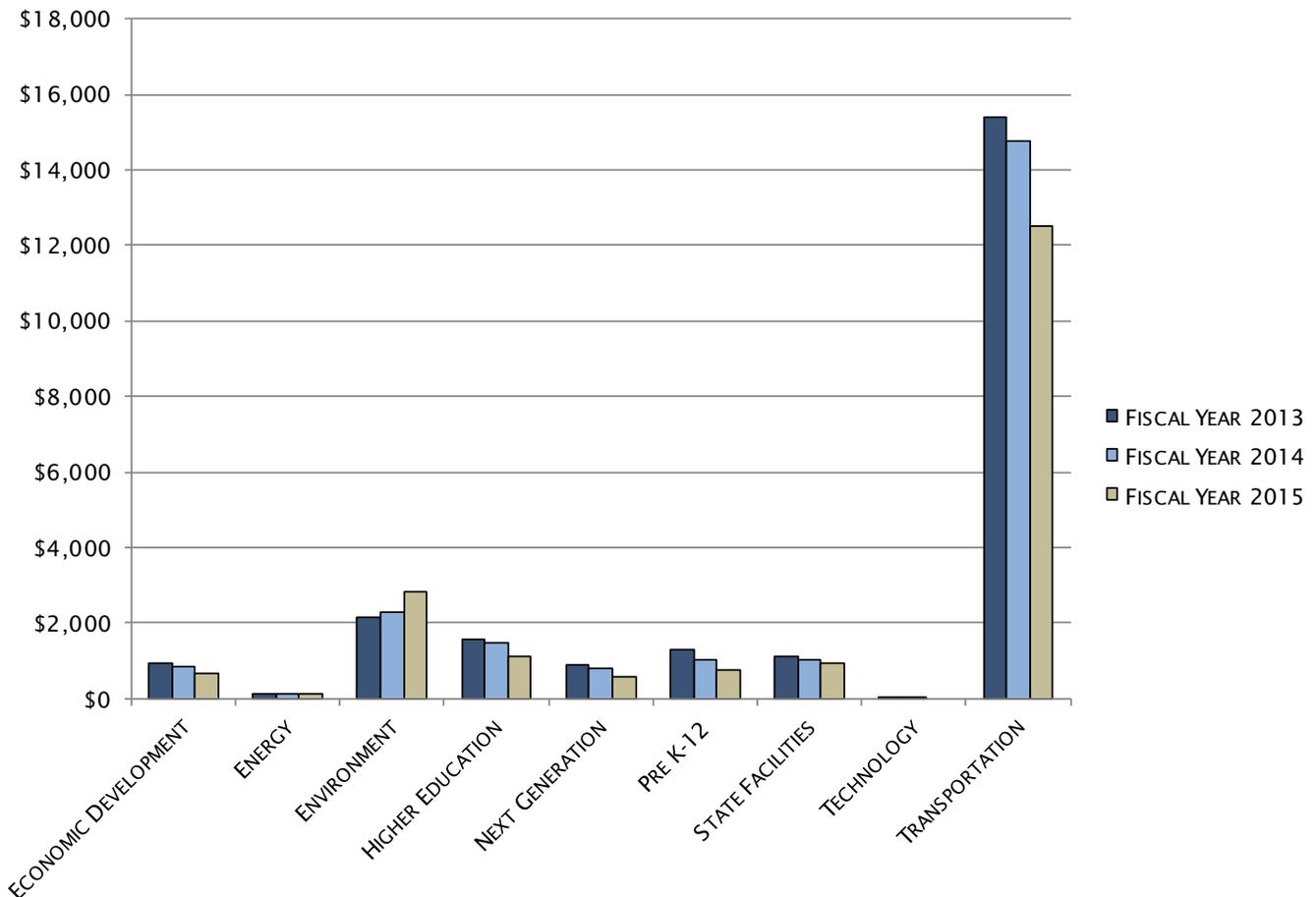


Capital Budget Overview

FISCAL YEARS 2013 – 2015 CAPITAL APPROPRIATIONS BY CLASSIFICATION

Exhibit 3 presents the data of Exhibit 2 in another form and supplements it with two prior years. The rightmost bars in each category alone display the information of the pie chart (Exhibit 2). This chart aggregates bonded and pay-as-you-go capital.

EXHIBIT 3 (\$ MILLIONS)

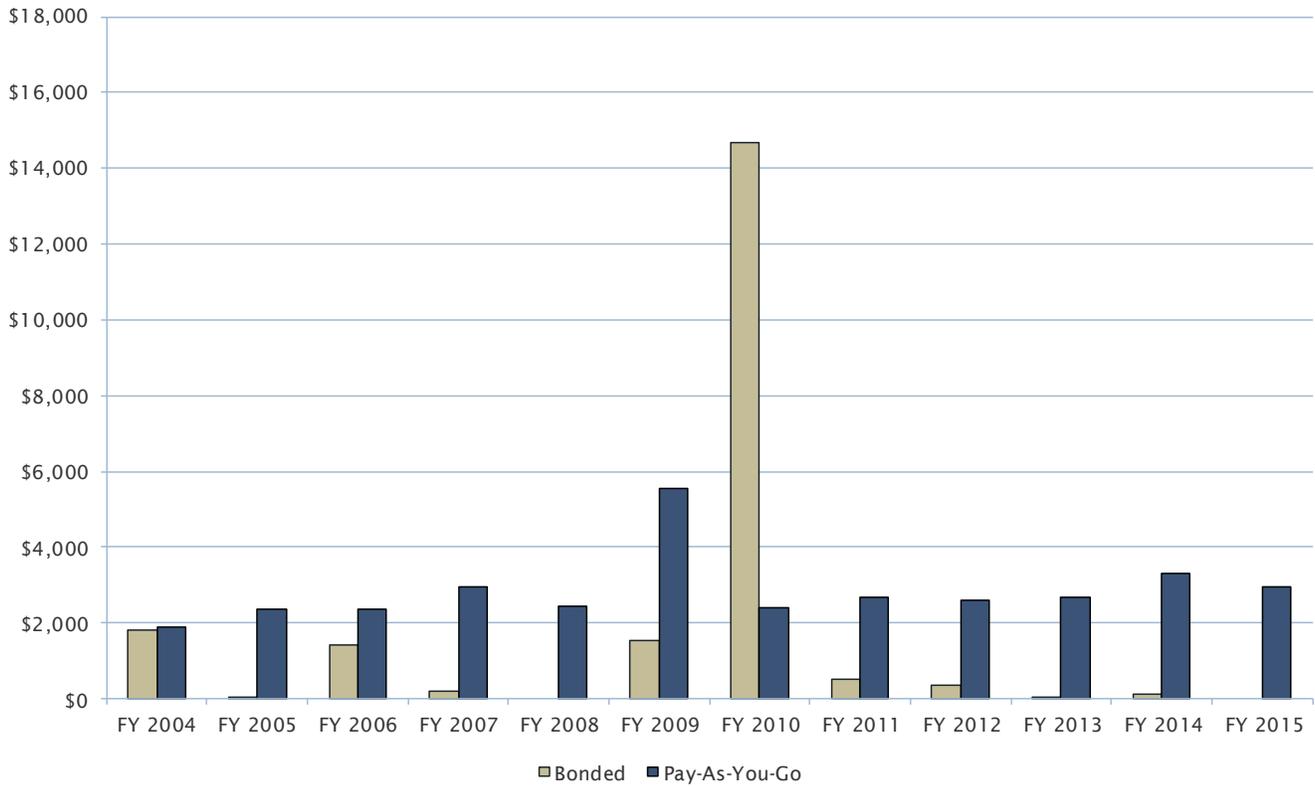


Capital Budget Overview

FISCAL YEARS 2004 – 2015 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

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

EXHIBIT 4 (\$ MILLIONS)

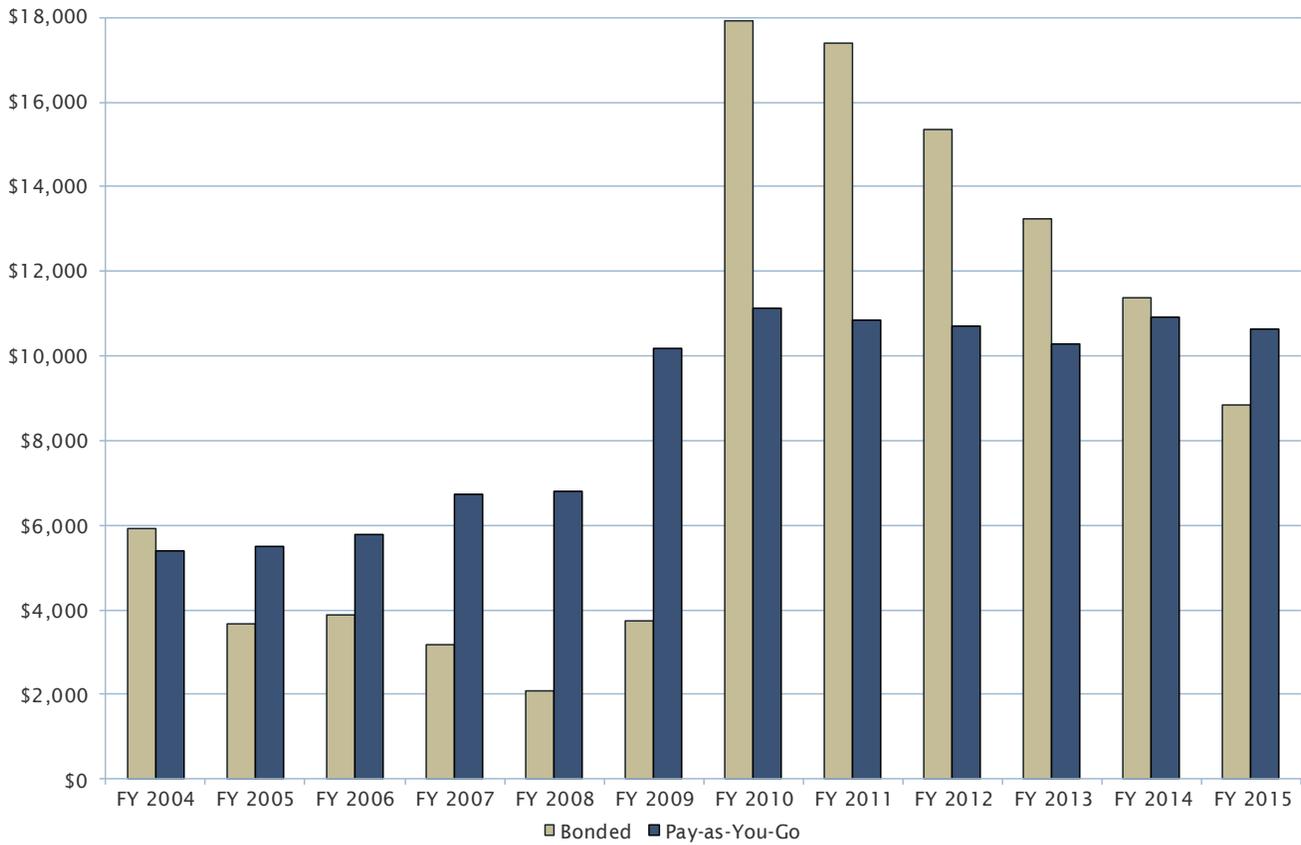


Capital Budget Overview

FISCAL YEARS 2004 – 2015 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

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

EXHIBIT 5 (\$ MILLIONS)



Capital Budget Overview

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

Table I-A summarizes each agency's Other State Funds - Pay-as-you-go, Other State Funds - Bonded, Federal - Pay-as-you-go and total capital appropriations for fiscal years 2013, 2014 and 2015.

| Agency (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| LEGISLATIVE AGENCIES | | | |
| Office Of The Architect Of The Capitol | 343,781 | 310,037 | 300,792 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 343,781 | 310,037 | 300,792 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Legislative Agencies | 343,781 | 310,037 | 300,792 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 343,781 | 310,037 | 300,792 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| ELECTED OFFICIALS AND ELECTIONS | | | |
| Office Of The Secretary Of State | 50,000 | 49,780 | 22,133 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 50,000 | 49,780 | 22,133 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Elected Officials And Elections | 50,000 | 49,780 | 22,133 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 50,000 | 49,780 | 22,133 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| GOVERNOR'S AGENCIES | | | |
| Department Of Agriculture | 4,713 | 5,163 | 5,163 |
| Other State Funds - Pay-as-you-go | 4,713 | 5,163 | 5,163 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Central Management Services | 37,339 | 20,492 | 12,642 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 37,339 | 20,492 | 12,642 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Commerce And Economic Opportunity | 1,569,927 | 1,391,842 | 1,177,059 |
| Other State Funds - Pay-as-you-go | 16,645 | 16,295 | 16,295 |
| Other State Funds - Bonded | 1,553,281 | 1,375,547 | 1,160,763 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Natural Resources | 684,003 | 685,683 | 676,406 |
| Other State Funds - Pay-as-you-go | 206,991 | 239,622 | 270,148 |
| Other State Funds - Bonded | 454,371 | 423,303 | 384,130 |
| Federal Funds - Pay-as-you-go | 22,640 | 22,758 | 22,128 |
| Department Of Human Services | 100 | 100 | 100 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 100 | 100 | 100 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Military Affairs | 592 | 592 | 592 |
| Other State Funds - Pay-as-you-go | 592 | 592 | 592 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |

Capital Budget Overview

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

| Agency (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|---|-------------------------------------|-------------------------------------|---|
| Department Of Public Health | 82,392 | 61,938 | 700 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 82,392 | 61,938 | 700 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Revenue | 95,780 | 71,333 | 24,127 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 95,780 | 71,333 | 24,127 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Transportation | 15,393,702 | 14,762,099 | 12,515,298 |
| Other State Funds - Pay-as-you-go | 7,977,613 | 8,446,179 | 7,597,602 |
| Other State Funds - Bonded | 6,629,357 | 5,553,400 | 4,137,177 |
| Federal Funds - Pay-as-you-go | 786,732 | 762,519 | 780,519 |
| Capital Development Board | 3,611,036 | 3,171,592 | 2,517,547 |
| Other State Funds - Pay-as-you-go | 132 | 119 | 111 |
| Other State Funds - Bonded | 3,610,904 | 3,171,473 | 2,517,436 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Commerce Commission | 53 | 53 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 53 | 53 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Environmental Protection Agency | 1,485,075 | 1,609,973 | 2,148,059 |
| Other State Funds - Pay-as-you-go | 1,253,869 | 1,407,329 | 1,948,971 |
| Other State Funds - Bonded | 231,206 | 202,644 | 199,088 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Historic Preservation Agency | 143 | 143 | 143 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 143 | 143 | 143 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Finance Authority | 13,010 | 9,390 | 9,390 |
| Other State Funds - Pay-as-you-go | 13,010 | 9,390 | 9,390 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Emergency Management Agency | 25,000 | 25,000 | 25,000 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 25,000 | 25,000 | 25,000 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Governor's Agencies | 23,002,864 | 21,815,392 | 19,112,225 |
| Other State Funds - Pay-as-you-go | 9,473,566 | 10,124,689 | 9,848,272 |
| Other State Funds - Bonded | 12,719,926 | 10,905,427 | 8,461,306 |
| Federal Funds - Pay-as-you-go | 809,372 | 785,277 | 802,647 |

Capital Budget Overview

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

| Agency (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|---|-------------------------------------|-------------------------------------|---|
| ELEMENTARY AND SECONDARY EDUCATION | | | |
| State Board of Education | 109,126 | 92,285 | 54,055 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 109,126 | 92,285 | 54,055 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Elementary And Secondary Education | 109,126 | 92,285 | 54,055 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 109,126 | 92,285 | 54,055 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| HIGHER EDUCATION | | | |
| Eastern Illinois University | 1,552 | 957 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 1,552 | 957 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Southern Illinois University | 17,434 | 7,146 | 145 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 17,434 | 7,146 | 145 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Community College Board | 315 | 315 | 315 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 315 | 315 | 315 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Higher Education | 19,300 | 8,418 | 460 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 19,300 | 8,418 | 460 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| GRAND TOTAL | 23,525,071 | 22,275,912 | 19,489,664 |
| Other State Funds - Pay-as-you-go | 9,473,566 | 10,124,689 | 9,848,272 |
| Other State Funds - Bonded | 13,242,134 | 11,365,947 | 8,838,745 |
| Federal Funds - Pay-as-you-go | 809,372 | 785,277 | 802,647 |

Notes

Figures may not add due to rounding.

The Department of Transportation reclassified \$54,987,250 in fiscal year 2013 appropriations and \$62,987,250 in fiscal year 2014 appropriations from operating appropriations to other state funds - pay-as-you-go capital appropriations

The Department of Natural Resources reclassified \$12,232,504 in fiscal year 2013 appropriations and \$15,781,745 in fiscal year 2014 appropriations from operating appropriations to other state funds - pay-as-you-go capital appropriations.

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

Table I-B summarizes Illinois Jobs Now! appropriations by capital classification, agency and capital category for each agency.

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Economic Development | | | |
| Department Of Commerce And Economic Opportunity | | | |
| Business Development | 11,000.0 | 11,000.0 | 9,750.0 |
| Other State Funds - Bonded | 11,000.0 | 11,000.0 | 9,750.0 |
| Community Infrastructure | 147,482.3 | 124,810.1 | 94,419.8 |
| Other State Funds - Pay-as-you-go | 3,000.0 | 3,000.0 | 3,000.0 |
| Other State Funds - Bonded | 144,482.3 | 121,810.1 | 91,419.8 |
| Regional Economic Development | 377,520.8 | 331,729.5 | 200,229.5 |
| Other State Funds - Bonded | 377,520.8 | 331,729.5 | 200,229.5 |
| Urban Assistance | 10,000.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 10,000.0 | 0.0 | 0.0 |
| Illinois Finance Authority | | | |
| Enhance Economic Well-Being | 13,010.1 | 9,390.1 | 9,390.1 |
| Other State Funds - Pay-as-you-go | 13,010.1 | 9,390.1 | 9,390.1 |
| Total Economic Development | | | |
| Other State Funds - Pay-as-you-go | 16,010.1 | 12,390.1 | 12,390.1 |
| Other State Funds - Bonded | 543,003.1 | 464,539.6 | 301,399.3 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 559,013.2 | 476,929.7 | 313,789.5 |
| Energy | | | |
| Department Of Commerce And Economic Opportunity | | | |
| Coal Development | 22,465.4 | 27,332.3 | 25,986.9 |
| Other State Funds - Bonded | 22,465.4 | 27,332.3 | 25,986.9 |
| Community Infrastructure | 10,000.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 10,000.0 | 0.0 | 0.0 |
| Energy and Recycling | 15,000.0 | 13,000.0 | 11,750.0 |
| Other State Funds - Bonded | 15,000.0 | 13,000.0 | 11,750.0 |
| Total Energy | | | |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 47,465.4 | 40,332.3 | 37,736.9 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 47,465.4 | 40,332.3 | 37,736.9 |
| Environment | | | |
| Department Of Agriculture | | | |
| Protection of Land and Water Resources | 2,612.5 | 2,612.5 | 2,612.5 |
| Other State Funds - Pay-as-you-go | 2,612.5 | 2,612.5 | 2,612.5 |
| Department Of Natural Resources | | | |
| Conservation | 159,261.6 | 168,100.2 | 178,113.5 |
| Other State Funds - Pay-as-you-go | 126,706.4 | 143,637.3 | 158,272.2 |
| Other State Funds - Bonded | 32,055.2 | 23,962.9 | 19,341.4 |
| Federal Funds - Pay-as-you-go | 500.0 | 500.0 | 500.0 |

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Public Safety | 22,850.3 | 22,967.9 | 22,338.0 |
| Other State Funds - Pay-as-you-go | 1,610.0 | 1,610.0 | 1,610.0 |
| Federal Funds - Pay-as-you-go | 21,240.3 | 21,357.9 | 20,728.0 |
| Recreation | 275,347.2 | 265,287.3 | 247,295.8 |
| Other State Funds - Pay-as-you-go | 70,087.7 | 75,776.2 | 81,739.7 |
| Other State Funds - Bonded | 205,259.5 | 189,511.0 | 165,556.1 |
| Water Resources | 150,255.8 | 145,569.7 | 136,338.4 |
| Other State Funds - Pay-as-you-go | 2,731.9 | 3,106.8 | 3,431.8 |
| Other State Funds - Bonded | 146,623.9 | 141,562.8 | 132,006.5 |
| Federal Funds - Pay-as-you-go | 900.0 | 900.0 | 900.0 |
| Illinois Environmental Protection Agency | | | |
| Hazardous Waste Cleanup and Remediation | 5,300.0 | 5,025.6 | 4,575.6 |
| Other State Funds - Bonded | 5,300.0 | 5,025.6 | 4,575.6 |
| Leaking Underground Storage Tanks | 43,000.3 | 43,000.3 | 43,000.3 |
| Other State Funds - Bonded | 43,000.3 | 43,000.3 | 43,000.3 |
| Wastewater and Drinking Water Revolving Loan | 1,333,194.2 | 1,487,212.2 | 2,019,354.6 |
| Other State Funds - Pay-as-you-go | 1,211,164.2 | 1,393,042.2 | 1,925,184.5 |
| Other State Funds - Bonded | 122,030.0 | 94,170.1 | 94,170.1 |
| Water Quality Enhancements | 39,286.0 | 14,286.6 | 23,786.6 |
| Other State Funds - Pay-as-you-go | 39,286.0 | 14,286.6 | 23,786.6 |
| Total Environment | | | |
| Other State Funds - Pay-as-you-go | 1,454,198.6 | 1,634,071.6 | 2,196,637.3 |
| Other State Funds - Bonded | 554,268.9 | 497,232.7 | 458,649.9 |
| Federal Funds - Pay-as-you-go | 22,640.3 | 22,757.9 | 22,128.0 |
| Total All Funds | 2,031,107.7 | 2,154,062.2 | 2,677,415.3 |
| Higher Education | | | |
| Capital Development Board | | | |
| Capital Renewal | 85,243.7 | 77,381.1 | 68,546.1 |
| Other State Funds - Bonded | 85,243.7 | 77,381.1 | 68,546.1 |
| New Construction | 583,873.5 | 514,716.7 | 476,067.9 |
| Other State Funds - Bonded | 583,873.5 | 514,716.7 | 476,067.9 |
| Private Universities | 190,000.0 | 190,000.0 | 0.0 |
| Other State Funds - Bonded | 190,000.0 | 190,000.0 | 0.0 |
| Renovation | 277,255.6 | 261,458.7 | 211,119.8 |
| Other State Funds - Bonded | 277,255.6 | 261,458.7 | 211,119.8 |
| Department Of Commerce And Economic Opportunity | | | |
| Community Infrastructure | 2,627.1 | 0.0 | 0.0 |
| Other State Funds - Bonded | 2,627.1 | 0.0 | 0.0 |
| Eastern Illinois University | | | |
| Renovation | 1,551.9 | 957.2 | 0.0 |
| Other State Funds - Bonded | 1,551.9 | 957.2 | 0.0 |

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Southern Illinois University | | | |
| Renovation | 17,433.8 | 7,145.9 | 144.9 |
| Other State Funds - Bonded | 17,433.8 | 7,145.9 | 144.9 |
| Total Higher Education | | | |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 1,157,985.6 | 1,051,659.5 | 755,878.7 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 1,157,985.6 | 1,051,659.5 | 755,878.7 |
| Next Generation | | | |
| Capital Development Board | | | |
| New Construction | 86,559.6 | 75,012.9 | 54,512.9 |
| Other State Funds - Bonded | 86,559.6 | 75,012.9 | 54,512.9 |
| Renovation | 23,258.7 | 23,258.7 | 15,758.7 |
| Other State Funds - Bonded | 23,258.7 | 23,258.7 | 15,758.7 |
| Department Of Central Management Services | | | |
| Broadband Technology Opportunity Program | 20,355.3 | 11,574.0 | 6,674.0 |
| Other State Funds - Bonded | 20,355.3 | 11,574.0 | 6,674.0 |
| Department Of Commerce And Economic Opportunity | | | |
| Energy and Recycling | 56,614.5 | 35,332.5 | 14,332.5 |
| Other State Funds - Bonded | 56,614.5 | 35,332.5 | 14,332.5 |
| Technology Initiatives | 33,036.4 | 16,005.6 | 13,006.6 |
| Other State Funds - Bonded | 33,036.4 | 16,005.6 | 13,006.6 |
| Urban Assistance | 421,761.7 | 414,177.4 | 409,177.4 |
| Other State Funds - Bonded | 421,761.7 | 414,177.4 | 409,177.4 |
| Department Of Public Health | | | |
| Health Protection | 4,007.1 | 2,915.2 | 54.3 |
| Other State Funds - Bonded | 4,007.1 | 2,915.2 | 54.3 |
| Hospital Capital Grant Program | 78,384.6 | 59,022.7 | 645.5 |
| Other State Funds - Bonded | 78,384.6 | 59,022.7 | 645.5 |
| Department Of Revenue | | | |
| Illinois Affordable Housing | 95,780.0 | 71,332.9 | 24,126.5 |
| Other State Funds - Bonded | 95,780.0 | 71,332.9 | 24,126.5 |
| Office Of The Secretary Of State | | | |
| Public Library Grant Program | 50,000.0 | 49,780.4 | 22,133.0 |
| Other State Funds - Bonded | 50,000.0 | 49,780.4 | 22,133.0 |
| State Board Of Education | | | |
| Overcrowded Schools Program | 25,000.0 | 25,000.0 | 25,000.0 |
| Other State Funds - Bonded | 25,000.0 | 25,000.0 | 25,000.0 |
| Total Next Generation | | | |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 894,757.8 | 783,412.3 | 585,421.5 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 894,757.8 | 783,412.3 | 585,421.5 |

