



Illinois CAPITAL BUDGET

Fiscal Year 2018

Bruce Rauner, Governor

This Page Intentionally Left Blank



CAPITAL BUDGET

Governor Bruce Rauner

Fiscal Year 2018
July 1, 2017 – June 30, 2018

Illinois State Capital Budget Fiscal Year 2018

This Page Intentionally Left Blank

NOTICE
For Release at 12:00 Noon, Wednesday,
February 15, 2017

There is a total embargo on the budget for fiscal year 2018 until 12:00 noon, Wednesday, February 15, 2017. This prohibition includes references to any and all material in the *Illinois State Capital Budget, Fiscal Year 2018*. There must be no premature release of this document, nor should any of its contents be paraphrased, alluded to, or commented upon prior to 12:00 noon, February 15, 2017.

Scott Harry, Director
Governor's Office of Management and Budget

This page intentionally left blank.



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

February 15, 2017

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

I respectfully submit to you the proposed fiscal year 2018 capital budget.

Illinois has the best location of any state in America. We are a transportation hub for the entire country. As a result, maintaining our state's roads, bridges and transit systems are of critical importance to our state's economy. This proposal includes \$2.2 billion in funding for the Illinois Department of Transportation's road program.

For too long our state's real property assets have been allowed to deteriorate. This plan includes \$550 million to begin to address some of the most critical health and safety needs in our state facilities.

This plan acknowledges that one of the most important components of our state's infrastructure lies in our outdated and uncoordinated technology systems. The current system is antiquated, inefficient and represents a liability risk for the people of Illinois. A total of \$400 million in new bonding is proposed to support a long overdue modernization of our state's technology systems.

And finally, through criminal justice reform, we are building a more rehabilitative correctional system. As a result, this plan provides \$150 million in funding for a secure facility to house and treat inmates with serious mental illnesses.

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

Sincerely,

A handwritten signature in black ink, reading "Bruce Rauner".

Bruce Rauner
Governor, State of Illinois

This Page Intentionally Left Blank

TABLE OF CONTENTS

The Governor's Letter of Transmittal

CHAPTER 1 – READER'S GUIDE TO THE FISCAL YEAR 2018 CAPITAL BUDGET	11
Introduction	13
What is the Capital Budget?.....	13
Why Submit a Separate Capital Budget?.....	13
Differences between Capital and Operating Budgets	14
How is a Capital Budget Created?.....	15
Funding Sources.....	16
Implementing the Capital Budget.....	17
Capital Dollars Are	17
CHAPTER 2 – CAPITAL BUDGET OVERVIEW	19
Fiscal Year 2018 Capital Needs and Recommendations	21
Total Statewide Deferred Maintenance Needs Fiscal Years 2011-2018	24
Exhibit 1: Fiscal Year 2018 Recommended New Capital Appropriations by Agency	25
Exhibit 2: Fiscal Year 2018 Recommended Capital Reappropriations and New Appropriations	26
Exhibit 3: Fiscal Years 2016 – 2018 Capital Appropriations by Agency	27
Exhibit 4: Fiscal Years 2007 – 2018 New Capital Appropriations: Pay-as-You-Go vs. Bonded	28
Exhibit 5: Fiscal Years 2007 – 2018 Capital Appropriations: Pay-as-You-Go vs. Bonded.....	31
Summary Tables	
Table I-A: Direct Capital Appropriations by Agency – All Funds	32
Table I-B: Capital Supplementals to Complete Fiscal Year 2017	34
Table II: Revenues by Source – All Appropriated Capital Funds	35
Table III-A: Road Fund	36
Table III-B: Motor Fuel Tax (MFT) Fund	37
Table IV-A: Appropriated Capital Funds by Fund Group for Fiscal Year 2018.....	38
Table IV-B: Appropriated Capital Funds by Fund for Fiscal Year 2018.....	39
Charts	
Chart 1: Sources of Fiscal Year 2018 New Appropriations.....	41
Chart 2: Uses of Fiscal Year 2018 New Appropriations	42
Chart 3: Sources of Fiscal Year 2018 Reappropriations	43
Chart 4: Uses of Fiscal Year 2018 Reappropriations	44
CHAPTER 3 – AGENCY BUDGET DETAIL	43
Capital Development Board.....	45
Department of Commerce and Economic Opportunity.....	64
Department of Natural Resources	67
Department of Transportation and Illinois State Toll Highway Authority	74
Illinois Environmental Protection Agency.....	104
Other Agencies.....	110
CHAPTER 4 – GLOSSARY	115

This Page Intentionally Left Blank



CHAPTER 1

CAPITAL READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2018

This page intentionally left blank.

Reader's Guide

INTRODUCTION

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

WHAT IS THE