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Pre K-12 | | | |
| Capital Development Board | | | |
| Technology-Enabled Learning | 75,000.0 | 75,000.0 | 75,000.0 |
| Other State Funds - Bonded | 75,000.0 | 75,000.0 | 75,000.0 |
| School Construction | 1,089,865.0 | 842,650.1 | 619,244.1 |
| Other State Funds - Bonded | 1,089,865.0 | 842,650.1 | 619,244.1 |
| State Board Of Education | | | |
| School Maintenance Grants | 83,716.2 | 67,285.1 | 29,055.1 |
| Other State Funds - Bonded | 83,716.2 | 67,285.1 | 29,055.1 |
| Total Pre K-12 | | | |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 1,248,581.2 | 984,935.3 | 723,299.3 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 1,248,581.2 | 984,935.3 | 723,299.3 |
| State Facilities | | | |
| Capital Development Board | | | |
| Life/Safety | 31,408.3 | 23,331.1 | 20,817.7 |
| Other State Funds - Bonded | 31,408.3 | 23,331.1 | 20,817.7 |
| New Construction | 129,289.4 | 119,416.3 | 94,682.3 |
| Other State Funds - Bonded | 129,289.4 | 119,416.3 | 94,682.3 |
| Other | 8,301.1 | 301.1 | 301.1 |
| Other State Funds - Bonded | 8,301.1 | 301.1 | 301.1 |
| Renovation | 112,031.5 | 88,736.2 | 71,146.8 |
| Other State Funds - Bonded | 112,031.5 | 88,736.2 | 71,146.8 |
| Department Of Agriculture | | | |
| DuQuoin Buildings and Grounds | 600.0 | 750.0 | 750.0 |
| Other State Funds - Pay-as-you-go | 600.0 | 750.0 | 750.0 |
| Springfield Buildings and Grounds | 1,500.0 | 1,800.0 | 1,800.0 |
| Other State Funds - Pay-as-you-go | 1,500.0 | 1,800.0 | 1,800.0 |
| Department Of Central Management Services | | | |
| Information Technology Infrastructure | 13,500.0 | 5,434.5 | 2,484.5 |
| Other State Funds - Bonded | 13,500.0 | 5,434.5 | 2,484.5 |
| Department Of Human Services | | | |
| Administration and Program Support | 100.0 | 100.0 | 100.0 |
| Other State Funds - Bonded | 100.0 | 100.0 | 100.0 |
| Department Of Military Affairs | | | |
| Illinois National Guard | 500.0 | 500.0 | 500.0 |
| Other State Funds - Pay-as-you-go | 500.0 | 500.0 | 500.0 |
| Department Of Natural Resources | | | |
| Recreation | 0.0 | 10,000.0 | 20,000.0 |
| Other State Funds - Pay-as-you-go | 0.0 | 10,000.0 | 20,000.0 |
| Illinois Emergency Management Agency | | | |
| Anti-Terrorism Planning and Response | 25,000.0 | 25,000.0 | 25,000.0 |
| Other State Funds - Bonded | 25,000.0 | 25,000.0 | 25,000.0 |

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Office Of The Architect Of The Capitol | | | |
| Planning and Development of Capitol Space Needs | 343,229.0 | 309,484.6 | 300,239.6 |
| Other State Funds - Bonded | 343,229.0 | 309,484.6 | 300,239.6 |
| State Board Of Education | | | |
| Tech Immersion | 409.6 | 0.0 | 0.0 |
| Other State Funds - Bonded | 409.6 | 0.0 | 0.0 |
| Total State Facilities | | | |
| Other State Funds - Pay-as-you-go | 2,600.0 | 13,050.0 | 23,050.0 |
| Other State Funds - Bonded | 663,269.0 | 571,803.8 | 514,771.9 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 665,869.0 | 584,853.8 | 537,821.9 |
| Technology | | | |
| Department Of Commerce And Economic Opportunity | | | |
| Community Infrastructure | 274.2 | 0.0 | 0.0 |
| Other State Funds - Bonded | 274.2 | 0.0 | 0.0 |
| Technology Initiatives | 13,000.0 | 680.1 | 0.0 |
| Other State Funds - Bonded | 13,000.0 | 680.1 | 0.0 |
| Total Technology | | | |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Other State Funds - Bonded | 13,274.2 | 680.1 | 0.0 |
| Federal Funds - Pay-as-you-go | 0.0 | 0.0 | 0.0 |
| Total All Funds | 13,274.2 | 680.1 | 0.0 |
| Transportation | | | |
| Department Of Transportation | | | |
| Build and Maintain Roads and Highways | 1,776,816.5 | 2,025,603.0 | 1,848,754.0 |
| Other State Funds - Pay-as-you-go | 1,776,816.5 | 2,025,603.0 | 1,848,754.0 |
| Enhance Public Transportation Infrastructure | 48,000.0 | 53,000.0 | 68,000.0 |
| Other State Funds - Pay-as-you-go | 10,000.0 | 15,000.0 | 30,000.0 |
| Federal Funds - Pay-as-you-go | 38,000.0 | 38,000.0 | 38,000.0 |
| Establish High-Speed Rail Service | 2,077,819.1 | 2,436,434.4 | 2,151,234.4 |
| Other State Funds - Pay-as-you-go | 1,790,855.8 | 2,152,305.5 | 1,877,105.5 |
| Other State Funds - Bonded | 286,963.3 | 284,128.9 | 274,128.9 |
| Highways Reappropriations | 5,868,224.2 | 5,232,192.4 | 4,790,592.5 |
| Other State Funds - Pay-as-you-go | 2,774,924.1 | 2,934,149.0 | 3,317,275.5 |
| Other State Funds - Bonded | 3,093,300.1 | 2,298,043.4 | 1,473,317.1 |
| Maintain Aeronautics Fleet and Network of Airports | 0.0 | 150.0 | 0.0 |
| Other State Funds - Bonded | 0.0 | 150.0 | 0.0 |
| Mitigate Freight Rail Congestion | 322,818.2 | 308,829.0 | 279,229.0 |
| Other State Funds - Pay-as-you-go | 35,211.9 | 31,268.7 | 31,668.7 |
| Other State Funds - Bonded | 287,606.3 | 277,560.3 | 247,560.3 |

Capital Budget Overview

TABLE I-B: IJN! CAPITAL APPROPRIATIONS BY CATEGORY – ALL FUNDS

| Appropriations Requiring General Assembly Action (\$ thousands) | FY 2013 Enacted Appropriation | FY 2014 Enacted Appropriation | FY 2015 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| Procure South Suburban Airport | 37,278.8 | 100,876.3 | 34,876.3 |
| Other State Funds - Pay-as-you-go | 0.0 | 0.0 | 5,000.0 |
| Other State Funds - Bonded | 37,278.8 | 100,876.3 | 29,876.3 |
| Public Transportation Reappropriations | 1,785,988.0 | 1,496,060.2 | 1,057,263.4 |
| Other State Funds - Pay-as-you-go | 44,987.3 | 44,987.3 | 44,987.3 |
| Other State Funds - Bonded | 1,699,457.0 | 1,390,727.8 | 939,931.1 |
| Federal Funds - Pay-as-you-go | 41,543.8 | 60,345.1 | 72,345.1 |
| Rail Reappropriations | 147,037.7 | 135,575.2 | 133,100.2 |
| Other State Funds - Pay-as-you-go | 17,098.0 | 19,533.0 | 29,058.0 |
| Other State Funds - Bonded | 129,939.8 | 116,042.3 | 104,042.3 |
| Support Passenger Rail - Amtrak | 3,200.0 | 12,950.0 | 2,950.0 |
| Other State Funds - Pay-as-you-go | 3,200.0 | 12,950.0 | 2,950.0 |
| Maintain Network of Airports - Reappropriations | 711,154.4 | 685,640.9 | 690,640.9 |
| Other State Funds - Bonded | 31,088.2 | 29,197.1 | 24,197.1 |
| Federal Funds - Pay-as-you-go | 680,066.2 | 656,443.8 | 666,443.8 |
| Total Transportation | | | |
| Other State Funds - Pay-as-you-go | 6,453,093.5 | 7,235,796.5 | 7,186,798.9 |
| Other State Funds - Bonded | 5,565,633.5 | 4,496,726.0 | 3,093,053.0 |
| Federal Funds - Pay-as-you-go | 759,609.9 | 754,789.0 | 776,788.9 |
| Total All Funds | 12,778,337.0 | 12,487,311.4 | 11,056,640.8 |
| Grand Total | 19,396,391.2 | 18,564,176.7 | 16,688,003.8 |

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE I-C: CAPITAL SUPPLEMENTALS TO COMPLETE FISCAL YEAR 2014

Table I-C lists the governor’s recommended capital supplemental appropriations needed to complete fiscal year 2014.

| Agency (\$ thousands) | Total All Funds | Other State Funds - Pay- as-you-go | Other State Funds - Bonded | Federal Funds - Pay-as-you- go |
|--------------------------------|--------------------|--|----------------------------------|--------------------------------------|
| Capital Development Board..... | 8,505.0 | 0.0 | 8,505.0 | 0.0 |
| State Board Of Education..... | 43.0 | 0.0 | 43.0 | 0.0 |
| TOTAL SUPPLEMENTALS | 8,548.0 | 0.0 | 8,548.0 | 0.0 |

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

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

| Source (\$ millions) | Actual FY 2012 | Actual FY 2013 | Estimated FY 2014 | Projected FY 2015 |
|---|-------------------|-------------------|----------------------|----------------------|
| State Taxes | | | | |
| Motor Fuel Tax..... | 1,290.3 | 1,259.8 | 1,270.7 | 1,271.6 |
| Real Estate Transfer Tax..... | 21.0 | 27.0 | 29.7 | 31.0 |
| Other Taxes..... | 0.4 | 0.3 | 0.3 | 0.3 |
| Total State Taxes | 1,311.7 | 1,287.2 | 1,300.8 | 1,302.9 |
| Non-Tax State Sources | | | | |
| Motor Vehicle and Operations License Fees..... | 1,324.6 | 1,334.1 | 1,361.4 | 1,356.5 |
| Water Revolving Fund Loan Repayment..... | 155.8 | 197.0 | 260.9 | 338.0 |
| Bond Issue Proceeds..... | 2,144.9 | 1,872.4 | 4,149.1 | 1,000.0 |
| Licenses, Fees and Registrations..... | 57.0 | 52.1 | 59.2 | 58.9 |
| Sale of Thomson Correctional Center..... | 0.0 | 165.0 | 0.0 | 0.0 |
| Sale of Property, Other Earnings and Net Transfers... | 180.9 | 164.1 | 148.6 | 122.7 |
| Total Non-Tax State Sources | 3,863.2 | 3,784.7 | 5,979.2 | 2,876.1 |
| Federal Receipts | 1,951.5 | 1,873.6 | 1,868.8 | 2,323.1 |
| TOTAL RECEIPTS ALL SOURCES | 7,126.4 | 6,945.4 | 9,148.7 | 6,502.1 |

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE III-A: ROAD FUND

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

| (\$ millions) | Actual 2012 | Actual 2013 | Estimated 2014 | Projected 2015 |
|---|----------------|----------------|-------------------|-------------------|
| Receipts | | | | |
| State Sources | | | | |
| Motor Vehicle and Operators License Fees..... | 857.4 | 840.7 | 854.8 | 863.3 |
| Transfers from Motor Fuel Tax Fund..... | 297.5 | 289.6 | 292.2 | 290.8 |
| Other Earnings, Reimbursements and Transfers..... | 121.2 | 88.9 | 102.0 | 91.0 |
| Total State Sources..... | 1,276.1 | 1,219.2 | 1,249.0 | 1,245.1 |
| Total Federal Sources..... | 1,610.4 | 1,485.2 | 1,339.6 | 1,649.3 |
| TOTAL RECEIPTS | 2,886.5 | 2,704.4 | 2,588.6 | 2,894.3 |
| Disbursements | | | | |
| Expenditures* | | | | |
| Department of Transportation - Construction..... | 1,298.4 | 1,126.8 | 1,172.5 | 1,348.1 |
| Department of Transportation - Operations..... | 817.9 | 873.6 | 955.2 | 1,001.4 |
| Department of Transportation - All Other..... | 150.6 | 161.9 | 170.6 | 173.9 |
| Secretary of State..... | 2.5 | 2.4 | 2.3 | 2.3 |
| Department of Central Management Services - Group Insurance..... | 165.3 | 120.8 | 131.3 | 123.4 |
| All Other Agencies..... | 2.7 | 3.9 | 2.7 | 2.3 |
| Total Expenditures..... | 2,437.5 | 2,289.5 | 2,434.7 | 2,651.4 |
| Transfers | | | | |
| Transfers to Workers' Compensation Revolving Fund..... | 35.0 | 20.8 | 19.7 | 20.8 |
| Transfers for Debt Service..... | 332.9 | 359.3 | 365.2 | 353.6 |
| Other Transfers..... | 3.6 | 0.6 | 1.3 | 3.4 |
| Total Transfers..... | 371.5 | 380.6 | 386.2 | 377.7 |
| TOTAL DISBURSEMENTS | 2,809.0 | 2,670.1 | 2,820.9 | 3,029.2 |
| SAMS Adjustment | (1.7) | (1.0) | 0.0 | 0.0 |
| NET CHANGE IN CASH (Receipts minus Disbursements) | 77.5 | 34.3 | (232.3) | (134.8) |
| plus: CASH BALANCE AT BEGINNING OF YEAR..... | 710.2 | 789.4 | 824.7 | 592.4 |
| equals: CASH BALANCE AT END OF YEAR | 789.4 | 824.7 | 592.4 | 457.5 |

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

Note: Figures may not add due to rounding.

Capital Budget Overview

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

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

| (\$ millions) | Actual 2012 | Actual 2013 | Estimated 2014 | Projected 2015 |
|--|----------------|----------------|-------------------|-------------------|
| GROSS RECEIPTS | 1,222.5 | 1,192.1 | 1,202.9 | 1,197.1 |
| Nonallocable Receipts | | | | |
| Refunds on Nontaxable Motor Fuel..... | (18.0) | (17.6) | (20.0) | (19.6) |
| International Fuel Tax Agreement to Other States | (3.7) | (4.5) | (6.0) | (5.9) |
| Total Allocable Receipts | 1,200.8 | 1,170.0 | 1,176.9 | 1,171.6 |
| Disbursements | | | | |
| Transfers Out | | | | |
| State Construction Account Fund | 209.6 | 202.9 | 204.7 | 203.7 |
| Road Fund | 297.5 | 289.6 | 292.2 | 290.8 |
| County MFT Fund | 197.2 | 192.0 | 193.7 | 192.8 |
| Municipal MFT Fund | 276.6 | 269.2 | 271.6 | 270.3 |
| Township MFT Fund | 89.5 | 87.1 | 87.9 | 87.5 |
| Grade Crossing Protection Fund | 42.0 | 42.0 | 42.0 | 42.0 |
| State Boating Act Fund..... | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Inspection Fund | 30.0 | 30.0 | 30.0 | 30.0 |
| Other Funds | 0.0 | 0.1 | 0.1 | 0.1 |
| Total Transfers Out..... | 1,147.5 | 1,117.8 | 1,127.2 | 1,122.2 |
| Expenditures* | | | | |
| Department of Revenue (net IFTA and Refunds) | 42.0 | 43.5 | 39.3 | 42.9 |
| Secretary of State | 1.3 | 1.3 | 1.3 | 1.3 |
| Department of Transportation | 11.0 | 12.4 | 13.8 | 14.4 |
| Court of Claims | 0.0 | 0.1 | 0.0 | 0.0 |
| Refunds on Nontaxable Motor Fuel..... | 18.0 | 17.6 | 20.0 | 19.6 |
| International Fuel Tax Agreement to Other States | 3.7 | 4.5 | 6.0 | 5.9 |
| Total Expenditures..... | 76.0 | 79.4 | 80.4 | 84.1 |
| TOTAL DISBURSEMENTS | 1,223.5 | 1,197.2 | 1,207.6 | 1,206.2 |
| SAMS Adjustment | (0.0) | (0.0) | 0.0 | 0.0 |
| NET CHANGE IN CASH (Receipts minus Disbursements) | (1.0) | (5.1) | (4.7) | (9.1) |
| plus: CASH BALANCE AT BEGINNING OF YEAR | 109.0 | 108.1 | 103.0 | 98.3 |
| equals: CASH BALANCE AT END OF YEAR | 108.1 | 103.0 | 98.3 | 89.2 |

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

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2015

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2015.

| Cash Basis Fund Group (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|---------------------------------------|------------------|--------------------|------------------|---------------------------|---------------------|--------------------|--|
| | | Revenue from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| Bond Financed Funds | 2,526,005 | 1,000,006 | 0 | 0 | 3,526,011 | 0 | 2,330,920 | 1,195,091 |
| Federal Trust Funds | 5,019 | 7,706 | 130,948 | 0 | 143,673 | 0 | 139,443 | 4,231 |
| Highway Funds | 886,484 | 2,624,988 | 1,649,285 | 1,087,154 | 6,247,911 | 1,503,010 | 3,916,106 | 828,796 |
| Special State Funds | 543,891 | 546,255 | 538,183 | 60,017 | 1,688,345 | 16,060 | 1,396,836 | 275,450 |
| State Trust Funds | 30,609 | 98 | 4,675 | 0 | 35,382 | 0 | 1,175 | 34,207 |
| Grand Total | 3,992,008 | 4,179,053 | 2,323,091 | 1,147,171 | 11,641,322 | 1,519,070 | 7,784,479 | 2,337,773 |

Note: Figures may not add due to rounding.

| Budget Basis Fund Group (\$ thousands) | Budgetary Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Budgetary Balance, End of Year |
|--|---|------------------|--------------------|------------------|---------------------------|---------------------|--------------------|--|
| | | Revenue from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| Bond Financed Funds | 2,525,885 | 1,000,006 | 0 | 0 | 3,525,891 | 0 | 2,330,920 | 1,194,971 |
| Federal Trust Funds | 4,435 | 7,706 | 130,948 | 0 | 143,089 | 0 | 139,443 | 3,646 |
| Highway Funds | 729,984 | 2,624,988 | 1,649,285 | 1,087,154 | 6,091,411 | 1,503,010 | 3,916,106 | 672,295 |
| Special State Funds | 524,390 | 546,255 | 538,183 | 60,017 | 1,668,844 | 16,060 | 1,396,836 | 255,949 |
| State Trust Funds | 30,609 | 98 | 4,675 | 0 | 35,382 | 0 | 1,175 | 34,207 |
| Grand Total | 3,815,302 | 4,179,053 | 2,323,091 | 1,147,171 | 11,464,617 | 1,519,070 | 7,784,479 | 2,161,068 |

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2015

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2015.

| Cash Basis Fund Group and Fund Name (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|---------------------------------------|------------------|--------------------|-----------------|------------------------------|---------------------|--------------------|---|
| | | Revenues from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| FUNDS PRESENTED WITH OPERATING BUDGET | | | | | | | | |
| Abandoned Mined Lands Reclamation Council Federal Trust | 1,758 | 0 | 11,739 | 0 | 13,497 | 0 | 12,536 | 961 |
| Adeline Jay Geo-Karis Illinois Beach Marina | 253 | 1,710 | 0 | 0 | 1,963 | 631 | 1,038 | 294 |
| Agricultural Premium | 3,473 | 1,781 | 0 | 23,765 | 29,019 | 105 | 22,442 | 6,472 |
| Asbestos Abatement | 1,536 | 1,750 | 0 | 0 | 3,286 | 3 | 1,641 | 1,642 |
| Downstate Transit Improvement | 58,227 | 0 | 0 | 10,970 | 69,197 | 0 | 15,000 | 54,197 |
| Federal Mass Transit Trust | 10 | 0 | 25,651 | 0 | 25,660 | 0 | 25,650 | 10 |
| Fund for Illinois' Future | 1,950 | 0 | 0 | 0 | 1,950 | 0 | 0 | 1,950 |
| Illinois Forestry Development | 1,683 | 1,205 | 940 | 0 | 3,829 | 0 | 2,162 | 1,666 |
| Illinois Habitat | 5,798 | 1,171 | 11 | 0 | 6,980 | 95 | 312 | 6,573 |
| Illinois Wildlife Preservation | 789 | 183 | 86 | 150 | 1,208 | 0 | 377 | 831 |
| Motor Fuel Tax | 98,311 | 1,197,008 | 20 | 74 | 1,295,412 | 1,122,168 | 84,086 | 89,158 |
| Motor Fuel Tax Counties | 0 | 0 | 0 | 192,762 | 192,762 | 0 | 192,762 | 0 |
| Motor Fuel Tax Municipalities | 0 | 0 | 0 | 270,341 | 270,341 | 0 | 270,341 | 0 |
| Motor Fuel Tax Townships and Road Districts | 0 | 0 | 0 | 87,489 | 87,489 | 0 | 87,489 | 0 |
| Natural Areas Acquisition | 9,265 | 9,321 | 0 | 0 | 18,586 | 77 | 10,132 | 8,377 |
| Open Space Lands Acquisition and Development | 62,436 | 21,645 | 0 | 0 | 84,081 | 28 | 23,281 | 60,773 |
| Park and Conservation | 19,086 | 25,879 | 1,277 | 20,000 | 66,242 | 175 | 43,868 | 22,199 |
| Plugging and Restoration | 1,293 | 1,340 | 0 | 0 | 2,633 | 8 | 850 | 1,776 |
| Port Development Revolving Loan | 81 | 29 | 0 | 0 | 110 | 0 | 0 | 110 |
| Road | 592,359 | 954,280 | 1,649,265 | 290,794 | 3,486,699 | 377,744 | 2,651,427 | 457,527 |
| State Boating Act | 1,006 | 3,250 | 2,745 | 5,040 | 12,042 | 130 | 9,713 | 2,199 |
| State Furbearer | 91 | 83 | 0 | 17 | 191 | 0 | 93 | 98 |
| State Migratory Waterfowl Stamp | 2,973 | 969 | 0 | 0 | 3,942 | 0 | 1,007 | 2,935 |
| State Parks | 2,461 | 9,815 | 0 | 0 | 12,276 | 125 | 9,791 | 2,360 |
| State Pheasant | 1,876 | 415 | 0 | 75 | 2,366 | 0 | 217 | 2,149 |
| Underground Storage Tank | 6,738 | 75,682 | 0 | 0 | 82,420 | 14,013 | 65,266 | 3,140 |
| Water Revolving | 272,200 | 338,000 | 232,400 | 0 | 842,600 | 0 | 820,772 | 21,828 |
| Wildlife and Fish | 14,143 | 47,325 | 15,724 | 0 | 77,191 | 650 | 67,232 | 9,309 |
| TOTAL | 1,159,796 | 2,692,841 | 1,939,858 | 901,477 | 6,693,971 | 1,515,952 | 4,419,484 | 758,535 |
| CAPITAL BUDGET FUNDS | | | | | | | | |
| BOND FUNDS | | | | | | | | |
| Anti-Pollution | 22,152 | 1,000 | 0 | 0 | 23,152 | 0 | 22,000 | 1,152 |
| Build Illinois Bond | 393,681 | 6 | 0 | 0 | 393,687 | 0 | 313,800 | 79,887 |
| Capital Development | 274,628 | 280,000 | 0 | 0 | 554,628 | 0 | 307,220 | 247,408 |
| Coal Development | 1,106 | 0 | 0 | 0 | 1,106 | 0 | 0 | 1,106 |
| School Construction | 307,528 | 150,000 | 0 | 0 | 457,528 | 0 | 216,000 | 241,528 |
| Transportation Bond, Series A | 113,477 | 24,000 | 0 | 0 | 137,477 | 0 | 94,900 | 42,577 |
| Transportation Bond, Series B | 479,092 | 320,000 | 0 | 0 | 799,092 | 0 | 595,000 | 204,092 |
| Transportation Bond, Series D | 934,340 | 225,000 | 0 | 0 | 1,159,340 | 0 | 782,000 | 377,340 |
| NON BOND FUNDS | | | | | | | | |
| Ambulance Revolving Loan | 3,770 | 109 | 0 | 0 | 3,879 | 0 | 0 | 3,879 |
| AML Reclamation Set Aside | 30,133 | 98 | 3,500 | 0 | 33,731 | 0 | 0 | 33,731 |
| Federal High Speed Rail Trust | 50,115 | 0 | 285,000 | 0 | 335,115 | 19 | 300,000 | 35,095 |
| Federal Title IV Fire Protection Assistance | 280 | 0 | 358 | 0 | 638 | 0 | 363 | 276 |
| Federal/State/Local Airport | 2,958 | 7,000 | 93,000 | 0 | 102,958 | 0 | 100,000 | 2,958 |
| Fire Truck Revolving Loan | 4,441 | 1,839 | 0 | 0 | 6,279 | 0 | 0 | 6,279 |

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2015

| Cash Basis Fund Group and Fund Name (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|--|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
| | | Revenues from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| CAPITAL BUDGET FUNDS | | | | | | | | |
| Flood Control Land Lease | 13 | 706 | 0 | 0 | 720 | 0 | 695 | 25 |
| Forest Reserve | 0 | 0 | 200 | 0 | 200 | 0 | 200 | 0 |
| Grade Crossing Protection | 43,615 | 0 | 0 | 42,000 | 85,615 | 3,004 | 35,000 | 47,611 |
| Illiana Expressway Proceeds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois National Guard Construction | 132 | 0 | 0 | 0 | 132 | 0 | 0 | 132 |
| Land and Water Recreation | 476 | 0 | 1,175 | 0 | 1,651 | 0 | 1,175 | 476 |
| Off-Highway Vehicle Trails | 2,053 | 326 | 0 | 0 | 2,379 | 0 | 26 | 2,354 |
| Partners for Conservation Projects | 1,424 | 0 | 0 | 0 | 1,424 | 0 | 0 | 1,424 |
| Public-Private Partnerships for Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail Freight Loan Repayment | 3,334 | 476 | 0 | 0 | 3,810 | 0 | 501 | 3,309 |
| Snowmobile Trail Establishment | 134 | 95 | 0 | 0 | 229 | 0 | 116 | 113 |
| State Construction Account | 152,199 | 473,700 | 0 | 203,694 | 829,593 | 95 | 595,000 | 234,499 |
| State Rail Freight Loan Repayment | 11,130 | 1,857 | 0 | 0 | 12,987 | 0 | 1,000 | 11,987 |
| TOTAL | 2,832,211 | 1,486,212 | 383,233 | 245,694 | 4,947,351 | 3,118 | 3,364,995 | 1,579,237 |
| GRAND TOTAL | 3,992,008 | 4,179,053 | 2,323,091 | 1,147,171 | 11,641,322 | 1,519,070 | 7,784,479 | 2,337,773 |

Capital Budget Overview

TABLE V: FISCAL YEAR 2015 CAPITAL EXPENDITURE PLAN

Table V summarizes the six-year plan for expenditure of fiscal year 2015 bonded appropriations.

| Fund Name | FY 2015 Appropriations | Planned Spending from FY 2015 Appropriations | | | | | |
|---------------------------------------|------------------------|--|------------------|----------------|----------------|----------------|----------------|
| | | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2020 |
| Capital Development | | | | | | | |
| Prior Appropriations | 816,969 | 33,794 | 30,250 | 33,000 | 33,000 | 33,000 | 30,800 |
| Illinois Jobs Now! | 1,590,208 | 273,426 | 244,750 | 267,000 | 267,000 | 267,000 | 249,200 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Capital Development | 2,407,177 | 307,220 | 275,000 | 300,000 | 300,000 | 300,000 | 280,000 |
| School Construction | | | | | | | |
| Prior Appropriations | 18,000 | 4,320 | 3,200 | 1,800 | 500 | 100 | 20 |
| Illinois Jobs Now! | 648,299 | 211,680 | 156,800 | 88,200 | 24,500 | 4,900 | 980 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total School Construction | 666,299 | 216,000 | 160,000 | 90,000 | 25,000 | 5,000 | 1,000 |
| Anti-Pollution | | | | | | | |
| Prior Appropriations | 10,349 | 440 | 800 | 0 | 0 | 0 | 0 |
| Illinois Jobs Now! | 97,170 | 21,560 | 39,200 | 0 | 0 | 0 | 0 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Anti-Pollution | 107,520 | 22,000 | 40,000 | 0 | 0 | 0 | 0 |
| Transportation Series A | | | | | | | |
| Prior Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois Jobs Now! | 132,430 | 94,900 | 30,000 | 5,000 | 0 | 0 | 0 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Transportation Series A | 132,430 | 94,900 | 30,000 | 5,000 | 0 | 0 | 0 |
| Transportation Series B | | | | | | | |
| Prior Appropriations | 44,124 | 9,856 | 6,294 | 4,969 | 4,141 | 2,302 | 331 |
| Illinois Jobs Now! | 2,619,736 | 585,144 | 373,706 | 295,031 | 245,859 | 136,698 | 19,669 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Transportation Series B | 2,663,860 | 595,000 | 380,000 | 300,000 | 250,000 | 139,000 | 20,000 |
| Transportation Series D | | | | | | | |
| Prior Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois Jobs Now! | 1,340,887 | 782,000 | 380,000 | 38,000 | 20,000 | 0 | 0 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Transportation Series D | 1,340,887 | 782,000 | 380,000 | 38,000 | 20,000 | 0 | 0 |
| Coal Development | | | | | | | |
| Prior Appropriations | 44,836 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois Jobs Now! | 25,987 | 0 | 8,000 | 4,000 | 0 | 0 | 0 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Coal Development | 70,823 | 0 | 8,000 | 4,000 | 0 | 0 | 0 |
| All General Obligation Funds | | | | | | | |
| Prior Appropriations | 934,279 | 48,410 | 40,544 | 39,769 | 37,641 | 35,402 | 31,151 |
| Illinois Jobs Now! | 6,454,717 | 1,968,710 | 1,232,456 | 697,231 | 557,359 | 408,598 | 269,849 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total GO Bond Funds | 7,388,996 | 2,017,120 | 1,273,000 | 737,000 | 595,000 | 444,000 | 301,000 |
| Build Illinois | | | | | | | |
| Prior Appropriations | 434,256 | 28,242 | 24,750 | 20,250 | 18,000 | 13,500 | 9,000 |
| Illinois Jobs Now! | 1,015,493 | 251,040 | 220,000 | 180,000 | 160,000 | 120,000 | 80,000 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Build Illinois Bond Fund | 1,449,749 | 313,800 | 275,000 | 225,000 | 200,000 | 150,000 | 100,000 |
| All Bond Funds | | | | | | | |
| Prior Appropriations | 1,368,535 | 76,652 | 65,294 | 60,019 | 55,641 | 48,902 | 40,151 |
| Illinois Jobs Now! | 7,470,211 | 2,219,750 | 1,452,456 | 877,231 | 717,359 | 528,598 | 349,849 |
| New Appropriations | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Bond Funds | 8,838,745 | 2,330,920 | 1,548,000 | 962,000 | 795,000 | 594,000 | 401,000 |

Note: Figures may not add due to rounding

Capital Budget Overview

5-YEAR ANTICIPATED SAVINGS AND COST IMPACT ON THE OPERATING BUDGET

Chart 1: 5-Year Anticipated Savings Impact on the Operating Budget (\$58.1 million)

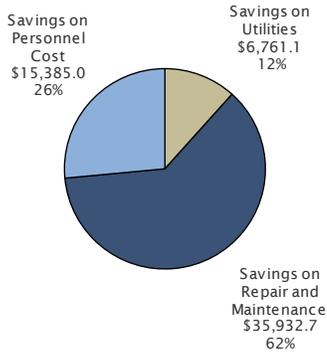
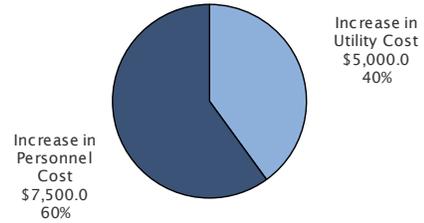


Chart 2: 5-Year Anticipated Cost Impact on the Operating Budget (\$12.5 million)



Select State Facility Projects: Anticipated Operational Savings (\$ thousands)

| User Agency and Location | Project Description | Fiscal Year | | | | Total | |
|--|---|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | 2016 | 2017 | 2018 | 2019 | | 2020 |
| State Facilities | | | | | | | |
| Department of Natural Resources | | | | | | | |
| Starved Rock | Roof Replacement | \$1,290.0 | \$1,315.0 | \$1,342.0 | \$1,369.0 | \$1,397.0 | \$6,713.0 |
| Jack Wolf Fish Hatchery | Electrical Upgrades | \$4,042.0 | \$4,607.0 | \$4,948.0 | \$4,756.0 | \$4,961.0 | \$23,314.0 |
| Giant City | Sewage System Replacement | \$2,919.0 | \$2,947.0 | \$2,976.0 | \$3,006.0 | \$3,036.0 | \$14,884.0 |
| Department of Juvenile Justice | | | | | | | |
| Illinois Youth Center St. Charles | New Administration Building Roof, Fascia and Soffit Replacement | \$50.0 | \$50.0 | \$50.0 | \$50.0 | \$50.0 | \$250.0 |
| Illinois Youth Center Warrenville | Replacement | \$8.5 | \$8.5 | \$8.5 | \$8.5 | \$8.5 | \$42.5 |
| Department of Corrections | | | | | | | |
| Menard Correctional Center | Replace Piping and Hot Water Lines | \$154.5 | \$154.5 | \$154.5 | \$154.5 | \$154.5 | \$772.4 |
| Shawnee Correctional Center | Replace Windows | \$122.3 | \$122.3 | \$122.3 | \$122.3 | \$122.3 | \$611.4 |
| Danville Correctional Center | Repair Vocational Building Heating System | \$8.5 | \$8.5 | \$8.5 | \$8.5 | \$8.5 | \$42.5 |
| Illinois River Correctional Center | Freezer Renovation | \$35.4 | \$35.4 | \$35.4 | \$35.4 | \$35.4 | \$177.0 |
| Lincoln Correctional Center | Freezer Renovation | \$125.0 | \$125.0 | \$125.0 | \$125.0 | \$125.0 | \$625.0 |
| Hill Correctional Center | Rehab Showers | \$15.0 | \$15.0 | \$15.0 | \$15.0 | \$15.0 | \$75.0 |
| Western Correctional Center | Upgrade Dietary Refrigeration | \$20.0 | \$20.0 | \$20.0 | \$20.0 | \$20.0 | \$100.0 |
| Illinois State Police | | | | | | | |
| Statewide | Communications Consolidation | \$1,600.0 | \$1,600.0 | \$1,600.0 | \$1,600.0 | \$1,600.0 | \$8,000.0 |
| Central Management Services | | | | | | | |
| North Suburban Regional Office Building | Interior Lighting Upgrades | \$54.7 | \$54.7 | \$54.7 | \$54.7 | \$54.7 | \$273.5 |
| Department of Human Services | | | | | | | |
| Chicago Read Mental Health Center | Temperature Control Upgrades | \$49.4 | \$49.4 | \$49.4 | \$49.4 | \$49.4 | \$247.0 |
| Elisabeth Ludeman Center | Water Distribution Repairs | \$386.2 | \$386.2 | \$386.2 | \$386.2 | \$386.2 | \$1,931.0 |
| ANTICIPATED TOTAL OPERATING SAVINGS | | \$10,880.5 | \$11,498.5 | \$11,895.5 | \$11,760.5 | \$12,023.5 | \$58,058.3 |

Select State Facility Projects: Anticipated Operational Costs (\$ thousands)

| User Agency and Location | Cost Description | Fiscal Year | | | | Total | |
|--|---------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| | | 2016 | 2017 | 2018 | 2019 | | 2020 |
| State Facilities | | | | | | | |
| Western Illinois University | | | | | | | |
| New Quad Cities Campus | Increased Personnel Costs | \$1,500.0 | \$1,500.0 | \$1,500.0 | \$1,500.0 | \$1,500.0 | \$7,500.0 |
| | Increased Utility Costs | \$1,000.0 | \$1,000.0 | \$1,000.0 | \$1,000.0 | \$1,000.0 | \$5,000.0 |
| ANTICIPATED TOTAL OPERATING COSTS | | \$2,500.0 | \$2,500.0 | \$2,500.0 | \$2,500.0 | \$2,500.0 | \$12,500.0 |

Notes:

Amounts represented are in present day dollars and not adjusted for inflation. Numbers may not add due to rounding.

Capital Budget Overview

FISCAL YEAR 2015 SOURCES AND USES OF APPROPRIATIONS

Chart 3: Sources of FY15 New Appropriations

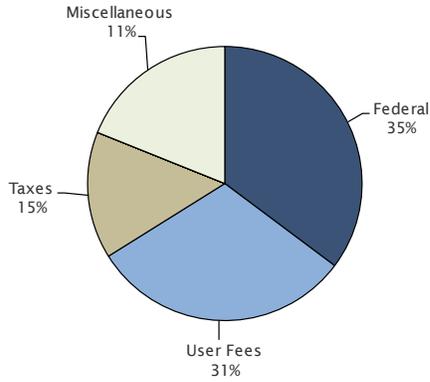
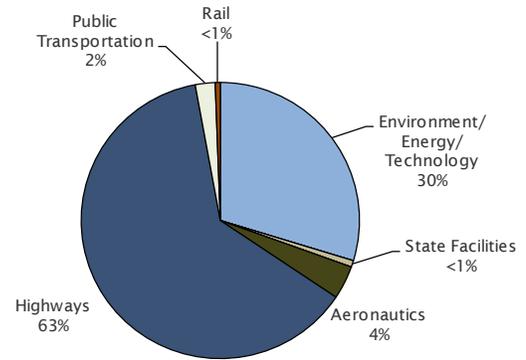


Chart 4: Uses of FY15 New Appropriations



| (\$ thousands) | Next Generation | Economic Development | Environment / Energy / Technology | Higher Education | State Facilities | Pre K-12 | Aeronautics | Highways | Public Transportation | Rail | Total |
|----------------------------|-----------------|----------------------|-----------------------------------|------------------|------------------|----------|----------------|------------------|-----------------------|---------------|------------------|
| Federal | 0 | 0 | 300,922 | 0 | 770 | 0 | 105,256 | 585,357 | 38,000 | 7,905 | 1,038,211 |
| User Fees | 0 | 0 | 14,351 | 0 | 7,266 | 0 | 4,622 | 878,912 | 0 | 4,877 | 910,028 |
| Taxes | 0 | 0 | 28,389 | 0 | 14,509 | 0 | 0 | 367,031 | 30,000 | 1,543 | 441,473 |
| GO Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tran-A/GO Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Build Illinois Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miscellaneous ¹ | 0 | 0 | 531,825 | 0 | 5 | 0 | 5,122 | 17,453 | 0 | 3,025 | 557,430 |
| Total | 0 | 0 | 875,488 | 0 | 22,550 | 0 | 115,000 | 1,848,754 | 68,000 | 17,350 | 2,947,142 |

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

Chart 5: Sources of FY15 Reappropriations

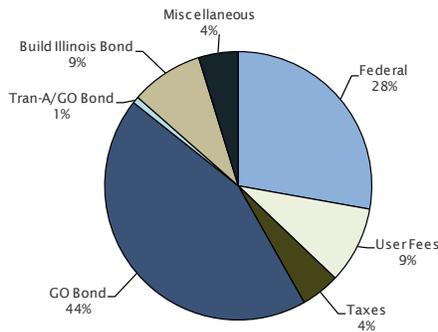
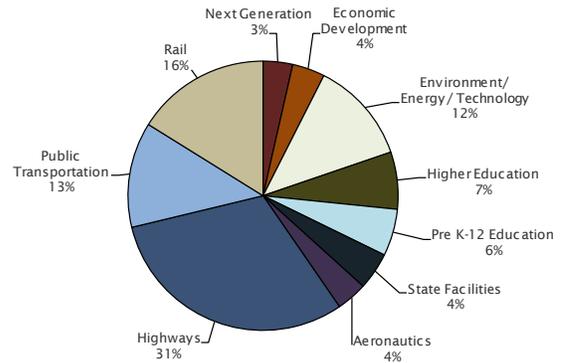


Chart 6: Uses of FY15 Reappropriations



| (\$ thousands) | Next Generation | Economic Development | Environment / Energy / Technology | Higher Education | Pre K-12 Education | State Facilities | Aeronautics | Highways | Public Transportation | Rail | Total |
|----------------------------|-----------------|----------------------|-----------------------------------|------------------|--------------------|------------------|----------------|------------------|-----------------------|------------------|-------------------|
| Federal | 0 | 0 | 438,480 | 0 | 0 | 0 | 532,447 | 1,600,453 | 76,075 | 1,949,409 | 4,596,864 |
| User Fees | 0 | 633 | 52,670 | 0 | 0 | 0 | 23,382 | 1,413,058 | 0 | 45,283 | 1,535,025 |
| Taxes | 0 | 12,000 | 116,228 | 0 | 15 | 0 | 0 | 592,144 | 44,987 | 14,327 | 779,701 |
| GO Bond | 68,792 | 78,981 | 437,252 | 1,027,404 | 898,091 | 741,299 | 54,073 | 1,340,887 | 1,971,233 | 638,554 | 7,256,567 |
| Tran-A/GO Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 132,430 | 0 | 0 | 132,430 |
| Build Illinois Bond | 516,630 | 540,718 | 250,514 | 108,537 | 33,351 | 0 | 0 | 0 | 0 | 0 | 1,449,749 |
| Miscellaneous ¹ | 0 | 13,053 | 740,994 | 0 | 687 | 0 | 615 | 16,784 | 0 | 20,053 | 792,187 |
| Total | 585,421 | 645,384 | 2,036,138 | 1,135,940 | 932,145 | 741,299 | 610,517 | 5,095,757 | 2,092,295 | 2,667,626 | 16,542,522 |

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



NEXT GENERATION

Next Generation



The shared workspace of 1871, a technology incubator in Chicago that helps grow tech startups into the next generation of the technology sector.

Next Generation projects are dedicated to improvements in sustainability, education, job creation and information technology. These projects are significant undertakings by the state to enhance the well-being of Illinois residents and to lay the groundwork for future state infrastructure.

| Illinois Jobs Now! Bonded Appropriations By Agency: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Capital Development Board | 95,000 | 86,560 | 75,013 | 54,513 | - |
| Central Management Services | 26,000 | 20,355 | 1,574 | 6,674 | - |
| Commerce and Economic Opportunity | 588,000 | 511,413 | 465,515 | 436,516 | - |
| Public Health | 155,000 | 82,392 | 61,938 | 700 | - |
| Illinois Housing Development Authority | 130,000 | 95,780 | 71,333 | 24,127 | - |
| Secretary Of State | 50,000 | 50,000 | 49,780 | 22,133 | - |
| State Board Of Education | 75,000 | 48,259 | 48,259 | 40,759 | - |
| Total: | 1,119,000 | 894,758 | 783,412 | 585,421 | - |

Note: Numbers may not add due to rounding.

Next Generation

PROGRAM HIGHLIGHTS

Illinois Science & Technology Institute

The Illinois Science and Technology Institute (ISTI) is a non-profit organization with the mission of advancing the sciences and innovation. Through a grant from the Department of Commerce and Economic Opportunity (DCEO), ISTI is working to develop cutting-edge nanotechnology education in Illinois high schools and community colleges as a part of a larger mission to enhance science, technology, engineering and math (STEM) education. The project will provide high-speed telecommunications technology to make it possible to utilize off-site specialized nanotechnology equipment. Availability of these new resources will not only provide new opportunities for young learners but also foster a healthy technology sector for the next generation.

Affordable Housing and Welcome Home Heroes

The Illinois Housing Development Authority (IHDA) provides affordable housing for the most vulnerable populations in the state. Since March 2013, more than \$30 million has been released to continue supporting IHDA's programs. These funds supported projects that included significant renovations and improvements to existing facilities. IHDA focuses on funding projects that will create housing that is affordable but also accessible; some of the projects go further, by constructing facilities for permanent supportive housing. One project, West Humboldt Place, is a permanent supportive housing project for those with disabilities and histories of homelessness. This residential facility will offer housing to some of Chicago's neediest, with some units being reserved for those with incomes below 30% of the area's median income.



A rendering of West Humboldt Place in Chicago.

IHDA also administers Governor Quinn's Welcome Home Heroes program. Since the launch of the Welcome Home Heroes Program in December 2011, 1,632 veterans and active military personnel across the state have benefited from this program. The state has provided \$11.9 million in funding for mortgage assistance and tax credits to help those who serve in the armed forces. The Welcome Home Heroes program will also continue to create jobs, with more than 400 expected over the life of the program.

Community Health Center Construction Grants

The Capital Development Board (CDB), in conjunction with the Department of Public Health (DPH), provides grants to Federally Qualified Health Centers (FQHC) to fund necessary infrastructure improvements for healthcare services.

Since its inception, \$30.5 million in grants have been awarded to assist 14 community health centers. These grants allowed the state to improve health outcomes for medically underserved Illinoisans, reduce healthcare spending and save taxpayer money. In addition, the grants created approximately 215 construction jobs.

Next Generation

Early Childhood Construction Grants

As part of a broad statewide initiative to promote the education of Illinois' youngest citizens, the Illinois State Board of Education (ISBE) and CDB provide grants to school districts and not-for-profit providers serving children ages newborn to five years. The Early Childhood Construction Grant Program, the first in the nation of its kind, awards funding to construct or renovate early childhood facilities. Priority is given to projects located in communities



The Dolton Park District, recipient of a \$3.5 million grant, is constructing a new 15,300 square-foot Early Learning Center.

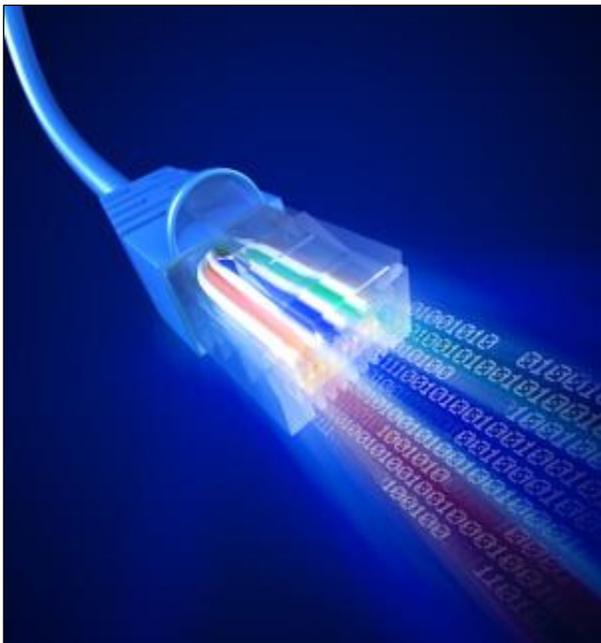
with the greatest underserved populations of young children. In fiscal year 2013, \$45 million was released to fund the program. One grant recipient is Through a Child's Eyes in Cicero, which will use its \$5 million grant to create their new Building Our Futures Early Childhood Center. The new center will serve 300 of Cicero's children, with a focus on being easily accessible to the neediest families. A \$2.4 million grant to the YWCA in Kankakee will help fund an expansion to their early childhood program, doubling their capacity to accommodate nearly 200 children.

The Urban Weatherization Initiative (UWI)

DCEO is working to create the first state-funded weatherization program in the nation. The initial phase of the program enables grant participants to receive nationally recognized Building Performance Institute (BPI) Certification in the areas of energy auditing and weatherization. This program focuses on five disadvantaged communities across the state.

In the second phase, newly trained professionals will work in communities to perform residential energy audits and weatherize these homes at no cost to the resident. These improvements will result in increased energy efficiency and lower energy bills for the homeowner.

Broadband



DCEO has spent more than \$71 million of combined federal, state and private funding on the statewide broadband deployment effort. Broadband development has resulted in thousands of new users connected to the high speed network and more than 1,124 miles of new fiber installed. As an example, a grant to the City of Evanston will expand existing high speed fiber optics with gigabit connections to strategic locations throughout the City of Evanston and Northwestern University.

The Department of Central Management Services (CMS) is investing \$96 million in the Illinois Century Network which will provide high-speed telecommunications for schools, libraries, colleges, museums and governments. To date, CMS has installed 1,800 miles of new fiber optic cable, and has begun activating the service at many of the 400 participating community institutions. These infrastructure improvements will provide these entities access to essential high-speed broadband services, creating new job opportunities and increased business investment and innovation.

Next Generation

Hospital Capital Investment Grants



Loretto Hospital, a safety net hospital in Chicago's Austin neighborhood, was the recipient of a \$7 million grant to renovate clinical space and upgrade equipment.

The Department of Public Health (DPH) has issued Hospital Capital Investment Grants to 123 hospitals to improve the quality and breadth of healthcare services statewide. These investments provide for a broad range of improvements, including construction and renovation of hospital facilities, acquisition of new medical equipment, development of information technologies, and improvements to meet the latest life and safety code standards. These grants will fund over half of the cost of \$280 million in capital improvements at these hospitals. As of November 2013, 72 of these projects have been completed.

Public Library Construction Grant Program

For many years, Illinois' public libraries have been in desperate need of construction dollars. As part of the Illinois Jobs Now! program, \$50 million was targeted for the Public Library Construction Grant Program. The Illinois State Library received requests from 47 public libraries for construction totaling more than \$122 million. The program gives libraries in Illinois significant funding for new construction, remodeling and renovation. These funds, combined with local participation, will revitalize public libraries as they adapt for changes in programs and technology. The program moves toward addressing the capital needs of libraries, which totaled more than \$440 million according to a December 2013 capital needs assessment.



The Case-Halstead Library in Carlyle received a \$1.6 million grant for a new 10,000 square-foot modern facility.

Comprehensive Lead Education, Reduction in Window Replacement Program (CLEAR-Win)

The CLEAR-Win program, administered by DPH, prevents future instances of lead poisoning by replacing windows in older homes. The program provides money to two grantees, the Center for Neighborhood Technology (CNT) in Chicago and Peoria City/County Health Department (PC/CHD), and has tasked those agencies to fulfill the program's mission. CNT has assisted 189 households in 151 residential buildings in Englewood and West Englewood since program implementation began in fall 2011. PC/CHD has assisted 120 households in Peoria County in that same time period. CNT and PC/CHD have involved the local work force, reinvested money into the communities around them and performed on the job training while reducing lead dust by over 90 percent in the homes serviced.

Next Generation

DEPARTMENT OF CENTRAL MANAGEMENT SERVICES PERFORMANCE MEASURES

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Projected FY 2015 |
|---|---------|---------|---------|-------------------|-------------------|
| Mainframe uptime ¹ | 99.32% | 99.07% | 99.36% | 99.40% | 99.40% |
| Midrange server uptime ² | 99.85% | 99.55% | 99.48% | 99.50% | 99.50% |
| Network availability ³ | N/A | 99.90% | 99.90% | 99.95% | 99.95% |
| Community anchor connections ⁴ | N/A | 8,000 | 6,382 | 6,250 | 6,250 |
| Fiber miles leased | N/A | 0 | 0 | 2,042 | 4,000 |
| Internet capacity (gigabits) | N/A | 9 | 11 | 25 | 25 |

1. The period of time when a mainframe is working normally.

2. The period of time when a server is working normally.

3. The amount of time the systems resources are available

4. These provide outreach, access, equipment and support services to facilitate greater use of broadband service



ECONOMIC DEVELOPMENT

Economic Development



The Music Garden at Aurora's new RiverEdge Park, hosting one of its first concerts in July 2013.

The Department of Commerce and Economic Opportunity (DCEO) is the primary economic development agency in the state. DCEO focuses resources on developing infrastructure that is vital to doing business and promoting growth. The department provides access to capital loans and grants for the public and private sectors, which in turn attracts private investment, targets urban renewal and enhances community infrastructure.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Business Development | 13,000 | 11,000 | 11,000 | 9,750 | - |
| Infrastructure | 290,700 | 144,482 | 121,810 | 91,420 | - |
| Regional Economic Development | 552,400 | 377,521 | 331,730 | 200,230 | - |
| Urban Assistance | 10,000 | 10,000 | - | - | - |
| Total: | 866,100 | 543,003 | 464,540 | 301,399 | - |

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Electric Vehicle Infrastructure



The State of Illinois, through DCEO, is funding electric charging stations needed to make electric vehicles a viable alternative for personal transportation. This initiative will make owning electric vehicles more practical, attract more innovation and investment from businesses, and reduce dependence on foreign oil.

Since the program's launch in 2012, the department has funded over 230 charging stations. As a part of this program, DCEO has also awarded more than \$1.3 million in grants to companies that develop and produce battery technology for electric vehicles and electric vehicle charging stations.

Economic Development

River Edge Redevelopment Program

The River Edge Redevelopment Program provides assistance to businesses and municipalities within designated River Edge Redevelopment Zones. These grants make it easier and more cost effective for businesses to operate. The private investment and jobs created by these businesses fosters both local and statewide economic growth.

As a part of the program, the department awarded \$8 million to the City of Aurora for the revitalization of 30 acres along the Fox River. The new RiverEdge Park, which opened to the public in June 2013, is the centerpiece of Aurora's plan for economic development. The park features the Music Garden, a new open-air music venue that can accommodate an audience of 9,500. The efforts of DCEO and the City of Aurora are expected to create hundreds of jobs and attract \$700 million in private investment.

Metropolitan Exposition Centers

Cities across the state are receiving grants to improve civic centers that help form the core of a dynamic metropolitan area. Improvements to these civic centers make Illinois cities more attractive to conventions and draw in additional tourism revenues. To date, more than \$17 million has been released for improvements to civic centers in Springfield, Rockford, Aurora, Quincy, Peoria and Joliet.

The state is contributing \$4 million toward improvements at the Peoria Civic Center. The center will undergo major updates including the replacement of 7,500 arena seats that were part of the original construction of the building in 1982. Other improvements include the modernization of meeting rooms, which have not been updated in over 30 years, and the replacement of the sound system in the center's theater. As a part of larger projects in central Peoria, DCEO's grant will also help fund the construction of a sky bridge to a new hotel that is under construction across the street from the center. These projects are all expected to provide the City of Peoria an increased ability to attract tourism and conventions.



Illinois Fresh Food Fund

The Illinois Fresh Food Fund is an innovative capital program in which DCEO partners with the not-for-profit Illinois Facility Fund to increase the availability of fresh food in eligible underserved communities. These grants provide capital financing to full-service grocery stores in areas where infrastructure costs and credit needs cannot be filled solely by conventional financial institutions. The program supports stores that include a community engagement component in which the grocer will establish links between the store and community institutions. As the program continues to eliminate food deserts, the program will create jobs, enhance business development, and improve the health and well-being of Illinoisans.

Chicago Film Studios

In fiscal year 2014, DCEO awarded a grant of \$10 million to the Chicago Film Studios. The company is in the process of purchasing and converting the former Ryerson Steel Complex in the North Lawndale neighborhood into one million square feet of film studio space. Upon completion, this will be the largest studio in North America outside of Los Angeles. With the new state-of-the-art facilities, the studio complex is expected to attract numerous production companies for the making of both television shows and motion pictures.

This project will turn underdeveloped and underutilized space into an engine for growth in an economically disadvantaged area of Chicago. Chicago Film Studios expects that the project will create as many as 2,400 construction jobs and as many as 6,000 permanent jobs. Chicago Film Studios estimates that every production at the complex will create up to \$50 million of indirect economic impact.



Economic Development

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY PERFORMANCE MEASURES

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | FY 2014 Estimated | FY 2015 Projected |
|---|---------|---------|---------|----------------------|----------------------|
| Number of broadband users connected | N/A | N/A | 4,632 | 12,206 | 1,000 |
| Production of Illinois coal mines (millions of tons) | 34.0 | 39.5 | 51.7 | 40.0 | 50.0 |
| Number of communities served by Illinois Fresh Food Fund | N/A | N/A | 4 | 14 | 3 |
| Number of actual permanent jobs created as reported by grantees | 724 | 866 | 1,698 | N/A | N/A |
| Number of actual permanent jobs retained as reported by grantees | 167 | 1,253 | 2,992 | N/A | N/A |
| Number of homes weatherized under the Urban Weatherization Initiative | N/A | N/A | N/A | 468 | 1,560 |

Economic Development



The Illinois Finance Authority (IFA) issues federally tax-exempt capital asset financing in the form of conduit debt. Conduit debt is issued by the IFA on behalf of other entities, including but not limited to hospitals, universities and colleges, family farmers, and local governments. In addition, IFA manages guarantee and loan programs and supports its operations without state tax dollars through self-generated revenues.

PROGRAM HIGHLIGHTS

Clean Water Initiative (CWI)

In December 2013, the IFA issued \$141.7 million in AAA rated bonds, the highest possible rating, on behalf of Illinois Environmental Protection Agency (IEPA) for Governor Quinn's Clean Water Initiative (CWI). Through CWI, IEPA provides low-interest loans to Illinois communities for water infrastructure projects. CWI saves local taxpayers money, creates construction jobs and helps maintain our state's ready access to clean, safe fresh water. With this bond issue, IFA and IEPA doubled the CWI program capacity from \$400 million to \$800 million.

Fire Truck Loan Program

| FISCAL YEAR 2013 FIRE TRUCK LOANS (\$ thousands) | |
|---|--------------|
| Clark County - Westfield Township FPD | 220 |
| Lee County - West Brooklyn FPD | 250 |
| Kankakee County - Kankakee Township FPD | 250 |
| DeKalb County - DeKalb FD | 250 |
| Henry County - Bishop Hill CFPD | 200 |
| Madison County - South Roxana FPD | 250 |
| Adams County - Mendon FPD | 240 |
| Sangamon County - Sherman FPD | 195 |
| Macoupin County - Unit #7 FPD | 200 |
| Morgan County - Village of Chapin FD | 100 |
| McLean County - Mt. Hope Funks Grove FPD | 150 |
| Kendall County - Newark FPD | 55 |
| Macon County - Maroa Countryside FPD | 100 |
| McHenry County - Union FPD | 205 |
| Carroll County - Milledgeville FPD | 175 |
| Cook County - Wilmette FD | 250 |
| Cook County - Prospect Heights FPD | 230 |
| Randolph County - Percy FD | 50 |
| Winnebago County - Win-Bur-Sew FPD | 250 |
| Total | 3,620 |

In partnership with the Office of the State Fire Marshal, IFA provides zero interest financing to local governments to buy fire trucks and ambulances. In fiscal year 2013, \$3.6 million of appropriated funds were loaned to 19 local government borrowers to buy fire trucks.



The City of Prospect Heights received a \$250 thousand zero interest loan for the purchase of a new fire rescue truck.

Economic Development

Agricultural Programs

Through its agricultural loan guarantee programs, IFA partners with local banks to finance family farmers and agricultural businesses. A separate IFA program helps Beginning Farmers buy land through conduit debt. Since the beginning of fiscal year 2011, IFA has issued over \$21 million in bonds on behalf of 99 beginning farmers purchasing nearly 7,000 acres of Illinois farmland to help create a new generation of family farming.

Job Creation and Job Retention through Financing

Between December 2012 and November 2013, IFA helped create more than 1,100 permanent jobs and more than 4,400 construction jobs by financing over \$2.2 billion of projects. Of the \$2.2 billion, \$468 million financed educational projects including the issuance of nearly \$30 million in bonds for construction of a new building for the College of Business at Benedictine University in Lisle. An additional \$1.6 billion financed state-of-the-art hospital construction. Organizations benefiting from IFA assistance include the Rehabilitation Institute of Chicago.

| SELECT BOND ISSUANCES BETWEEN DECEMBER 2012 AND NOVEMBER 2013 (\$ thousands) | | | |
|---|--|------------------|---------|
| Bond Purpose | Debtor | Date of Issuance | Amount |
| Hospital | Rehabilitation Institute of Chicago | 7/1/2013 | 398,000 |
| Hospital | Presence Health Network | 9/15/2013 | 366,865 |
| Education | The University of Chicago | 5/15/2013 | 149,090 |
| Retirement Community | Franciscan Communities, Inc. | 3/13/2013 | 111,540 |
| Hospital | Northwestern Memorial Healthcare | 2/27/2013 | 111,235 |
| Hospital | Elmhurst Memorial Healthcare | 10/31/2013 | 109,025 |
| Hospital | Advocate Health Care Network | 8/1/2013 | 96,905 |
| Retirement Community | Clare Oaks Project | 12/31/2012 | 89,000 |
| Hospital | University of Chicago Medical Center | 1/24/2013 | 75,000 |
| Hospital | Ingalls Health System | 2/6/2013 | 61,860 |
| Gas Utility | Peoples Gas Light and Coke Co. | 4/18/2013 | 50,000 |
| Local Government | Township High School District Number 113 | 7/1/2013 | 41,530 |
| Retirement Community | Illinois College of Optometry | 8/1/2013 | 40,665 |





TRANSPORTATION

Transportation

State of Illinois



The Illinois Department of Transportation (IDOT) is an economic engine for the state, investing billions of dollars to build, support and maintain modern and efficient roadways, railways, airports and transit systems. The agency’s mission is to provide safe and cost-effective transportation options throughout the state and region.

IDOT is responsible for the design, construction, maintenance and operation of the state’s transportation system. It annually produces the Multi-Modal Transportation Improvement Program (MTIP) called Transforming Transportation for Tomorrow, which outlines statewide maintenance and capital improvement needs.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|------------------|------------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Roads and Bridges | 5,566,231 | 3,093,300 | 2,298,043 | 1,473,317 | - |
| High-Speed Rail | 400,000 | 286,963 | 284,129 | 274,129 | - |
| Intercity Passenger Rail | 150,000 | 129,940 | 116,042 | 104,042 | - |
| CREATE | 300,000 | 287,606 | 277,560 | 247,560 | - |
| Transit | 3,000,000 | 2,699,457 | 2,390,728 | 1,939,931 | - |
| Aeronautics | 35,978 | 31,088 | 29,347 | 24,197 | - |
| South Suburban Airport | 40,000 | 37,279 | 100,876 | 29,876 | - |
| Total: | 9,492,209 | 6,565,633 | 5,496,726 | 4,093,053 | - |

Note: Numbers may not add due to rounding.

Transportation

State of Illinois

PASSENGER RAIL



Amtrak train departing Union Station in Chicago.

PROGRAM HIGHLIGHTS

Annual State Investment in Amtrak Operations

State-developed conventional and high-speed intercity passenger rail operations are an integral element of Amtrak’s intercity passenger rail (IPR) network. These 750-mile-or-less IPR trains generally operate in corridors within a single state or connect two states and serve intermediate-distance trips. State corridor routes provide a valuable alternative to air or auto travel. Amtrak’s statutory right of access over the freight railroads has, in the past, allowed states to receive these services at a relatively low cost.

Section 209 of the Passenger Rail Investment and Improvement Act of 2008 now directs states and Amtrak to “develop and implement a single, nationwide standardized methodology for establishing and allocating the operating and capital costs” related to trains that operate on corridors of 750 miles or less. The intent of Section 209 is to ensure that Amtrak treats all states equally and to allocate to each route a proportionate set of costs that reflect the routes’ relative use. Under this new costing system Illinois now pays full direct costs and partial shared costs for the Chicago-St. Louis “Ann Rutledge” service (two daily trains), which are trains that Illinois did not previously support financially. Illinois also now pays partial shared costs on the Amtrak long distance “system corridor” trains that run on the current state supported routes.

| BOARDINGS AND ALIGHTINGS AT ILLINOIS AMTRAK STATIONS Federal Fiscal Year 2013 | |
|--|--------------------------|
| CITY | BOARDINGS AND ALIGHTINGS |
| Chicago | 3,522,388 |
| Bloomington/Normal | 263,235 |
| Springfield | 202,095 |
| Champaign-Urbana | 190,851 |
| Carbondale | 135,891 |
| Galesburg | 103,717 |
| Macomb | 77,082 |
| Alton | 73,043 |
| Joliet | 70,142 |
| Glenview | 65,849 |
| Naperville | 53,135 |
| Quincy | 50,378 |
| Other Illinois Stations | 370,794 |
| Total | 5,178,600 |

Transportation

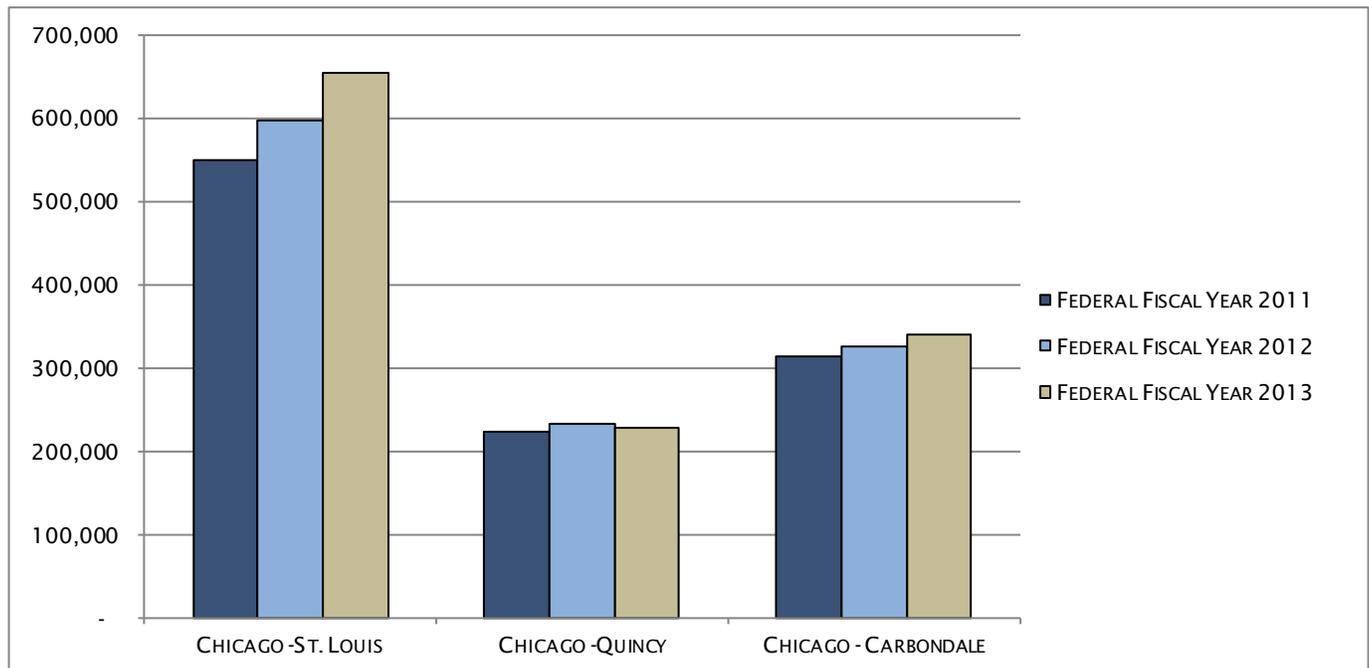
State of Illinois

Wi-Fi

In September 2013, IDOT came to an agreement with Amtrak to implement Wi-Fi service across all Illinois state-supported train corridors. About 75 percent of Amtrak passengers nationwide had access to AmtrakConnect®, Amtrak’s cellular-based 4G Wi-Fi service, prior to the addition of the Chicago Hub services. The addition of the Chicago Hub Services increased the coverage percentage to approximately 85 percent. Wi-Fi had been accessible on two of the four daily round-trips on the Chicago-St. Louis corridor. As of February 2014, all Illinois trains were equipped to provide Wi-Fi service.



Amtrak Ridership by Corridor (individual riders)



Transportation

State of Illinois

HIGH-SPEED RAIL



Governor Pat Quinn, Former U.S. Department of Transportation Secretary Ray LaHood and U.S. Senator Dick Durbin successfully testing the high-speed rail system.

High-speed rail will...

- Provide \$13.2 billion in economic benefits to the region.
- Transport as many people as a 10-lane highway at a fraction of the cost.
- Stimulate travel and tourism by facilitating weekend leisure trips.
- Reduce the region's reliance on cars.
- Decrease the region's carbon dioxide emissions.
- Be three times as energy efficient as cars and six times as efficient as planes.

PROGRAM HIGHLIGHTS

Chicago-St. Louis Corridor



In 2015, 110-mph High-Speed Intercity Passenger Rail (HSIPR) service between Chicago and St. Louis will be operational for a significant portion of the Joliet-Carlinville segment, with the remainder of the Chicago-St. Louis corridor up to 110-mph in 2017 (except for Chicago-Joliet and the last few miles approaching the Mississippi River near St. Louis). Union Pacific (UP) and IDOT have executed a \$102 million, agreement to greatly enhance the Dwight-Joliet work already planned. The additional capacity will permit a 12.5 percent travel time reduction on the current

trip, sufficient capacity to upgrade a fourth daily round trip to 110-mph and additional travel time reductions by the end of 2015.

Transportation

State of Illinois

New Chicago-Dubuque Corridor

IDOT currently has \$60 million from the Illinois Jobs Now! (IJN!) capital program slated for new service on the Chicago-Dubuque corridor. The goal is to have service in place on the Chicago-Rockford segment initially, followed by the Rockford-Dubuque segment. Rockford Mass Transit District (RMTD) has finalized its agreement with Legat Architects, Inc., the designer of the new multimodal station. The City of Freeport has been awarded a \$500 thousand grant for engineering of its new multimodal station; construction funding will be identified upon completion of that engineering and a cost estimate.

New Chicago-Quad Cities Corridor

For the construction of the new Chicago-Quad Cities corridor, \$177 million in federal funds and \$45 million in IJN! funds have been designated for service to begin in 2016. In addition, \$4.9 million in IJN! funds are matching a \$10 million federal Transportation Investment Generating Economic Recovery (TIGER) II grant to construct a new multimodal station in Moline. Environmental documents are being prepared for the new connection between Burlington Northern Santa Fe (BNSF) and Iowa Interstate Railroad (IAIS) near Wyanet as well as for the BNSF Eola Yard and IAIS segments of the project. IDOT will be negotiating construction and maintenance agreements with both the BNSF and IAIS railroads, followed by final design and construction that is expected to start in spring 2014.

Procurement of Bi-Level Rail Cars



Former U.S. Transportation Secretary Ray LaHood and Governor Pat Quinn joined Japanese dignitaries for the groundbreaking of Nippon-Sharyo Expansion Project.

In October 2012, the California Department of Transportation (CalTrans), with concurrence from IDOT, issued a Notice of Award to Sumitomo Corporation/Nippon-Sharyo of Rochelle for the procurement of 130 bi-level rail cars. In November 2012, Governor Quinn held a contract signing ceremony with the vendor in Rochelle. The project remains on schedule to produce the first set of cars by Summer 2016 with delivery to begin in early 2017 and conclude by mid-2018. Nippon-Sharyo is currently constructing a third shop on its property in Rochelle to build more component parts in-house. The company has added over 400 local jobs since the plant opened in 2012.

Diesel-Electric Locomotives

A Notice of Intent to Award was issued to Siemens Rail Systems USA for approximately 35 high-performance diesel-electric locomotives. The purchase on behalf of Illinois, California, Michigan, Washington and Missouri uses funds from the U.S. Department of Transportation. IDOT is leading the multi-state locomotive procurement on behalf of the Departments of Transportation from Illinois, California, Michigan, Washington, and Missouri. The new locomotives will achieve a maximum speed of 125 mph and meet Federal Environmental Protection Agency Tier 4 emissions standards.

PROPOSED HIGH-SPEED RAIL SERVICES

Illinois Amtrak Routes



Transportation

State of Illinois

RAIL PROGRAM



42 Illinois railroads operate over 7,300 miles of track and employ over 11,000 people.

PROGRAM HIGHLIGHTS

Rail Freight Program

The Illinois Rail Freight Program provides grants and low-interest loans to communities, railroads and transporters to preserve and improve rail freight service. The program focuses on projects with the greatest potential for improving access to markets and maintaining transportation cost savings, especially where state participation will leverage private investments to solve rail service problems.

Two projects in Jefferson and Ogle counties were completed in the Rail Freight Program in fiscal year 2013 with expenditures totaling approximately \$6.3 million.



Governor Pat Quinn announcing the new Union Pacific rail spur into Continental Tire North America .

One of the freight rail projects completed in fiscal year 2013 was the Rochelle Project. The project consisted of new rail infrastructure to the Nippon-Sharyo facility for the purpose of receiving critical material for constructing rail passenger cars. These passenger cars can then be shipped out via rail to their customers. The State of Illinois provided \$5 million in capital investments towards this project, which has resulted in more than 600 jobs and has provided a significant economic boost to the area.

The construction of a new rail spur off of Union Pacific mainline into Continental Tire North America, located in Mt. Vernon, will enable Continental Tire North America to receive raw unprocessed material via rail to produce car tires. The creation of the new spur created 75 new jobs at the Continental facility. These new projects have generated economic growth, relieved truck traffic congestion and reduced truck emissions.

Transportation

State of Illinois

Chicago Region Environmental and Transportation Efficiency Program (CREATE)



View of the Englewood Flyover.

The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a public-private partnership between the U.S. Department of Transportation (USDOT), the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's largest freight railroads. CREATE's long-term vision is to relieve freight congestion while improving passenger rail reliability and reducing motorist delays. Altogether, CREATE's 70 projects, which span across the six-county Chicago region, include 25 road-rail grade separations, six rail-to-rail flyovers and other anti-congestion measures.

CREATE has improved rail facilities and separated rail from road traffic in 14 locations in the Chicago area. To date, out of the 70 projects in CREATE, 19 have been completed, 10 are in construction and 19 are in design and engineering. Examples of

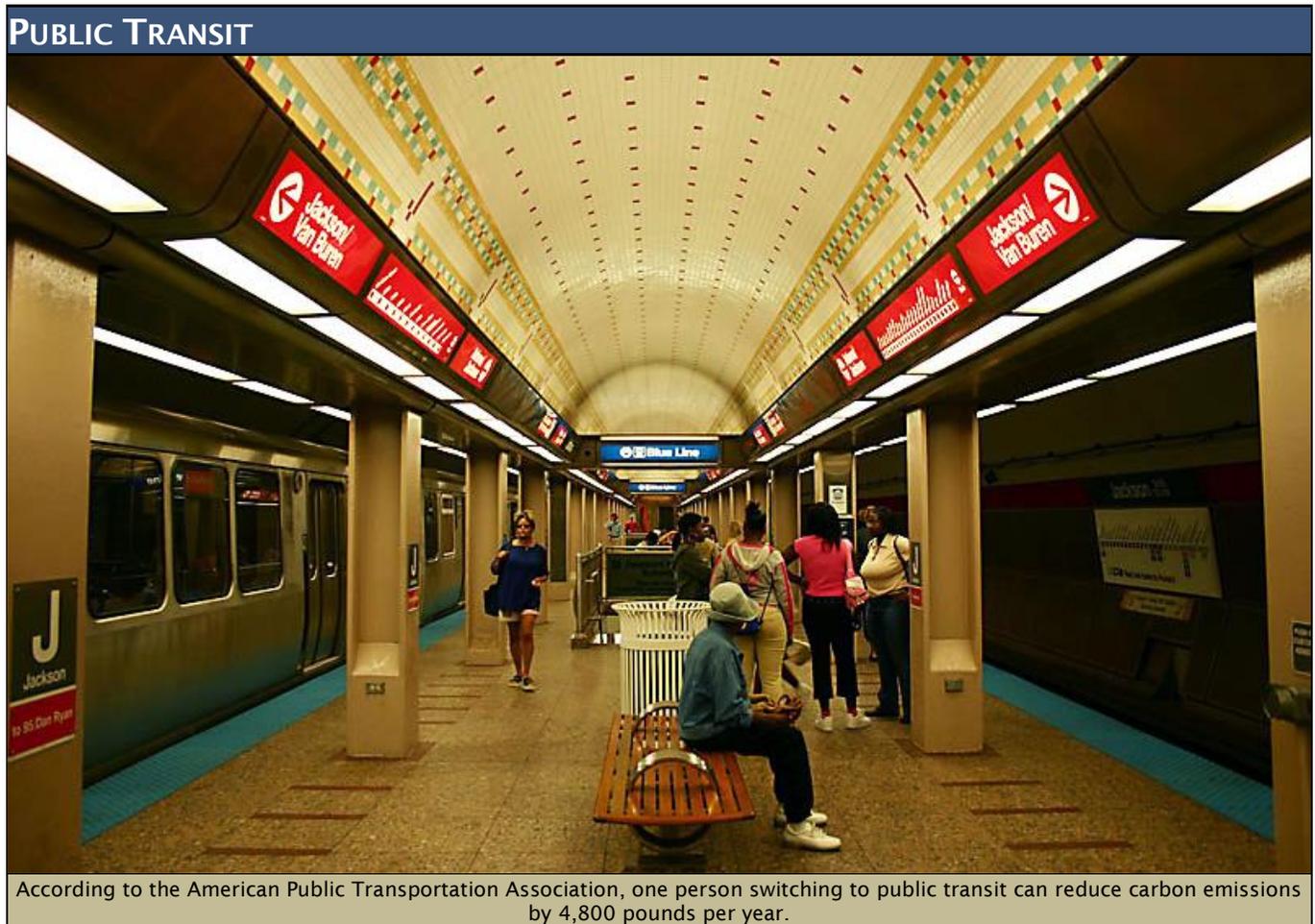
specific projects completed in 2013 include two road-rail grade separations. In Downers Grove, the project separated Belmont Road from the busy BNSF tracks. The Bridgeview grade separation permanently eliminates delays for motorists at 71st Street and the CSX tracks near Toyota Park. Two rail congestion projects were also finished in 2013. One added a third mainline track near Proviso Yards, benefiting five dozen daily freight trains, and another 59 daily Metra trains. The other major initiative adds a series of crossovers along CSX tracks near Blue Island, easing congestion for another 33 freight trains per day. The investment in CREATE thus far has resulted in a 28 percent reduction in freight rail delay and 33 percent reduction in passenger rail delay.



Rendering of the completed grade separation of the UP and Canadian Pacific railroads over Irving Park Road (IL-19) at York Road.

Transportation

State of Illinois



The main focus of the state's capital funding for public transit is to keep Illinois' current public transportation infrastructure in a state of good repair by funding system modernization and expansion when appropriate. Infrastructure projects include constructing or expanding transit facilities, replacing buses and passenger rail cars that have exceeded their useful lives, maintenance equipment replacement, track reconstruction, station improvements, as well as security and communications upgrades.

The federal transit capital program consists of two categories: formula apportionments for routine capital purchases and rail modernization, as well as discretionary grants for major bus and rail capital needs. Federal rail modernization funds are used for preservation and improvements on Metra commuter rail and Chicago Transit Authority (CTA) rapid transit lines in Northeastern Illinois, as well as the MetroLink light-rail line in the Metro East region.

Illinois Jobs Now! (including Jump Start) allocates \$3 billion in bonded funds for mass transportation in order to meet statewide maintenance and system modernization needs. As a result, Illinois mass transportation districts are purchasing buses and rail cars; building train stations, bus garages and rail yards; and reconstructing commuter rail bridges and elevated rail structures.

To ensure that Illinois is well-positioned to address the future needs of the public, IDOT has been conducting 11 new technical studies. This includes a Smart Corridor plan and design study for four corridors in Chicago's western suburbs, a feasibility study of regional bus services from the new Joliet Multi-Modal Transportation Center, a study of long-distance freight flow patterns and passenger traffic affecting Illinois, and a Northeastern Illinois visitors' travel survey.

Transportation

State of Illinois

NORTHEASTERN ILLINOIS (NEIL) PROGRAM HIGHLIGHTS

Chicago Transit Authority (CTA)



The Chicago Transit Authority (CTA) recently completed its five-month reconstruction of the Dan Ryan Red Line project. This \$425 million state funded project consisted of a complete rebuild of tracks and ties between 18th Street and 95th Street, new signaling and communications equipment, and improvements and upgrades to the Red Line stations. These improvements will reduce the round-trip commute between 95th Street and downtown by approximately 20 minutes, while providing a smoother, more comfortable and reliable ride. Condensing the work into five months saved \$75 million over an alternative option to perform

work only on weekends over a period of four years. These savings were reinvested by the CTA in improvements to eight stations along the branch. These stations received new lighting, painting, Train Tracker screens and other enhancements to improve the customer experience. The savings also paid for three new elevators at the Garfield, 63rd and 87th Street stations, making the entire Red Line South accessible to customers with disabilities. In total, this project created more than 1,500 jobs, many of which will continue after the completion of the project.

The CTA also received a \$220 million Illinois Jobs Now! grant for additional work on the north end of the Red Line including the rehabilitation of the Wilson, Sheridan and Bryn Mawr stations; the Purple Line express track; and the Milwaukee Avenue Blue Line L tracks. The Wilson Reconstruction project will be the first project to be executed, slated to start early in 2014. The project work will include construction of two new auxiliary entrances on Wilson and Sunnyside, dual platforms to allow transfers between Red and Purple Line service, significant track and structural work, and the restoration of the 1923 stationhouse facade and former clock tower at the corner of Wilson and Broadway making it a viable space for future retail or business development.

Metra



Metra is currently procuring 160 new electric Highliner cars at an estimated cost of \$585 million. These cars will replace aging electric multi-unit commuter cars built between 1971 and 1979 which are still currently in service on Metra's Electric District Line. The new cars use cutting edge technology and have a variety of new features, including larger windows, better seats with reversible seatbacks, brighter lighting, non-skid floors and an improved public address system. They will also have power outlets for customer use. Most notably, half of the new Highliner cars will have bathrooms, so that when the order is completed every train on the Metra Electric line will have at least one bathroom, a first for the line.

In addition, Metra also received a \$38 million Illinois Jobs Now! grant for the construction, renovation and design of nine stations. Currently, construction is complete at the Naperville, Elmhurst and Fox River Grove stations with construction still in progress at the Cicero station.

Transportation

State of Illinois

Pace



Pace received \$14 million in 2010 for the replacement of its paratransit vehicles. These vehicles were used for both Americans with Disability Act (ADA) and suburban dial-a-ride services. Pace is currently in the procurement process for the purchase of these vehicles. Pace was recently awarded a grant to procure approximately 91 compressed natural gas buses for \$56.3 million. This grant also included procurement of 84 paratransit vehicles. Construction of the Toyota Park

Transfer Facility began following the groundbreaking ceremony in November 2013.

DOWNSTATE ILLINOIS PROGRAM HIGHLIGHTS

Downstate Transit Capital Program

The Downstate Capital Program currently has 14 projects under construction, consisting of new bus storage facilities, parking improvements, and renovations and upgrades to existing structures. These 14 projects include facility upgrades in St. Clair, Madison, Champaign and Rock Island counties. Several additional bus transfer facilities have been completed and are in current use. Three multi-modal stations in Moline, Rockford and Freeport that will facilitate future Amtrak service are in the design phase.

American Recovery and Reinvestment Act (ARRA) Projects

The federal rural American Recovery and Reinvestment Act (ARRA) stimulus initiative is more than halfway through implementation. Construction projects still remaining to be completed are located in Coles, Jo Daviess, Piatt, Massac, Shelby and Warren Counties, as well as the City of Galesburg.

Downstate Capital Improvement Program

Applications are currently being processed and 47 grantees will be selected to receive capital funds from Illinois Jobs Now! and the Downstate Transit Improvement Fund totaling \$94.8 million.

Consolidated Vehicle Procurement (CVP) Program



The Division of Public and Intermodal Transportation's Consolidated Vehicle Procurement (CVP) program exists as IDOT's capital program for equipping paratransit service providers with rolling stock. The providers of these services are the private, non-profit agencies or public entities charged with meeting the transportation needs of Illinois' disabled and senior populations.

In 2013, the CVP Program commenced delivery of rolling stock awarded during the 2012 application cycle. Through these awards, 114 grantees across Illinois will receive 213 newly built paratransit vehicles, made possible through \$16.1 million in federal and state funds. Delivery of 2012 award vehicles began in October 2013 and will be completed in March 2014. CVP also accepted, reviewed and awarded rolling stock applications for the 2013 application cycle. Through these awards, 113 grantees across the state will be awarded 262 newly built paratransit vehicles, made possible through \$15.8 million in federal and state funds. Delivery of these vehicles is estimated to occur in the latter half of 2014.

Transportation

State of Illinois



The Illinois aviation system consists of nearly 900 landing facilities. These facilities include everything from commercial service to reliever airports, general aviation airports, private restricted landing areas and rooftop hospital heliports. Every Illinois city with a population of 30,000 or more is only a short drive away from an airport that can accommodate business jets.

Funding and technical assistance for the state's system of public airports is provided through the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) as well as a state/local program. This program establishes an outline for preserving, modernizing and expanding Illinois' system of airports. State and federal goals for air services are to...

- Ensure safe and secure air transport of people, goods and services.
- Preserve and upgrade the existing airport system.
- Improve integration of airports with nearby communities.
- Provide sufficient public access to airports.

PROGRAM HIGHLIGHTS

Commercial Passenger Service and Air Cargo

According to the FAA, more than 85 million passengers traveled commercially through Illinois airports during calendar year 2012. This includes more than 64 million passengers through O'Hare and more than 18 million passengers through Midway.

Domestic and international cargo volumes are on the rise, reflecting an increased demand for air cargo services. The data below is collected for the top Illinois cargo airports.

| COMMERCIAL AIR CARGO LANDED WEIGHT Calendar Year 2012 (in millions of pounds) | |
|---|--------------|
| O'Hare International Airport - <i>Chicago, IL</i> | 4,555 |
| Chicago/Rockford International Airport <i>Rockford, IL</i> | 822 |
| Peoria International Airport - <i>Peoria, IL</i> | 195 |
| Total Pounds Landed | 5,572 |

| COMMERCIAL PASSENGERS Calendar Year 2012 (in thousands) | |
|---|---------------|
| O'Hare International - <i>Chicago, IL</i> | 64,344 |
| Midway International - <i>Chicago, IL</i> | 18,873 |
| Quad City International - <i>Moline, IL</i> | 793 |
| Central IL Regional Airport <i>Bloomington-Normal, IL</i> | 480 |
| General Downing - Peoria International <i>Peoria, IL</i> | 573 |
| Chicago/Rockford International <i>Rockford, IL</i> | 213 |
| University of Illinois-Willard <i>Champaign, IL</i> | 173 |
| Abraham Lincoln Capital <i>Springfield, IL</i> | 132 |
| Other (Non-Primary) Airports | 70 |
| Total Passengers | 85,651 |

Transportation

State of Illinois

South Suburban Airport (SSA)

The South Suburban Airport (SSA) will be a new commercial airport in Will County. SSA will serve a vital role in the region, providing a convenient and accessible venue for commercial passenger service, cargo operations, and corporate and general aviation services.

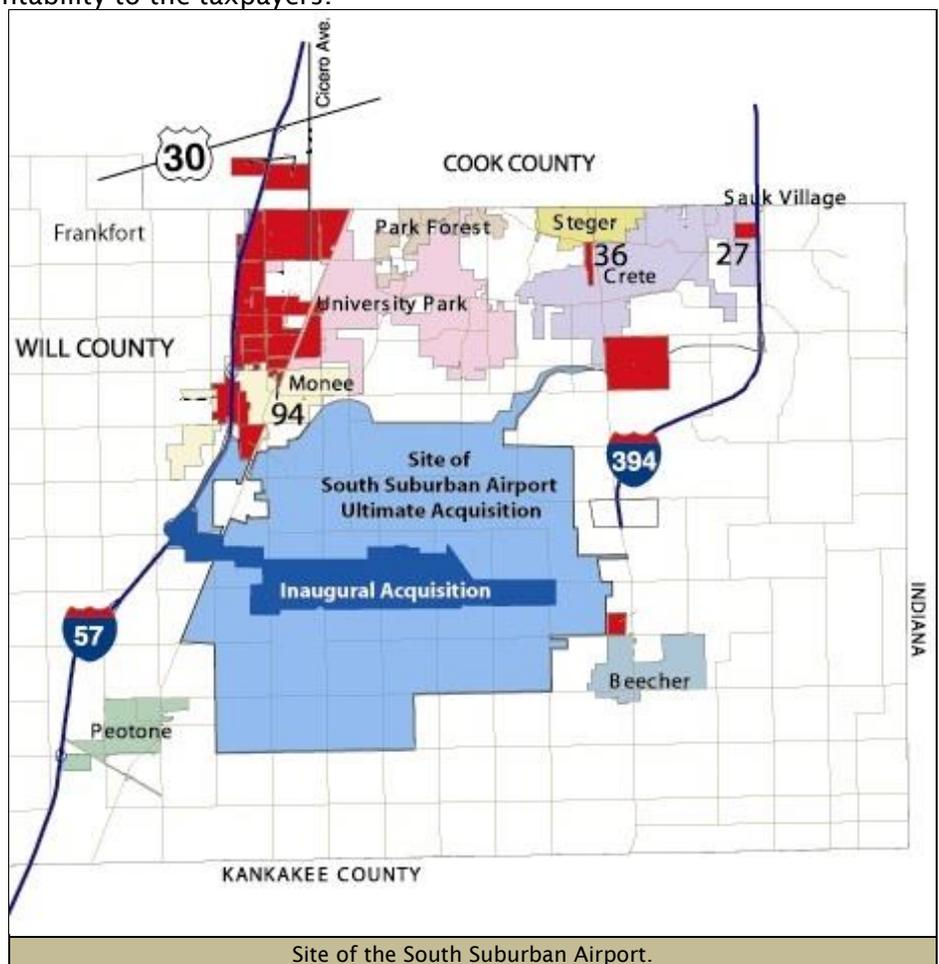
IDOT is producing an Airport Master Plan for FAA review and approval that addresses the construction and operation of the airport. This plan will be used as the basis for the new airport. Additionally, the FAA is preparing a Tier 2 Environmental Impact Study (EIS) for SSA. The current Tier 2 EIS will assess the environmental impacts associated with the construction and operation of the airport.

Land acquisition for SSA is ongoing. The Inaugural Airport site for SSA consists of approximately 5,800 acres, of which 52 percent has been acquired. The airport could potentially encompass over 20,000 acres in the ultimate configuration.

As authorized in the Public-Private Partnerships (P3) for the South Suburban Airport Act, IDOT, as the Airport Sponsor, is determining the suitability of traditional or alternative financing methods. IDOT is evaluating the feasibility of utilizing Innovative Project Delivery Techniques, primarily P3, as a method of developing, financing, and operating SSA. P3 is a cost-effective and time-efficient opportunity while still retaining build quality and accountability to the taxpayers.

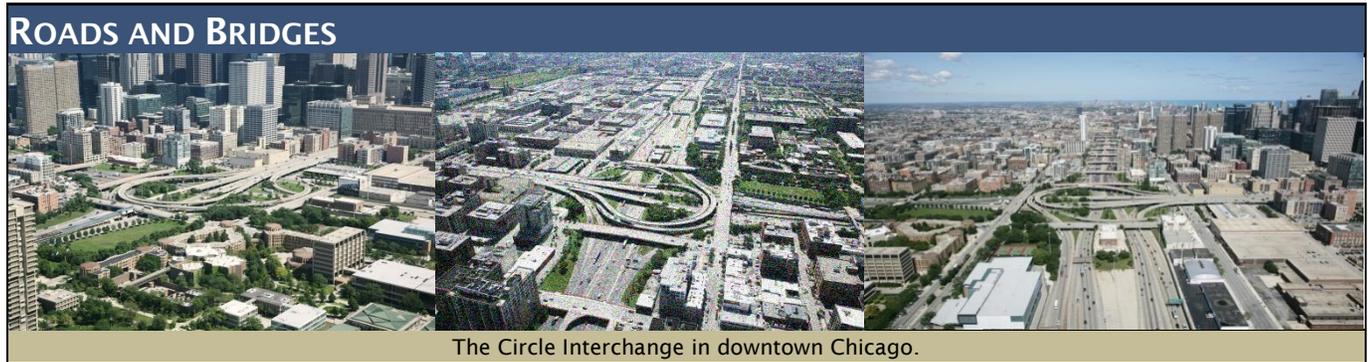
IDOT has initiated a focused Outreach Effort to help inform the public about SSA's latest developments and provide the opportunity for increased Stakeholder involvement.

Will County is one of the largest counties in Illinois and one of the fastest growing in the United States, and SSA will provide the region with needed infrastructure and economic growth opportunities. Thousands of jobs will be created from the construction and operation of SSA.



Transportation

State of Illinois



With three coast-to-coast interstates (I-70, I-80 and I-90) passing through the state, Illinois is located at the heart of the U.S. interstate highway system. In all, 2,169 miles of interstate highway serve Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a nearly 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interchanges located in more than a dozen communities.

The fiscal year 2015-2020 proposed Multi-Year Program (MYP) strategic priorities include preservation and modernization of both the interstate highway system and other marked highways.

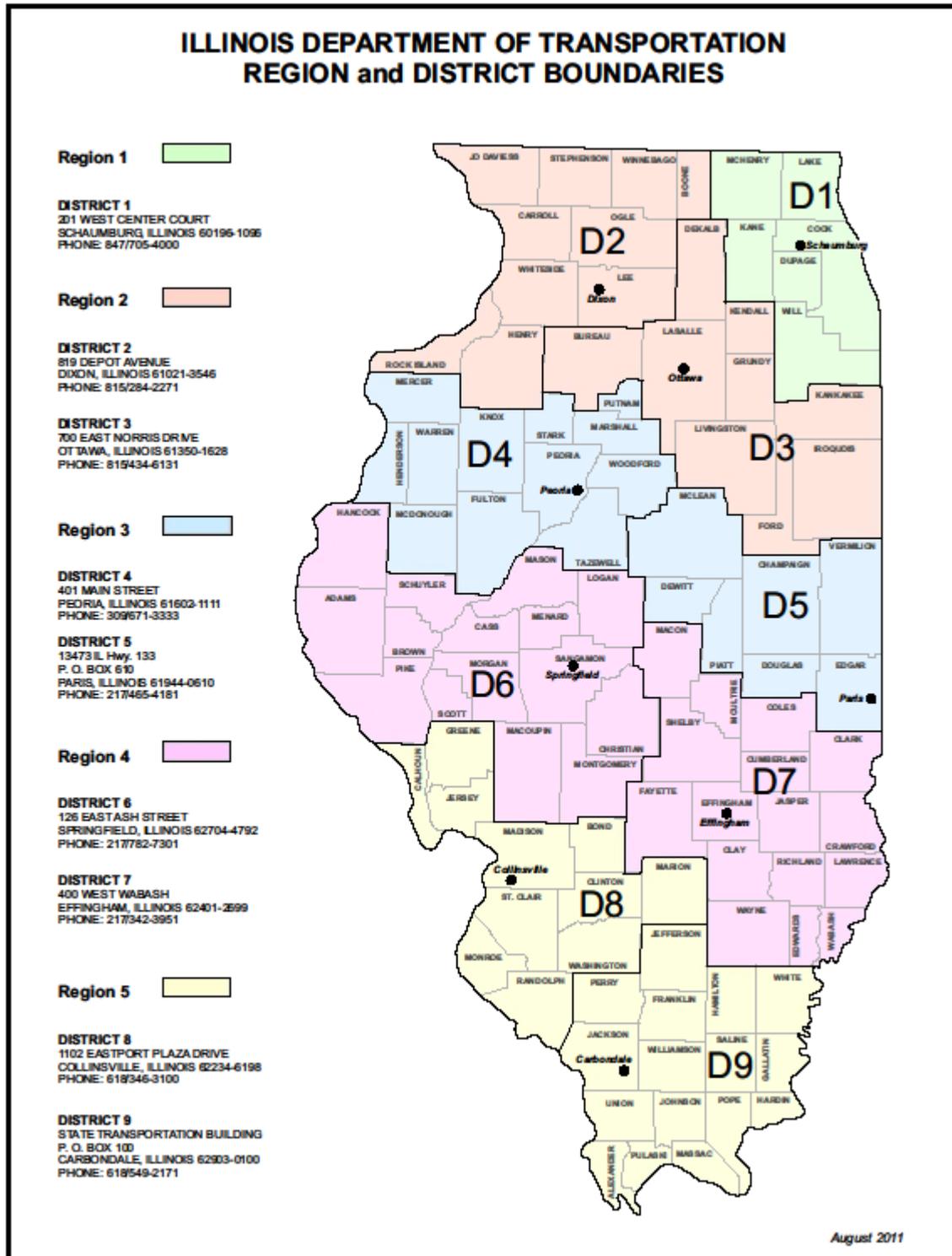
In fiscal year 2013, IDOT improved 661 miles of pavement and 183 bridges while completing 158 road safety improvements in Illinois. Additionally, IDOT awarded a total of \$2.6 billion in highway contracts and obligations including construction, engineering and land acquisition. Through the first half of fiscal year 2014, IDOT improved an additional 310 miles of pavement and 111 structures. In total, IDOT has awarded \$1.1 billion in highway contracts and obligations through the second quarter fiscal year 2014.

IDOT improved the overall bridge condition rating to 93 percent of state bridges in acceptable condition, with the remaining bridges being monitored or scheduled for repairs and rehabilitation. Currently, 2,814 miles, or approximately 18 percent, of IDOT-maintained roads are in need of immediate repair, an increase of 1,390 miles since 2003.



Transportation

State of Illinois



Transportation

State of Illinois

FISCAL YEAR 2015 PROJECT EXAMPLES

REGION 1

New Projects

- Ramp modifications at the existing interchange with U.S. 20 (Lake Street) and IL-59 intended to enhance safety, access, and mobility from the Fox Valley suburbs easterly towards the Elgin O'Hare Expressway (IL-390).
- Reconstruction of the interchange at Barrington Road and I-90 (Jane Addams Memorial Tollway) to provide additional access and enhance emergency vehicle response time. This project represents a partnership with IDOT, the Tollway and the Village of Hoffman Estates.
- Replacement of the bridge carrying Torrence Avenue over the Grand Calumet River, which serves to provide access from I-94 (Bishop Ford Expressway) to the City of Chicago's Manufacturing Campus and the Ford Motor Company's Chicago Assembly Plant.
- Rehabilitation of the existing bridge carrying Western Avenue over the Calumet Sag Channel serving Blue Island and surrounding South Suburban communities.

Continuing Projects

- Bridge replacement and interchange reconstruction on I-90/94 at I-290/Congress Parkway (Circle Interchange). The project involves multiple bridge reconstruction and mainline expressway contracts and will balance the transportation needs of this 40-year old interchange with the multi-modal, pedestrian, bicycle, and aesthetic needs of the community.
- Bridge replacement and intersection improvements at I-90 (Kennedy Expressway) and Cumberland Avenue.
- Bridge replacement, bridge rehabilitation and culvert extension at I-90/94 (Kennedy Expressway) and Ohio Street in Chicago.

REGION 2

New Projects

- Reconstruction of River Drive from 19th Street to 23rd Street in Moline. This is the first contract for the I-74 Mississippi River Bridge replacement.
- Additional lanes and reconstruction along U.S. 34 from IL-47 to Orchard Road west of Oswego.
- Additional lanes and reconstruction with culvert replacements along IL-47 from Caton Farm Road to Sherrill Road.

REGION 3

New Projects

- Rubblization (reducing concrete to rubble on-site and using it as aggregate base) and resurfacing of I-39 northbound from I-55 to north of TR 157A in McLean County.
- Bridge replacement on IL-119 over North Fork of the Vermilion River, 2.0 miles east of IL-1 in Vermilion County.
- Bridge replacement on IL-17 over the Edwards River, 4.6 miles west of Joy in Mercer County.
- Bridge replacement on IL-8 over the Burlington Northern Railroad at Edwards in Peoria County.
- Bridge replacement on IL-89 over the Atchison, Topeka and Santa Fe Railroad and Crow Creek, 4.8 miles south of IL-17 in Marshall County.
- Bridge replacements on I-74 over the Burlington Northern Railroad and Lincoln Street, 0.8 miles south of U.S. 34 at Galesburg.

REGION 4

New Projects

- New construction along IL-99/104 and U.S. 67 including replacement of Illinois River Bridge at Meredosia, resurfacing, turning lanes, retaining wall, sidewalks, median removal, a new bridge carrying Washington Street in Meredosia, and other bridge rehabilitation.
- Resurfacing, patching, drainage and guardrail improvements along I-55 and I-155 from IL-10 west of Lincoln to I-55 Business Loop north of Lincoln.
- Replacement and vertical realignment of bridge carrying IL-78 over Indian Creek, 3.7 miles south of the Cass County Line.
- Replace bridge deck on structure carrying I-55 over I-55 Business Loop and Union Pacific Railroad at Sherman interchange.
- Bridge replacement on IL-133 over the Embarras River, 1.5 miles west of Oakland in Coles County.
- Bridge deck replacement over CR-950E in Cumberland County on I-70, 4.4 miles east of the Effingham County Line.
- Resurfacing of I-70 from the abandoned railroad bridge at Altamont to the Little Wabash River west of Effingham.
- Resurfacing of IL-121/IL-48 (Pershing Road) from University Avenue to 0.2 miles west of 22nd Street in Decatur.
- Resurfacing of IL-128 from the Shelby County Line to U.S. 40 in Effingham and Fayette Counties.

REGION 5

New Projects

- New ramp from eastbound Martin Luther King Bridge to westbound I-55/64/southbound IL-3 in St. Clair County.
- Resurfacing on I-70 from 2.5 miles east of I-55/270 interchange to 0.1 mile west of Prairie Road in Madison County.
- Bridge replacement on IL-157 over St. Clair Avenue, MetroLink and Schoenbeger Creek in St. Clair County.
- Martin Luther King Bridge repairs in East St. Louis.
- Rubblization of the southbound lanes of I-57 from 3.0 miles south of IL-146 to 1.2 miles south of the Union County Line.
- Bridge replacement on IL-127 over Beaucoup Creek in Jackson County.

Transportation

State of Illinois

New Mississippi River Bridge Project

A joint venture with the Missouri Department of Transportation (MoDOT), the New Mississippi River Bridge Project is a \$667 million investment that will change the transportation landscape in two states. The entire project consists of 37 separate construction contracts. Of these, 32



contracts are being administered by IDOT and five contracts are being administered by MoDOT. Design, archaeology and land acquisition began in 2008. Construction began in 2009 and 32 projects have been completed, with the bridge having officially opened in February 2014. The remaining contracts, which are primarily encompass landscaping activities, will be completed by the summer of 2014.

The project scope includes three key features in Illinois.

- The Stan Musial Veterans Memorial Bridge, the new four-lane cable stayed bridge, will carry I-70 traffic from Illinois to Missouri connecting I-70 from the I-55/64/70 interchange on the Illinois side to I-70 near Cass Avenue in Missouri.
- The Tri-Level Interchange is where I-64 and I-55/70 merge. Currently, the three interstates merge and then cross over the Poplar Street Bridge. In preparation for the I-70 connection, this merge area will see many improvements including new ramps to and from the new bridge.
- Reconstruction of I-70 to connect the Tri-Level Interchange with the Mississippi River Bridge. When complete, I-70 will move to this roadway and cross over the new bridge.

In conjunction with the Mississippi River Bridge Project renovations will be done to IL-3 in East St. Louis. IL-3 is being relocated from River Park Road to 2,500 feet north of the road; Missouri Avenue will be moved from the relocated IL-3 about 2,800 feet to the southwest; and a connector road will be built between River Park Drive and the new IL-3 alignment. The new highway and street layout will better accommodate the flow of traffic.

The project has created or supported more than 3,400 jobs with a highly diverse workforce, featuring a 19 percent Disadvantaged Business Enterprise utilization rate. Once complete, these projects will provide congestion relief, improve safety and spur economic development across the region.



The new Stan Musial Veterans Memorial Bridge.

Transportation

State of Illinois

Circle Interchange

The Circle Interchange (I-90/94/290/Congress Parkway) is located in the heart of downtown Chicago, adjacent to the west end of the central business district. The Circle Interchange was built in the late 1950s and early 1960s, during the same time period as construction of the Kennedy Expressway. The Circle Interchange is critical to the nation's transportation system, particularly for freight movement on our Interstate and arterial roadways. Traffic has grown to more than 400,000 vehicles per day, of which 33,000 are trucks; this traffic significantly impacts roadway capacity and levels of service. This volume of traffic has made the Circle Interchange one of the slowest, most congested highway freight bottlenecks in the nation according to the American Transportation Research Institute and the Federal Highway Administration.

Reconstruction of the Circle Interchange will take approximately four years and \$420 million to complete. Over 5,000 local jobs will be supported with this infrastructure investment, with improvements benefiting the people living and working in the region by getting them to and from their destinations more quickly and efficiently. The main features of this reconstruction project include:

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

The ancillary features of this project include nine bridges that will be reconstructed at Taylor, Harrison, Van Buren, Jackson, Adams, Monroe, Halsted, Peoria and Morgan. These new bridges will enhance the multi-modal transportation system of the surrounding street network including bike lanes, wider sidewalks and improved access to transit. Lighting upgrades, traffic signal installation and landscaping will be included as aesthetic features intended to allow the new interchange to fit within the context of the surrounding neighborhoods and the University of Illinois-Chicago campus.



Rendering of the reconstructed Circle Interchange from the northeast.

These improvements will produce a 50 percent reduction in delays which will result in up to five million fewer hours annually of drivers sitting in congested traffic. Reduced idle time will save up to 1.6 million gallons of gasoline annually. It will also save over \$185 million annually in lost work production from delayed travelers. The annual on-road CO2 emissions from the project area will be lowered by one-third from 2012 to 2040.

Transportation

State of Illinois

Illiana Expressway

The Illiana Corridor Study is a bi-state planning effort being conducted jointly by IDOT and the Indiana Department of Transportation (INDOT). IDOT and INDOT expect to complete preliminary engineering and environmental studies in spring 2014 with the completion of the Final Environmental Impact Statement for the project.

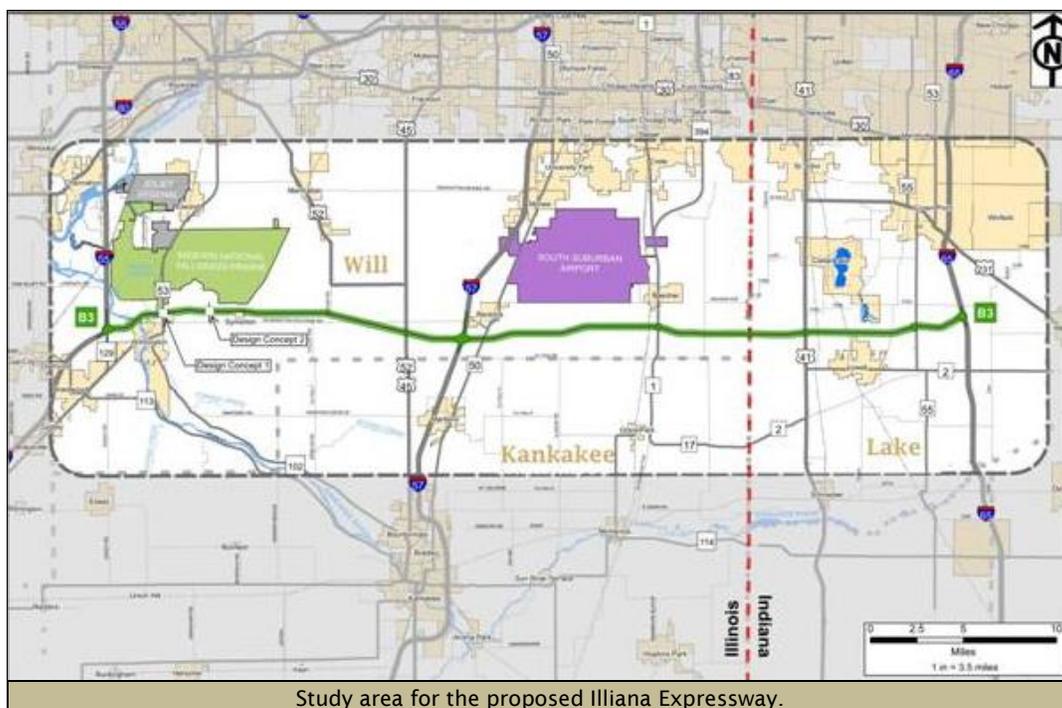
The Illiana Corridor will provide a high-speed east-west connection between northeast Illinois and northwest Indiana. The Illiana Corridor is about 47 miles in length, with 35 miles in Illinois and 12 miles in Indiana. Among the goals for the Illiana Corridor are the invigoration of the Chicago freight hub and the relief of congestion on I-80 and other roads in the south Chicagoland area. Upon completion, the Illiana Corridor will provide improved access to the proposed South Suburban Airport and rail-highway intermodal terminals developing across Will County.

The fiscal year 2015 highway program includes \$52.5 million to continue engineering, to develop utility relocation plans and to begin land acquisition along the corridor.

The Illiana Corridor will be financed using a Public-Private Partnership (P3), and it will be a tolled road. It is anticipated that the P3 agreement will span approximately 35 years, with IDOT and INDOT maintaining ownership of the portion of the facility within their states and leasing it to a private partner.

On November 8, 2013, IDOT issued a Request for Qualifications (RFQ) soliciting potential project proposers for the Illinois portion of the project. Similarly, INDOT and the Indiana Finance Authority issued a RFQ on November 12, 2013 for the Indiana portion of the project. IDOT and INDOT will continue to work together to ensure that the construction schedules for the Illinois and Indiana portions of the project continue at a similar pace.

Construction of the Illinois portion of the Illiana Corridor is expected to cost about \$1.0 billion. A portion of this cost will be paid during construction (targeted to be 2015-2018), with the remainder being financed over the 35 year P3 agreement. The agreement will cover construction as well as the operations and maintenance of the highway. The project is expected to create 9,000 construction jobs and long-term jobs that equate to \$1.3 billion in wages over a 30-year period.



Transportation

State of Illinois

Light Emitting Diode (LED) Lighting

IDOT began retrofitting traffic signals with Light Emitting Diode (LED) bulbs in 2007 and has completed all state controlled intersections. The new seven to ten year replacement cycle upgrades lighting from a one to two year replacement cycle. In addition, IDOT anticipates a 90 percent reduction in energy use. The lower energy usage will result in a reduction of greenhouse gases.

The Illinois Center for Transportation (ICT) at the University of Illinois, has recently completed several research projects on LED technology. An LED highway lighting pilot project on IL-29 in Springfield is scheduled to begin this fall. The department is planning the best way to implement the change-over to LED technology for roadway lighting.



A worker upgrading a light to LED in Crystal Lake.

Transportation

State of Illinois

ILLINOIS DEPARTMENT OF TRANSPORTATION PERFORMANCE MEASURES

| PROJECTED HIGHWAY, TRANSIT, AND RAIL CAPITAL EXPENDITURES, NUMBER OF PROJECTS, AND ESTIMATED JOBS FY 2014-2019 (\$ MILLIONS) | | | | | | | |
|---|---------|---------|---------|---------|---------|---------|------------|
| | FY 2014 | FY 2015 | FY 2016 | FY 2017 | FY 2018 | FY 2019 | FY 2014-19 |
| Highways--RF, SCAF, and Tran A | \$2289 | \$2,316 | \$1,905 | \$1,614 | \$1,500 | \$1,412 | \$10,578 |
| Tran D--Projects and Grants | \$813 | \$782 | \$380 | \$38 | \$20 | \$0 | \$2,033 |
| All Transit and Rail | \$552 | \$595 | \$380 | \$300 | \$250 | \$139 | \$2,216 |
| Total, Highways, Transit and Rail | \$3,654 | \$3,693 | \$2,665 | \$1,952 | \$1,770 | \$1,551 | \$15,285 |
| Number of Projects (estimated) | 934 | 780 | 563 | 481 | 357 | 323 | 3,438 |
| Jobs Created (estimated) | 47,502 | 48,009 | 34,645 | 25,376 | 23,010 | 20,163 | 198,705 |

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Target FY 2015 |
|---|---------|---------|---------|-------------------|----------------|
| Disadvantaged Business Enterprise (DBE) Construction Contract Awards as Percent of Total Awards | 17.0% | 18.5% | 18.9% | 22.8% | 22.8% |
| Percentage of Roads in Acceptable Maintenance Condition | 88% | 85% | 82% | 85% | 85% |
| Percentage of Bridges in Acceptable Maintenance Condition | 92% | 92% | 93% | 93% | 93% |
| Motorist Survey Rating on Maintenance and Traffic Flow | 90% | 90% | 91% | 90% | 90% |
| Percentage of Annual Highway Program Accomplished | 78.7% | 79.5% | 85.2% | 80.0% | 80.0% |
| Commercial Enplanements (passengers in millions) | 42.0 | 42.2 | 42.8 | 43.0 | 43.0 |
| Total Vehicle Miles Traveled on Illinois Highways (billions) | 105.7 | 103.2 | 105.7 | 106 | 107 |
| Percentage Difference Between Programmed Project Cost and Awarded Project Cost | -7.0% | -8.1% | -5.7% | 0.0% | 0.0% |
| Overall Maintenance Cost per Lane Mile of State Highway | \$4,580 | \$3,763 | \$4,360 | \$3,982 | \$4,200 |
| Citizen Usage of IDOT Website for Road Conditions | 12% | 13% | 20% | 30% | 40% |
| Citizen Usage of IDOT Toll-Free Phone Number for Road Conditions | 9% | 7% | 8% | 10% | 10% |
| Total number of Amtrak riders boarding in Illinois (thousands) | 1,750 | 1,824 | 1,821 | 1,900 | 2,000 |
| Northeast Illinois bus and train ridership (millions) | 604.1 | 711.6 | 659.1 | 700.0 | 705.0 |

Transportation

State of Illinois

Move Illinois will improve mobility, relieve congestion, reduce pollution and link economies across Northern Illinois. The capital program has created or sustained up to 9,540 total jobs since January 2012.

| SELECT PROJECTS Calendar Year 2014 Budget (\$ millions) | |
|---|-------|
| Systemwide pavement and bridge repairs and improvement. | 249.2 |
| Reagan Memorial Tollway (I-88) - Design and reconstruction east of York Road and resurfacing between IL 251 and U.S. Route 30 | 10.6 |
| Pavement resurfacing on the Veterans Memorial Tollway (I-355) between I-55 and Army Trail Road | 10.1 |
| Planning studies for the IL 53/120 Project as well as other planning studies | 5.0 |
| Bridge and ramp repairs on the Tri-State Tollway (I-94/I-294/I-80) | 3.9 |

PROGRAM HIGHLIGHTS

Jane Addams Memorial Tollway (I-90)



Newly constructed eastbound lanes on the Jane Addams Memorial Tollway (I-90) near U.S. Route 20.

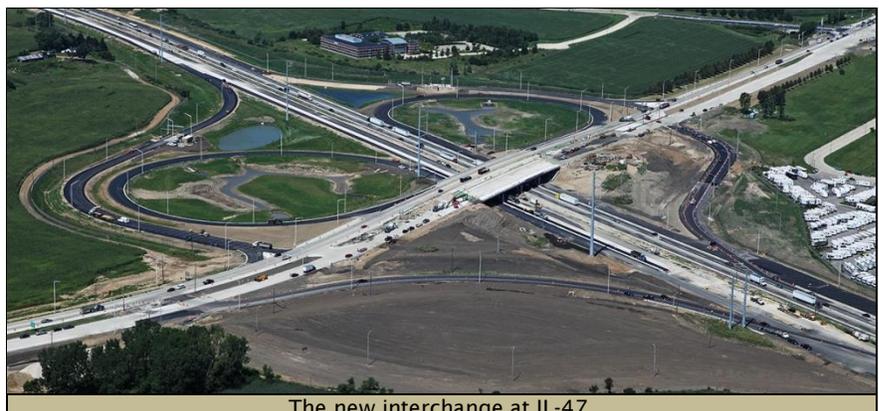
The second year of construction for the Jane Addams Memorial (I-90) Rebuilding and Widening Project will cost \$729.2 million. The project is divided into two segments: the western segment between Rockford and Elgin and the eastern segment between Elgin and Chicago.

The western segment will be rebuilt and widened to provide three lanes in each direction. Work began on the western segment in 2013 by rebuilding the eastbound lanes. Western segment work is scheduled to be completed in 2014 with the reconstruction and widening of westbound lanes.

The eastern segment will be rebuilt and widened to provide four lanes in each direction. In addition, the inside lane and shoulder in both directions will be widened to provide accommodations for future transit options. Work on this segment will begin in 2014 with the

installation of retaining walls and noisewalls as well as utility work to prepare for the start of the mainline reconstruction and widening in 2015.

In 2014, work will begin to reconstruct the Fox River Bridge in Elgin as well as the reconstruction of 11 local crossroad bridges throughout both segments of the I-90 corridor. In addition, the Tollway will improve interchanges at Lee Street and Meacham, Roselle, Barrington, Genoa and Irene roads. Work to reconstruct the Elmhurst Road Interchange on I-90 is also scheduled and will be funded by the Elgin O'Hare Western Access Project.



The new interchange at IL-47.

Transportation

State of Illinois

Elgin O'Hare Western Access Project

The 2014 budget includes \$282.8 million for work on the Elgin O'Hare Western Access Project. Work at the Thorndale Avenue and I-290 Interchange will include construction of a flyover ramp to carry westbound I-290 to westbound Elgin O'Hare Expressway (IL-390). Work in 2014 will also include construction of noisewalls along I-290 and ramp construction at the interchange. On the Elgin O'Hare Expressway (IL-390), bridge work will continue at Rohlwing Road (IL-53). Work scheduled for 2014 includes roadway rehabilitation, reconstruction and widening of the Elgin O'Hare Expressway (IL-390) from Irving Park Road (IL-19) to Rohlwing Road (IL-53).

The 2014 construction is part of a larger \$3.4 billion project. By 2018, the project will include extension of the Elgin O'Hare Expressway (IL-390) to the western edge of O'Hare Airport with improvements along Elmhurst/York Roads. Beyond 2018,

the project will include construction of a new toll road along O'Hare Airport's western edge to connect the Tri-State Tollway (I-294) to the Jane Addams Memorial Tollway (I-90). The project is expected to transform the region's economy, creating up to 65,000 new direct and indirect jobs, save drivers \$145.0 million in fuel costs by 2040, reduce congestion and travel times near the I-290 and Thorndale Avenue interchange, and accommodate three times as many vehicles as current roads.



Illinois Tollway Executive Director Kristi Lafleur, Governor Pat Quinn and Secretary of Transportation Ann Schneider unveil the new roadway designation, IL-390.



Tri-State Tollway (I-294)/I-57 Interchange Project



A steel beam is placed on the ramp connecting northbound I-57 to the northbound Tri-State Tollway (I-294) as a part of the I-294/I-57 Interchange Project.

The Tollway is contributing \$85.7 million to the partnership with IDOT for the construction of a new Tri-State Tollway (I-294)/I-57 Interchange. The first phase of construction will be completed in late 2014. Reconstruction along 147th Street, including new ramps, will also be completed. The new interchange is expected to save \$4.0 million annually in fuel.

Transportation

State of Illinois

Fiscal Year 2015 New Appropriations for Transportation (\$ thousands)

| Capital Classification Name Agency Name | FY 2015 New Appropriations |
|---|-------------------------------|
| Transportation | |
| Department Of Transportation | 2,049,104.0 |
| Downstate Transit Improvement Fund | 30,000.0 |
| Downstate Transit Capital Grants | 30,000.0 |
| Federal Mass Transit Trust Fund | 38,000.0 |
| Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance | 38,000.0 |
| Federal/State/Local Airport Fund | 110,000.0 |
| Statewide - Financial Assistance to Airports (Federal and Local Share) | 110,000.0 |
| Grade Crossing Protection Fund | 39,000.0 |
| Statewide - Installation of Grade Crossing Protection or Grade Separations | 39,000.0 |
| Illiana Expressway Proceeds Fund | 5,000.0 |
| Illiana Expressway Proceeds | 5,000.0 |
| Public-Private Partnerships for Transportation Fund | 5,000.0 |
| Public Private Partnerships for Transportation | 5,000.0 |
| Rail Freight Loan Repayment Fund | 250.0 |
| Statewide - Rail Freight Loan Repayment Program (Federal) | 250.0 |
| Road Fund | 1,080,654.0 |
| Statewide - Apportionment to Counties Under One Million in Population | 21,800.0 |
| Statewide - Apportionment to High Growth Cities | 4,000.0 |
| Statewide - Apportionment to Needy Road Districts And Townships | 10,014.3 |
| Statewide - Disposal of Hazardous Materials | 750.0 |
| Statewide - Maintenance, Traffic and Physical Research/Formal Contract (A) | 36,804.0 |
| Statewide - Maintenance, Traffic and Physical Research/Formal Contract (B) | 13,200.0 |
| Statewide - Motorist Damage to Highway Structures | 5,500.0 |
| Statewide - Permanent Improvements to IDOT Facilities | 12,000.0 |
| Statewide - Road Improvements - Local Share of Road Fund/Road Program | 536,585.7 |
| Statewide - Township Bridges | 15,000.0 |
| Statewide - Transportation and Related Construction | 410,600.0 |
| TIGER V Award for Springfield Rail Improvements | 14,400.0 |
| South Suburban Airport Improvement Fund | 5,000.0 |
| South Suburban Airport Expenses, Including Public-private Partnerships | 5,000.0 |
| State Construction Account Fund | 729,000.0 |
| Statewide - Transportation and Related Construction | 729,000.0 |
| State Rail Freight Loan Repayment Fund | 2,700.0 |
| Statewide - Rail Freight Loan Repayment Program (State) | 2,700.0 |
| Working Capital Revolving Loan Fund | 4,500.0 |
| Disadvantaged Business Revolving Loan Program | 4,500.0 |
| Transportation Total | 2,049,104.0 |
| Transportation Total | 2,049,104.0 |



EDUCATION

Education

PRE-K-12 SCHOOLS



To ease overcrowding, school districts are using 427 temporary classrooms.

The state's Pre-K-12 system supports the children, teachers and administrators of more than 860 school districts. Construction and maintenance of Illinois schools develop a safe and healthy learning environment to foster the academic achievements of young learners and prepare them for success after high school.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|------------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| School Construction | 1,500,000 | 1,089,865 | 842,650 | 619,244 | - |
| School Maintenance | 100,000 | 83,716 | 67,285 | 29,055 | - |
| Technology-Enabled Learning | 75,000 | 75,000 | 75,000 | 75,000 | - |
| Total: | 1,675,000 | 1,248,581 | 984,935 | 723,299 | - |

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

School Construction Grant Program



More than \$5.7 billion is needed for repair and remodeling projects.

The Illinois Jobs Now! program provides for \$1.5 billion for the School Construction Grant Program. Since its inception, the School Construction Grant Program has benefited nearly 600 school districts in every region of the state. The emphasis of the program is placed on projects which alleviate the shortage of classroom space due to population growth or aged buildings.

The School Construction Grant Program has been a successful partnership, using local and state matching funds to build 316 new schools and complete 3,799 renovations and additions.

Education

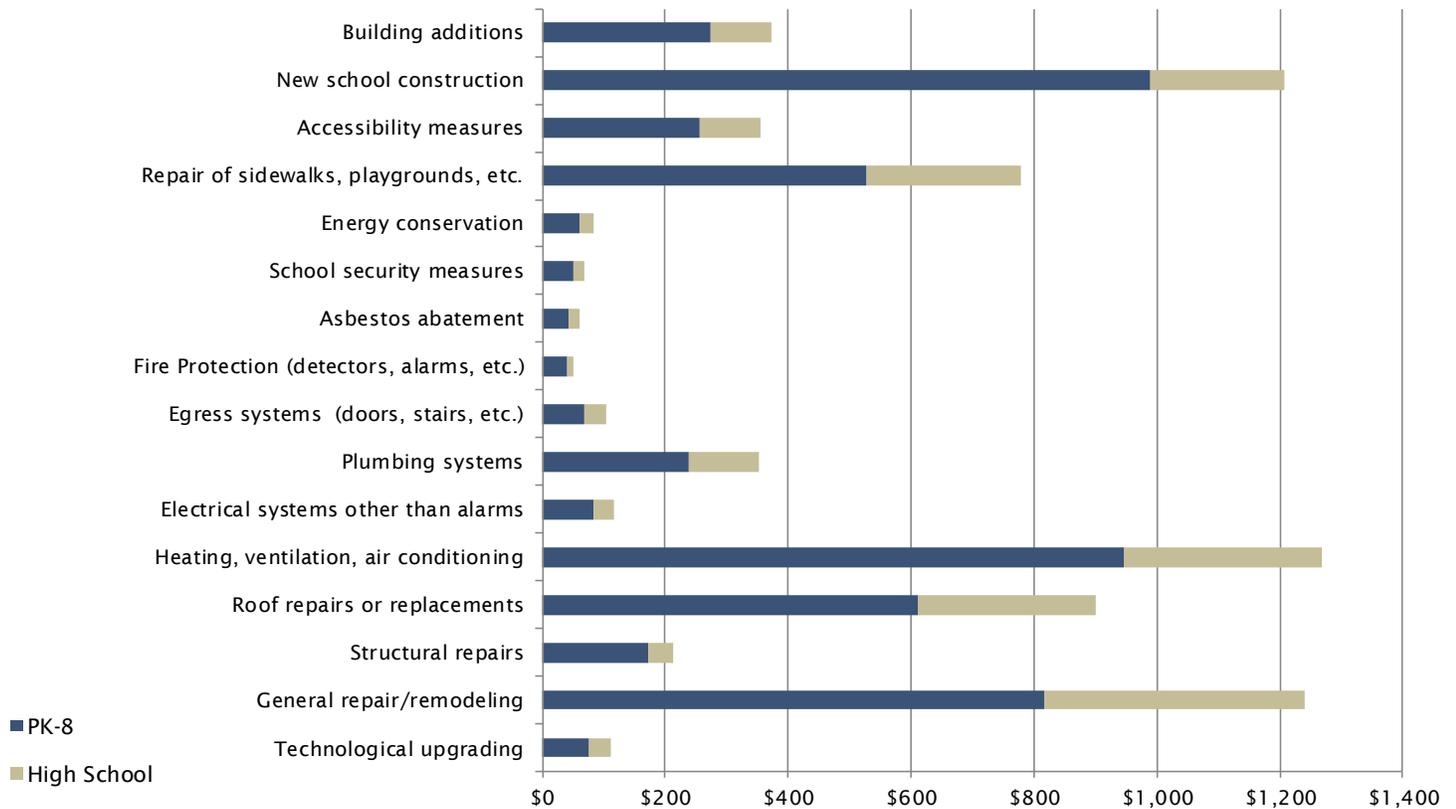
School Maintenance Grants

In August 2013, Governor Quinn announced the release of an additional \$50 million for the School Maintenance Grant Program as a part of the Illinois Jobs Now! program. This grant program is a dollar for dollar state match program providing up to \$50 thousand for the maintenance or upkeep of buildings or structures for educational purposes.

Pre-K-12 Capital Needs Assessment

As part of a biannual assessment in 2012, the Illinois State Board of Education received 385 responses submitted by elementary, secondary and unit school districts. Those districts reported more than \$7 billion in capital needs. These infrastructure needs include general repair work, the construction of 61 new school buildings, 92 building additions and 293 additional classrooms needed for Kindergarten.

Capital Needs Assessment as of January 2014 (\$ millions)



Education

PUBLIC AND PRIVATE UNIVERSITIES



The Electrical and Computer Engineering Building at the University of Illinois Urbana-Champaign is currently under construction with scheduled completion for summer 2014.

Illinois has nine public universities on 12 campuses, 39 community colleges on 48 campuses and 122 private colleges and universities. The state continues to focus on higher education with a long-term goal that 60 percent of Illinoisans have post-secondary qualifications by 2025. This places a special emphasis on the capital needs of the colleges and universities. The funds directed toward these institutions of higher education will ensure a high quality educational experience for students and commit to well-educated workforce.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| New Construction | 447,424 | 324,439 | 283,235 | 263,315 | - |
| Renovation | 316,308 | 227,895 | 202,699 | 164,381 | - |
| Deferred Maintenance for Universities | 62,677 | 58,970 | 52,821 | 46,986 | - |
| Private Universities | 300,000 | 190,000 | 190,000 | - | - |
| Total: | 1,126,408 | 801,303 | 728,755 | 474,682 | - |

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Governors State University (GSU)

The E and F wing construction project at Governors State University consists of renovating 82,000 square feet of vacated and laboratory space. Improvements include upgrading the HVAC, electrical, plumbing, mechanical and lighting systems, replacing fume hoods, casework and safety alarm devices, and purchasing equipment. Additional work includes constructing a 6,500 square-foot second floor in the open atrium of the E and F wings with computer, photography, multimedia and medical technology laboratories and lecture space.

Education

Southern Illinois University Carbondale (SIUC)

This project provides for the construction and the purchase of moveable equipment to complete improvements to the Morris Library. The building renovations include upgrades of mechanical systems, installation of building automation systems, replacement of fire alarms, and replacement of the electrical wiring system including the primary electrical service. The 50,000 square-foot addition to the library will support distance learning, teleconferencing and the use of technology in teaching and research. The space will serve as the center for instruction in library use, for circulating library materials and for 24-hour study.



Southern Illinois University Carbondale -
Morris Library.

University of Illinois at Urbana-Champaign (UIUC)

The Electrical and Computer Engineering department at the University of Illinois at Urbana-Champaign has insufficient, outdated and poor quality space. The construction of the 242,000 square-foot Electrical and Computer Engineering facility will assist in integrating the electrical and engineering programs into one primary facility, improve and expand graduate education, and enhance specialized upper-level undergraduate programs and projects. The facility will include classrooms, laboratories, faculty offices and common areas.

Southern Illinois University Edwardsville (SIUE)



Science Laboratory Building at
Southern Illinois University Edwardsville.

The Science Laboratory Building - West Wing is a part of a two phase renovation project to the entire Science Building Complex. The \$30 million renovation to the existing 107,884 square-foot structure includes completely refurbished classrooms, office spaces, common areas, and research and instructional laboratory space. The growth of programs in the sciences and engineering at Southern Illinois University Edwardsville (SIUE) has placed increasing demands on this aging facility that re-opened to students in the fall semester of 2013. Renovations to the Science Laboratory Building - East Wing are currently underway.

Northern Illinois University (NIU)

The renovation and expansion to the Stevens Building includes constructing a 33,000 square-foot addition to the east side of the building, including an 18,000 square-foot black box theater and support space for the Department of Theater Arts. Additional renovations include upgrading the HVAC, electrical, mechanical and lighting systems; replacing the windows; and demolishing partitions and walls. These improvements will ensure compliance with the Americans with Disabilities Act and will abate asbestos-containing materials.

Education

Independent Colleges Capital Program (ICCAP)

The Independent College Capital Program (ICCAP) was created in 2009 as part of the Illinois Jobs Now! (IJN!) capital program. To date, \$200 million in ICCAP grants has been awarded to 62 private not-for-profit institutions. These grants are used for various capital projects such as classroom improvements, new classrooms and laboratories, and student service facilities. This multi-year grant program uses a distribution formula based on student enrollment and targets quality education and opportunities for growth and learning for all Illinois students.



DePaul University - Arts and Letters Hall.

The construction of the new 115,000 square-foot four-story Academic Building at DePaul University will provide for 48 new state-of-the-art classrooms of varying size and configuration, utilizing the latest in classroom technology. The building will also have student group and quiet study spaces, several seminar and conference rooms, personal computer laboratories, and a digital commons for all students to access. DePaul received \$11.9 million in ICCAP funding to assist in this project.

The University of Chicago received \$8.4 million in ICCAP funds to assist in the construction of highly-specialized, state-of-the-art shared research facilities. The Interdisciplinary Molecular Engineering Research Center (IMERC) will be situated in 52,000 gross square feet of space within the William Eckhardt Research Center. The IMERC will feature high-performance, utility-intensive space with low-noise, low-vibration, low-electromagnetic and temperature-stabilizing characteristics. The overall building project has been designed to achieve a minimum of Leadership in Energy and Environmental Design (LEED) Gold Certification as defined by the United States Green Building Council.



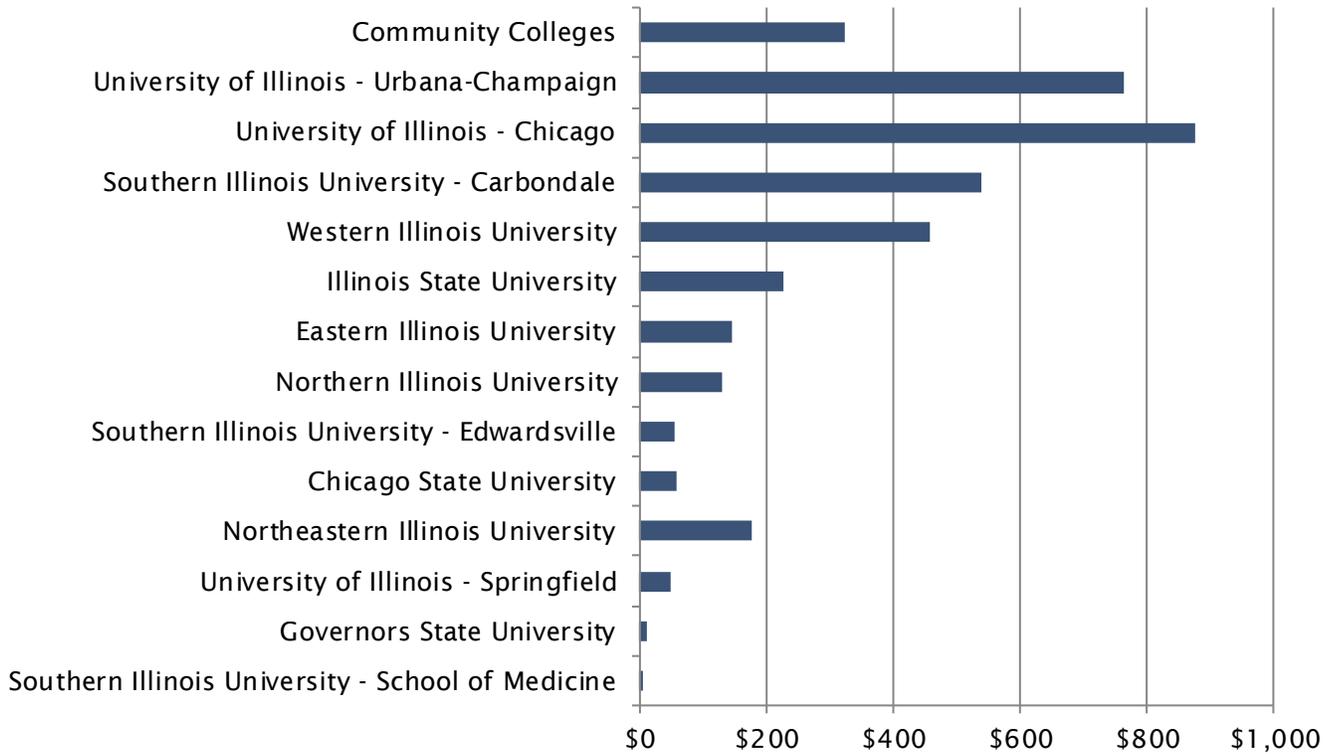
The IMERC is located in the William Eckhardt Center.

Education

Deferred Maintenance

Currently \$555.4 million worth of deferred maintenance work in design or construction exists and \$153.1 million worth of deferred maintenance projects that have been completed. However, Illinois institutions of higher education continue to report deferred maintenance needs which currently total \$3.8 billion. Many schools continue to accumulate a substantial amount of deferred maintenance needs even after having received funding from the Illinois Jobs Now! capital program. The chart below exhibits the ongoing deferred maintenance needs at institutions of higher education.

Deferred Maintenance Needs as of January 2014 (\$ millions)



Education

COMMUNITY COLLEGES



Illinois Valley Community College - Community Technology Center.

Serving nearly one million Illinois residents each year, community colleges play an increasingly critical role in providing accessible, affordable education and workforce training. In an ever-changing marketplace, community colleges have become centers of practical skill-building and an affordable opportunity to meet core curriculum requirements. Funds targeted toward the capital needs of Illinois community colleges ensure that schools continue to assist and transform the modern workforce.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| New Construction | 284,228 | 259,435 | 231,481 | 212,752 | - |
| Renovation | 88,157 | 70,974 | 66,863 | 46,884 | - |
| Deferred Maintenance for Community Colleges | 27,323 | 26,274 | 24,560 | 21,560 | - |
| Total: | 399,708 | 356,682 | 322,904 | 281,197 | - |

Education

PROGRAM HIGHLIGHTS

Illinois Valley Community College

The Community Technology Center is a 76,000 square-foot facility which includes a 12,560 square-foot classroom and laboratory space, 9,798 square feet for offices, and 30,562 square feet for general use and support space. Additional improvements to the facility include additional parking, an entry plaza, and installing landscaping and site lighting. The construction of this facility will better accommodate future student academic and support needs.

Parkland College

Scheduled for completion in spring 2014, Parkland's 113,000 square-foot Student Services Center is the college's response to decades of space problems brought on by enrollment growth. It will increase student success by streamlining registration and student support processes, centralizing all of the services necessary to recruit, admit, orient, advise, register, and assess Parkland students. It will also feature flexible space for individual and group study, student organizations, dining and wellness activities.

Harper College

The Engineering and Technology Center is an 82,150 square-foot building. The renovation of the G and H buildings will include reconfiguring interior spaces for classrooms and laboratories as well as upgrading the mechanical, electrical, plumbing, and HVAC systems. Additional work consists of replacing the lighting and acoustical systems and purchasing moveable equipment. The renovation will better accommodate the increased enrollment and space demands. This addresses the special classroom and laboratory needs of the college's career and technical programs.



Harper College – Engineering and Technology Center.

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**ENVIRONMENT, ENERGY AND
TECHNOLOGY**

Environment, Energy and Technology

DEPARTMENT OF NATURAL RESOURCES



The Chicago South Shore Cultural Center received a \$2.5 million grant through the Park and Recreation Construction Grant Program.

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

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Recreation | 216,000 | 205,259 | 189,511 | 165,556 | - |
| Water Resources | 152,465 | 146,624 | 141,563 | 132,007 | - |
| Conservation | 33,000 | 32,055 | 23,963 | 19,341 | - |
| Total: | 401,465 | 383,939 | 355,037 | 316,904 | - |

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Illinois Dam Removal Initiative

The Illinois Dam Removal Initiative invests nearly \$10 million to remove a total of 18 dams on the Des Plaines, Chicago, Fox and Vermilion rivers. These projects include the Hofmann, Fairbank and Armitage dams in Riverside, removed in 2012. The removal of the Riverside dams is restoring the Des Plaines River to a more free-flowing channel, increasing the diversity of fish and aquatic life, and eliminating undercurrents that are a threat to paddlers and fishing enthusiasts. DNR’s Office of Water Resources is also studying unsafe dams such as the Glen Palmer Dam at Yorkville and the Vermilion Cement Plant Dam at Oglesby for renovation or removal.



Environment, Energy and Technology

Waterway Improvement and Floodplain Management

DNR's Office of Water Resources issues permits for work along Illinois waterways, including Lake Michigan, and assists local officials with floodplain management issues. This effort includes working with the Federal Emergency Management Agency to prepare floodplain maps and coordinate flood mitigation programs. In addition, the office assists local governments in implementing urban flood control projects either independently or in cooperation with federal agencies. These projects improve publicly owned locks and dams, navigation channels and pumping stations, which assure adequate dam safety and maintenance. From fiscal year 2010 to 2014, DNR provided \$60 million, some of which is matched at a ratio of three federal dollars to every dollar the state invests. These investments continue repairs of water control systems, improve floodplain management throughout the state and increase safety at publicly owned dams.

Illinois Conservation Reserve Enhancement Program (CREP)



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

As part of this program, DNR works with the Nature Conservancy, Ducks Unlimited and other contributors to restore wildlife habitats and reduce soil erosion. CREP also benefits the state by bringing in four federal dollars for every dollar the state invests. From fiscal year 2010 to 2014, DNR has provided \$45.9 million for these projects.

Land Acquisition Programs

DNR operates several initiatives dealing with land acquisition, including the Hunter Heritage, Open Lands Trust, Natural Areas, Land and Water Conservation, and Open Space Land Acquisition and Development (OSLAD) programs. Some programs develop recreational trails and boat launch facilities, while OSLAD provides competitive matching grants for development or acquisition of park and recreation facilities. In fiscal year 2013, DNR awarded \$13.9 million in grants from the OSLAD Fund.

Through dedicated resources and Illinois Jobs Now! capital appropriations, DNR will commit nearly \$30 million towards acquisition of critical habitat and public use lands in 2015.

From fiscal year 2010 through 2014, DNR will have acquired an additional over 4,600 acres of habitat and public use lands through Open Lands Trust, Natural Areas, and Habitat funding sources.



Public Museum Capital Grant Program

DNR provides grants to improve public museum facilities and develop new exhibits. These grants assist museums in meeting their educational missions by upgrading or expanding museum facilities. From fiscal year 2010 to 2014, DNR awarded \$30 million in grants to 101 museums throughout the state. Through two grant cycles, numerous projects have been funded through this program, including \$800 thousand for renovation of HVAC systems at the Art Institute of Chicago, \$748 thousand to the DuSable Museum for upgrades to the collections storage and HVAC, lighting and electrical systems, \$77 thousand to the Lincoln Park Zoo to renovate the moat at the Regenstein Center for African Apes, and \$26 thousand to the Kankakee County Museum for renovation of HVAC systems.

Environment, Energy and Technology

Mud to Parks Program



The Mud to Parks program has provided about 10,000 tons of mud for use as a final topsoil cover on the Pekin Landfill.



After only three years, vegetation is well established on the new layer of topsoil and a variety of plants have colonized the area.

The Mud to Parks Program reuses river and lake sediment for site improvement and brownfield reclamation. DNR has a combination of grant projects underway throughout the state. However, the Mud to Parks Program is not limited to parks. The under-utilized sediment can provide economic benefits through innovative reuse, including capping a landfill, reclaiming a strip mine and covering an old industrial site.

To date in fiscal year 2014, DNR has committed \$8.0 million to a variety of projects. Projects initiated through the Mud to Parks Program include \$4.5 million to provide topsoil for redevelopment and reclamation of a U.S. Steel brownfield in south Chicago for a future park. Approximately \$900 thousand in assistance awarded to the Fox Waterway Agency will go toward the adaptive reuse of Fox River sediment in park reclamation. Other project types include approximately \$245 thousand to fund placement of sediment as topsoil cover on an existing landfill near Decatur, allowing for future production of bioenergy crop. Through this program DNR is also providing \$250 thousand for creation of new lowland hardwood habitat planting areas at DNR's Woodford County Conservation Area.

Park and Recreation Construction Grant Program (PARC)

The Park and Recreation Construction (PARC) Grant Program provides grants to renovate existing park infrastructure, buildings and facilities, as well as construct new facilities and purchase land. Through fiscal year 2014, DNR has awarded \$49.2 million in grants for 31 projects funded by Build Illinois Bonds. Projects selected to receive funds through this program include: approximately \$2.5 million to Burbank Park District for construction of a recreation center at Stephenson Park, \$2.5 million to the Chicago Park District for renovation of the South Shore Cultural Center, \$1.8 million to Elgin Park District for renovation of Eastside Recreation Center, \$2.5 million for construction of a new community recreation center in Marion, expansion of the Pavilion Recreation Center through a \$2.5 million grant to the Oak Lawn Park District and \$2.5 million for construction of a new recreation center in the Village of Summit.



Rendering of the Pavilion Recreation Center in Oak Lawn.

Environment, Energy and Technology

DEPARTMENT OF NATURAL RESOURCES PERFORMANCE MEASURES

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Projected FY 2015 |
|---------------------------------------|---------|---------|---------|-------------------|-------------------|
| Number of capital projects | 28 | 22 | 48 | 86 | 131 |
| Capital budget spending (\$ millions) | 42 | 25 | 44 | 64 | 91 |
| Jobs created | 252 | 151 | 265 | 380 | 536 |

Note: Approximately 5 percent of annual funding comes from federal grants.

| Programs (\$ thousands) | FY 2012 | | FY 2013 | | FY 2014 Estimate | | FY 2015 Target | |
|--------------------------------|---------------|--------------|---------------|--------------|------------------|--------------|----------------|--------------|
| | Expended | Jobs created | Expended | Jobs created | Expended | Jobs created | Expended | Jobs created |
| Bike paths | 1,100 | 7 | 1,300 | 8 | 1,100 | 7 | 1,200 | 7 |
| Multi-use trails | 1,300 | 8 | 1,700 | 10 | 1,900 | 12 | 1,700 | 10 |
| Open space | 15,600 | 92 | 17,700 | 105 | 18,500 | 109 | 16,000 | 94 |
| Boat access | 1,400 | 9 | 2,500 | 15 | 3,100 | 19 | 2,800 | 16 |
| Museums | 2,100 | 13 | 4,200 | 25 | 6,400 | 38 | 6,300 | 37 |
| Off-highway vehicle trails | 100 | 1 | 700 | 5 | 900 | 6 | 200 | 1 |
| Snowmobile trails | 200 | 2 | 300 | 2 | 300 | 2 | 200 | 1 |
| Waterfowl habitat improvements | 700 | 5 | 1,000 | 6 | 1,100 | 7 | 1,100 | 6 |
| Conservation reserves | 600 | 4 | 4,800 | 29 | 7,600 | 45 | 5,200 | 31 |
| Flood control | 1,200 | 8 | 4,300 | 26 | 7,600 | 45 | 13,600 | 80 |
| Campground improvements | 200 | 1 | 1,200 | 8 | 3,400 | 20 | 5,900 | 35 |
| Park infrastructure | 0 | 0 | 1,000 | 6 | 3,000 | 18 | 17,500 | 103 |
| Dam and levee safety | 100 | 1 | 1,600 | 10 | 4,700 | 28 | 14,400 | 85 |
| Lodge and concession upgrades | 0 | 0 | 800 | 5 | 2,200 | 13 | 1,300 | 8 |
| Bridge and road repairs | 0 | 0 | 400 | 3 | 1,100 | 7 | 1,500 | 9 |
| Roof and structure repairs | 0 | 0 | 200 | 2 | 600 | 4 | 2,200 | 13 |
| Program totals | 24,600 | 151 | 43,700 | 265 | 63,500 | 380 | 91,100 | 536 |

Environment, Energy and Technology

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY



Constructing a new water treatment plant in Pittsfield.

The Illinois Environmental Protection Agency (IEPA) is charged with protecting, restoring and enhancing the quality of air, land and water resources to benefit current and future generations. Providing affordable capital financing for wastewater and drinking water systems in communities is a key component of that mission.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Wastewater and Drinking Water Revolving Loans | 160,400 | 122,030 | 94,170 | 94,170 | - |
| Leaking Underground Storage Tanks | 75,000 | 43,000 | 43,000 | 43,000 | - |
| Hazardous Waste Cleanup and Remediation | 5,300 | 5,300 | 5,026 | 4,576 | - |
| Total: | 240,700 | 170,330 | 142,196 | 141,746 | - |

Note: Numbers may not add due to rounding.



Trenching for a water main in Taylorville.

Environment, Energy and Technology

PROGRAM HIGHLIGHTS

Clean Water Initiative (CWI)



On October 17, 2012, the 40th anniversary of the federal Clean Water Act, Governor Pat Quinn announced the \$1 billion Clean Water Initiative (CWI) to expand affordable financing for projects in communities across Illinois. Projects such as sewer and wastewater treatment plant upgrades, drinking water treatment plant improvements and aging water main replacements will be possible under this initiative. The second year of CWI continues in fiscal year 2014 with \$745 million in project loans. An additional \$800 million in new appropriation is planned in fiscal year 2015. This funding will help create a better quality of life for Illinois citizens and put people to work across the state. IEPA has launched an expanded outreach effort to make potential beneficiaries aware of the significant increase in funding.

In fiscal year 2014, CWI loans include \$25 million to the City of Chicago for the replacement of water pipes. These significant improvements will benefit the 5.2 million residents served by the system and create about 300 jobs. In Decatur, a \$13 million loan is being used to rehabilitate the sewer system and wastewater treatment plant that serves nearly 90,000 residents and will create 160 jobs. A \$15 million loan to the Rock River Water Reclamation District for new connections, upgrades and repairs to its treatment plant will benefit its 240,000 Rockford area customers and create about 190 jobs.

Illinois Green Infrastructure Grant Program (IGIG)

IEPA intends to issue \$5.0 million in grants to local units of government and other organizations that submit proposals through the Illinois Green Infrastructure Grant Program (IGIG). This will be the fourth fiscal year that these grants have been made available.

Green Infrastructure grants help pay for infrastructure improvements to reduce storm water runoff and other types of water pollution. The program, which allows for the installation of sustainable infrastructure, creates jobs in related industries.



New IGIG projects in fiscal year 2014 include \$1.3 million to the City of Sterling to address storm water runoff at the former Northwestern Steel & Wire site. This project includes building cisterns, rain gardens, porous pavement, green roofs and vegetative filtration with the ultimate goal of making the site an eco-tourism destination along the Rock River.

A \$750 thousand IGIG grant will help fund the Green Not Gray Schoolyard project at Ravenswood Elementary School in Chicago. Model practices such as underground storm water storage, porous pavement, rubberized play areas and track, rain gardens, cisterns, and downspouts will be significant features of in this project.

Environment, Energy and Technology

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY PERFORMANCE MEASURES

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Projected FY 2015 |
|---|---------|---------|-----------|-------------------|-------------------|
| Number of CWI loans: wastewater program | 43 | 31 | 30 | 40 | 40 |
| Number of CWI loans: drinking water program | 29 | 31 | 19 | 40 | 40 |
| Dollar amount of CWI loans: wastewater program (\$ millions) | \$269.4 | \$194.0 | \$384.5 | \$350.0 | \$560.0 |
| Dollar amount of CWI loans: drinking water program (\$ millions) | \$161.7 | \$63.9 | \$61.4 | \$150.0 | \$150.0 |
| Direct population served by CWI loans | NA | NA | 2,335,637 | 7,288,482 | 7,300,000 |
| Savings to municipalities from CWI interest subsidy (\$ millions) | NA | NA | \$29.8 | \$115.7 | \$115.7 |
| Number of jobs created under CWI: wastewater loans* | NA | NA | 6,800 | 16,286 | 16,300 |
| Number of jobs created under CWI: drinking water loans* | NA | NA | 3,636 | 4,275 | 4,300 |
| Feet of installed or lined pipe under CWI: wastewater loans | NA | NA | 128,498 | 372,899 | 375,000 |
| Feet of installed or lined pipe under CWI: drinking water loans | NA | NA | 173,806 | 238,720 | 240,000 |
| Sustainability index: % of CWI funding to sustain existing infrastructure | NA | NA | 52% | 45% | 45% |
| Compliance index: % of CWI funding to achieve compliance objectives | NA | NA | 18% | 28% | 28% |

Note: Historical detail (number and amount of loans) provided for comparison purposes. CWI results begin in FY13.

*Number of jobs created FY13 actual are direct jobs. FY14 and FY15 estimates include both direct and indirect and actuals for those and future years will be recorded accordingly.

Environment, Energy and Technology

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY



The Patriot ethanol plant features a high-capacity automated loading station for both rail cars and trucks.

The Department of Commerce and Economic Opportunity (DCEO) provides grants to enhance the ability of businesses and other entities to operate in environmentally responsible ways. DCEO also supports innovation and spearheads the state's initiatives for developing clean coal technologies.

| Illinois Jobs Now! Bonded Appropriations By Category: | Appropriations (\$ thousands) | | | | |
|---|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
| Coal Development | 44,500 | 22,465 | 27,332 | 25,987 | - |
| Energy | 15,000 | 15,000 | 13,000 | 11,750 | - |
| Technology | 103,000 | 13,000 | 680 | - | - |
| Infrastructure | 15,000 | 10,274 | - | - | - |
| Total: | 177,500 | 60,740 | 41,012 | 37,737 | - |

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Next Generation Biofuels Program

The Next Generation Biofuels Program provides funding for the development and commercialization of the next generation of biofuels production. New technologies are being developed and supported with a goal of improving and supplementing existing technologies at biofuel production facilities. Projects funded by the biofuels program will modify or retrofit existing renewable fuels plants which support the implementation of technologies to increase the efficiency of production.

One of the grants will go to Patriot Biodiesel to build a five million gallon biodiesel production facility adjacent to an existing ethanol facility in Annawan. The existing plant currently processes 40 million bushels of corn annually to produce ethanol. The new plant will use corn oil from the existing plant to produce biodiesel. The objective of the grant is to reduce the energy necessary for production of biofuels by 25 percent. The new plant will also allow for additional production methods that will increase total energy production by 11 percent by manufacturing additional renewable biofuels. By the end of September 2015, Patriot will produce five million gallons of biodiesel and 120 million gallons of ethanol per year.

Environment, Energy and Technology

Conveyor Belt at Lively Grove Mine

The Lively Grove Mine provides coal to the adjacent Prairie State Energy Campus in Washington County. The plant can produce up to 1,600 megawatts of electricity using state-of-the-art equipment. This project included the purchase and installation of 109,000 feet of 48-inch and 43,000 feet of 60-inch fire retardant underground conveyor belt. The conveyor belt is made of superior materials that emphasizes the prevention of ignition and propagation of fires. This new technology will increase the fire resistant capability from one minute to five minutes, resulting in increased miner safety.



The new conveyor belt ready to be installed.

Argonne National Laboratory (ANL)



The Advanced Protein Crystallization Facility at Argonne National Laboratory.

DCEO has partnered with the federal Department of Energy and Argonne National Laboratory (ANL) on numerous projects. One of the projects is the Advanced Protein Crystallization Facility (APCF). The APCF, scheduled to open to researchers in 2014, will be a premier facility for advanced research on the structure and function of proteins found in diverse biological systems. The facility features what will be the most advanced technology for protein experiments in the nation. In addition, the building uses innovative methods to achieve Leadership in Energy and Environmental Design (LEED) certification. Due to space constraints at ANL, the building's positioning created unique challenges to achieve energy efficiency design standards. One of the primary methods used in the building to overcome these challenges is the use of electrochromic glass that can shield the interior from solar heat without compromising lighting and views of the outside. The APCF will result in millions of dollars of investment from the federal government and will create an estimated 550 new permanent jobs.

Environment, Energy and Technology

Fiscal Year 2015 New Appropriations for Environment, Energy and Technology (\$ thousands)

| Capital Classification Name Agency Name | FY 2015 New Appropriations | Green Initiative |
|---|-------------------------------|---------------------|
| Environment | | |
| Department Of Agriculture | 2,612.5 | |
| Partners for Conservation Projects Fund | 2,612.5 | |
| Agriculture - Statewide - Grants to Soil and Water Conservation Districts for Capital Projects | 2,612.5 | |
| Department Of Natural Resources | 57,875.0 | |
| Abandoned Mined Lands Reclamation Council Federal Trust Fund | 6,000.0 | |
| Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response | 6,000.0 | |
| 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 | |
| Federal Title IV Fire Protection Assistance Fund | 325.0 | |
| Statewide - Rural Community Fire Protection Programs | 325.0 | |
| Flood Control Land Lease Fund | 900.0 | |
| Statewide - Disbursements of Federal Flood Control Monies to Counties Received per Act of Congress on September 3, 1954 | 900.0 | |
| Forest Reserve Fund | 500.0 | |
| Statewide - US Forest Service Programs - Provides Pass Through Payments to Counties Containing National Forests in lieu of Property Taxes | 500.0 | |
| Illinois Forestry Development Fund | 925.0 | |
| Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock | 625.0 | |
| Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock | 300.0 | |
| Illinois Habitat Fund | 1,600.0 | |
| Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat and to Promote the Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates | 250.0 | |
| 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 | |
| Purposes of the Illinois Non-Game Wildlife Protection Act | 500.0 | |
| Land and Water Recreation Fund | 2,500.0 | |
| Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government | 2,500.0 | |
| Natural Areas Acquisition Fund | 6,000.0 | |
| Statewide - Acquisition, Preservation and Stewardship of Natural Areas | 6,000.0 | |

Environment, Energy and Technology

Fiscal Year 2015 New Appropriations for Environment, Energy and Technology (\$ thousands)

| Capital Classification Name Agency Name | FY 2015 New Appropriations | Green Initiative |
|--|-------------------------------|---------------------|
| Environment | | |
| Department Of Natural Resources | | |
| Off-Highway Vehicle Trails Fund | 400.0 | |
| Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities That are Open to the Public | 400.0 | |
| Open Space Lands Acquisition and Development Fund | 18,000.0 | |
| Statewide - Related Expenses and Grants to Local Governments and Distressed Communities as Provided in the Open Space Lands Acquisition and Development Act - Funding Assistance up to 50% of Approved Project | 18,000.0 | |
| Park and Conservation Fund | 4,750.0 | |
| Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act | 2,000.0 | |
| Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses | 1,000.0 | |
| Statewide - Program for Acquisition, Development and Maintenance of Public Bike Paths on State Lands and Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects | 750.0 | |
| Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project | 1,000.0 | |
| Plugging and Restoration Fund | 110.0 | |
| Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act | 110.0 | |
| Snowmobile Trail Establishment Fund | 120.0 | |
| Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use | 120.0 | |
| State Boating Act Fund | 2,570.0 | |
| Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses | 150.0 | |
| Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition | 725.0 | |
| Statewide - Boating Infrastructure Grant Program (Big-P) - Federally Supported Program Provides up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities | 75.0 | |
| Statewide - For Multiple Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Program Receives 75% Federal Reimbursement of Costs for Projects | 1,500.0 | |
| Statewide - Snowmobile Trails (Local Government) Grants - up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State | 120.0 | |
| State Furbearer Fund | 100.0 | |
| Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code | 100.0 | |

Environment, Energy and Technology

Fiscal Year 2015 New Appropriations for Environment, Energy and Technology (\$ thousands)

| Capital Classification Name Agency Name | FY 2015 New Appropriations | Green Initiative |
|---|-------------------------------|---------------------|
| Environment | | |
| Department Of Natural Resources | | |
| State Migratory Waterfowl Stamp Fund | 800.0 | |
| Statewide - Migratory Waterfowl Restoration | 250.0 | |
| Statewide - North American Waterfowl Management Plan (Mississippi Flyway) | 250.0 | |
| Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas | 300.0 | |
| 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 | 9,200.0 | |
| North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway | 100.0 | |
| Reallocation of Wildlife and Fish Grant Reimbursement | 7,500.0 | |
| Species of Greatest Conservation Need and Habitat Restoration Grants | 1,500.0 | |
| Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants Per Clean Vessel Act | 100.0 | |
| Illinois Environmental Protection Agency | 815,000.0 | |
| Water Revolving Fund | 815,000.0 | |
| Governor's Clean Water Initiative - Drinking Water Loan Program | 240,000.0 | G |
| Governor's Clean Water Initiative - Wastewater Loan Program | 560,000.0 | G |
| Grants and Contracts to Address Nonpoint Source Water Quality Issues | 15,000.0 | |
| Environment Total | 875,487.5 | |
| Grand Total | 875,487.5 | |

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STATE FACILITIES

State Facilities



Agencies under the governor currently occupy approximately 96 million square feet of space. The facilities are widely diverse and thus require a broad range of maintenance and repairs. Examples of the diversity in types of facilities include office buildings, state fairgrounds, residential care, hospitals, prisons, garages, historical structures and state park lodges.

| Illinois Jobs Now! Bonded Appropriations By User Agency: | Illinois Jobs Now! as Appropriated | FY 2013 Enacted | FY 2014 Enacted | FY 2015 Recommended | FY 2015 Recommended New |
|--|------------------------------------|-----------------|-----------------|---------------------|-------------------------|
| Agriculture | 6,647 | 3,582 | 2,240 | 1,740 | - |
| Architect Of The Capitol | 349,762 | 333,844 | 300,701 | 291,650 | - |
| Attorney General | 1,527 | 1,486 | 1,130 | 845 | - |
| Capital Development Board | 41,274 | 34,064 | 20,623 | 19,609 | - |
| Central Management Services | 29,591 | 25,463 | 12,942 | 8,992 | - |
| Children and Family Services | 7,753 | 7,073 | 2,434 | 1,706 | - |
| Corrections | 29,008 | 20,208 | 14,706 | 13,231 | - |
| Emergency Management Agency | 25,000 | 25,000 | 25,000 | 25,000 | - |
| Historic Preservation | 1,950 | 1,665 | 1,622 | 1,422 | - |
| Human Services | 32,858 | 26,324 | 20,738 | 17,153 | - |
| Juvenile Justice | 2,444 | - | - | - | - |
| Military Affairs | 44,792 | 43,970 | 43,338 | 40,288 | - |
| Natural Resources | 7,164 | 3,806 | 3,380 | 2,982 | - |
| Revenue | 2,911 | 2,758 | 913 | 34 | - |
| Secretary Of State | 6,787 | 5,384 | 4,118 | 3,010 | - |
| State Board Of Education | 10,000 | 410 | - | - | - |
| State Police | 43,250 | 37,223 | 30,046 | 13,536 | - |
| Supreme Court | 14,400 | 13,778 | 13,195 | 5,195 | - |
| Veterans' Affairs | 72,866 | 67,846 | 65,895 | 59,790 | - |
| Total: | 729,984 | 653,884 | 563,020 | 506,182 | - |

Note: Numbers may not add due to rounding.

State Facilities

PROGRAM HIGHLIGHTS

The Illinois Jobs Now! capital plan provided over \$580 million to state facilities for the significant amount of deferred maintenance work needed throughout the state. This work includes replacing leaking roofing systems, life safety improvements, replacing and upgrading fire alarm systems, upgrading HVAC and electrical systems, and providing general improvements to aging buildings. Many of these improvements will provide energy efficiency savings and reduce operating expenses. There is over \$250 million worth of deferred maintenance work in design or construction.

Veterans' Home at Chicago

The Veterans' Home at Chicago will provide a high-quality, modern facility that will meet veterans' needs and improve the quality of their lives. The five-story home will feature single occupancy rooms with private bathrooms and common areas for dining and meeting with visitors. The Veterans' Home at Chicago will also have units that provide special care for individuals with Alzheimer's disease and dementia. The facility will be built to meet Leadership in Energy and Environmental Design (LEED) Silver Certification, a result of its energy-efficient and environmentally-friendly design. The U.S. Department of Veterans Affairs has approved federal reimbursement for up to 65 percent of the eligible construction costs on the project. As much as \$45.8 million of the construction cost could be covered by the federal government.



Energy Savings

The Capital Development Board (CDB) currently oversees approximately 50 projects that meet the requirements of the Green Building Act, which requires LEED certification. There are 29 projects that are slated to receive Silver Certification, two projects slated for Gold Certification and three that are on track for Platinum Certification. LEED checklists are reviewed at various stages of construction and again at completion for all projects. In 2013, five projects were successfully LEED certified: Truman College in Chicago, Joliet Junior College, Western Illinois University-Quad Cities in Moline, Southern Illinois University Carbondale and University of Illinois at Urbana-Champaign.

CDB's green building standards set minimum requirements for energy efficient design and construction for both new and renovated buildings. These requirements impact the energy use and emissions for the life of the building. In addition, CDB completed a study of building benchmarking and labeling. This study showed how using these tools could lead to increased energy efficiency and better building operations which would save the state money as well as reduce our environmental impact. Improving the maintenance of state owned facilities will increase efficiency and lower operational costs. In 2013, Illinois was ranked 10th in the seventh annual edition of the State Energy Efficiency Scorecard released by American Council for an Energy-Efficient Economy.

Illinois State Police Forensic Science Laboratory

The new Illinois State Police Forensic Science Laboratory is a \$40.2 million, 64,000 square-foot facility which will include state-of-the-art space and equipment for crime scene science, drug chemistry, latent prints, firearms and forensic biology/DNA testing. The laboratory will provide much-needed space to house the sophisticated equipment and personnel necessary to perform analytical processes. The new facility will accommodate the increasing demands of data usage and storage, electrical needs and environmental concerns. The facility, with an anticipated completion date of May 2014, will streamline forensic evidence intake as well as the handling and processing work flow. These improvements will allow the Illinois State Police to better serve their constituents.

State Facilities

Supreme Court Building

The renovation of the historic Supreme Court Building, constructed in 1906, includes remodeling of offices and storage and work areas. The project includes restoring historic building elements, removing and replacing HVAC systems and domestic water piping and replacing fire protection systems. Historic preservation of public spaces, courtrooms and library and support spaces are also included in the restoration.

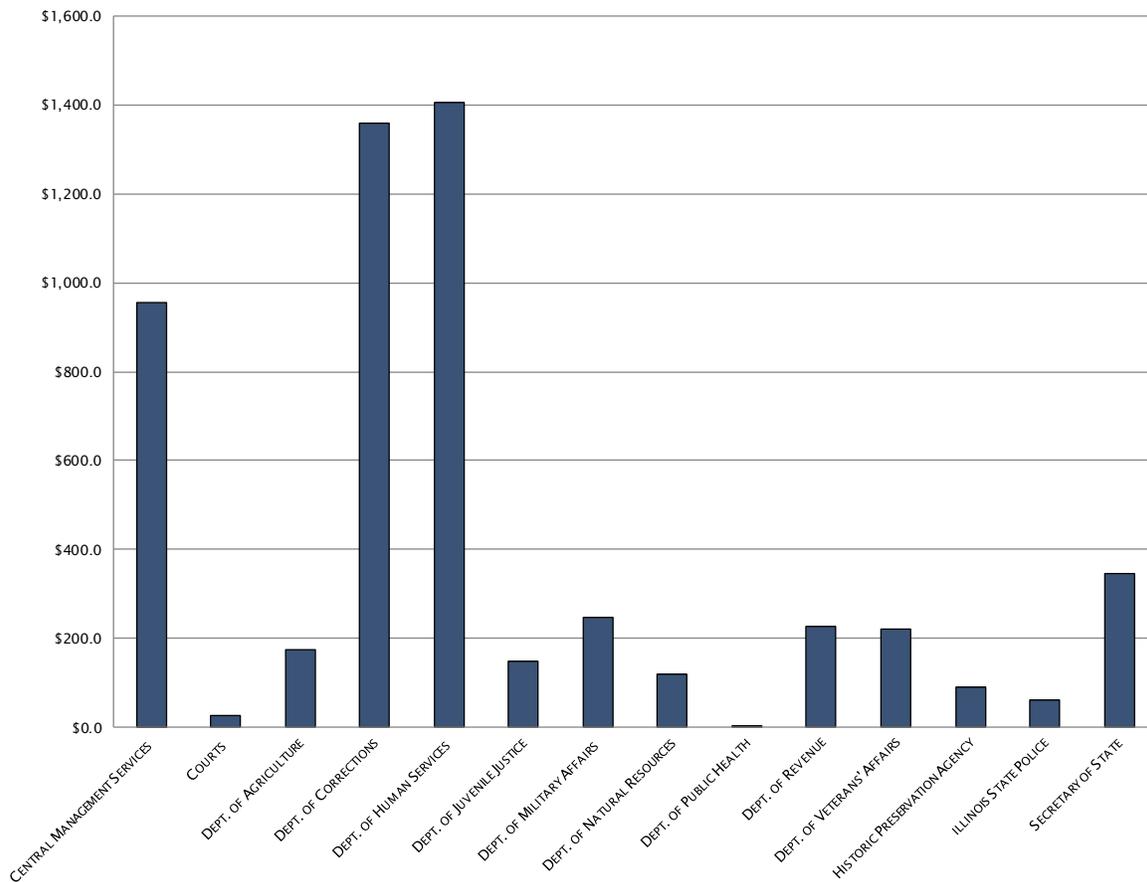
Lincoln’s ChalleNGe Academy

The Illinois Jobs Now! (IJN!) capital plan includes \$38.1 million for the construction of a 30,800 square-foot, two-story educational facility that includes classrooms, computer labs, multi-purpose rooms, medical exam rooms, offices, a library, a photo lab, a print shop and a common area to better support the Lincoln’s ChalleNGe program. The academy will also include the construction of a 19,000 square-foot multi-use auditorium and athletic facility. Additional components of the project include a 20,000 square-foot kitchen and dining facility, a one-story maintenance garage for parking and a 75,000 square-foot co-educational dormitory space.

DEFERRED MAINTENANCE

An assessment of the condition of state facilities, estimates that deferred maintenance in fiscal year 2014 totals approximately \$5.4 billion. Approximately 43 percent of the needed work is to replace deteriorated HVAC, plumbing or electrical systems. Another 30 percent is for improvements and repairs to buildings’ shell elements such as roofs, windows and doors, and meeting new code requirements. The remaining 27 percent is for other various deferred maintenance needs.

STATEWIDE DEFERRED MAINTENANCE (\$ MILLIONS)



State Facilities

CAPITAL DEVELOPMENT BOARD PERFORMANCE MEASURES

| | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Target FY 2015 |
|--|-----------|-----------|-----------|-------------------|----------------|
| Number of capital projects | 329 | 264 | 361 | 365 | 320 |
| Capital budget spending (\$ thousands) | \$128,900 | \$261,500 | \$436,500 | \$440,000 | \$400,000 |
| Jobs created | 903 | 1,830 | 3,074 | 3,099 | 2,817 |

| Performance Metrics | FY 2011 | FY 2012 | FY 2013 | Estimated FY 2014 | Target FY 2015 |
|--|---------|---------|---------|-------------------|----------------|
| Average percent variation from planned schedule - construction phase ¹ | (6.3%) | 7.7% | 14% | 15% | 15% |
| Percentage of labor hours that are performed by minorities or females ² | 14.7% | 14.8% | 13.5% | 15.0% | 15.0% |
| Percentage of projects resulting in CDB taking action to hold Contractors accountable ⁵ - construction phase ³ | 36.4% | 12.3% | 24.0% | 70.0% | 70.0% |
| Percentage of projects resulting in CDB taking action to hold A/E's accountable ⁵ - design phase ⁴ | 38.1% | 46.1% | 40.7% | 70.0% | 70.0% |

1 CDB tracks variations from the planned schedule for capital projects because they have an effect on the project time constraints and overall budget.

2 This metric measures the labor force used on capital projects to ensure that it matches the population in the area and demonstrates an effort to have a diversified labor force.

3 This metric measures CDB's action against poor performing contractors during the construction phase of capital projects.

4 This metric measures CDB's action against poor performing design and engineering firms involved in the design phase of capital projects.

5 Actions can range from acceleration orders to possibly withholding payment.

State Facilities

Fiscal Year 2015 New Appropriations for State Facilities (\$ thousands)

| Capital Classification Name Agency Name | FY 2015 New Appropriations |
|---|-------------------------------|
| State Facilities | |
| Department Of Agriculture | 2,550.0 |
| Agricultural Premium Fund | 2,550.0 |
| DuQuoin State Fairgrounds - Perry County - Various Projects | 750.0 |
| Illinois State Fairgrounds - Springfield - Sangamon County - Various Projects | 1,800.0 |
| Department Of Natural Resources | 20,000.0 |
| Park and Conservation Fund | 20,000.0 |
| Construction and Maintenance of State-owned, Leased and Managed Sites | 20,000.0 |
| State Facilities Total | 22,550.0 |
| State Facilities Total | 22,550.0 |



GLOSSARY

Glossary

American Recovery and Reinvestment Act (ARRA) - The federal government's \$787 billion plan to jump-start the U.S. economy and create jobs. It includes modernizing healthcare, improving schools, building and repairing infrastructure, and investing in the clean energy technologies of the future.

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

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

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 60 percent vote in both houses of the General Assembly is needed.

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

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

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

Brownfield - Land that was previously used for industrial purposes that has low levels of hazardous waste and has the potential to be remediated and redeveloped.

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

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

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

Capital Renewal - Postponed repairs at institutions of higher education.

Conduit Debt - Debt issued by a state agency or public corporation on behalf of a private entity. The public entity does not have any obligation to repay; the debt is assumed by the private entity.

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

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

Deferred Maintenance - Postponed repairs to state facilities and equipment.

Depreciation - The allocation of the deteriorated value of capital assets over time.

Electrochromic Glass - A type of smart glass that is capable of changing its opacity with the application of electrical current to the glass.

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

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

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

Fiscal Year - Illinois state government's fiscal year extends from July 1 to June 30. This is the period during which obligations are incurred and appropriations are expended. The federal government's fiscal year is October 1 through September 30.

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

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

Glossary

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

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

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

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

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

HVAC - Heating, ventilation and air conditioning.

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

Letting - The official publication and invitation for construction bids by the Illinois Department of Transportation's Division of Highways and Division of Aeronautics and the Illinois Department of Natural Resources.

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

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

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

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

Project Labor Agreement (PLA) - A comprehensive pre-hire collective bargaining agreement that is negotiated between a project's owner (for example, a state) and an appropriate labor organization (an area or state building and construction trades council) which sets out the

basic terms and work conditions for that particular project.

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

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

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

Road Fund - Receives Motor Fuel Tax and other transportation-related revenues for use to operate the Department of Transportation and to build and maintain roads, bridges and other transportation facilities.

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

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

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

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

Weatherization - The process of enhancing a building's protection against the effects of wind, moisture and sun with the aim of increasing sustainability and energy efficiency.

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State of Illinois

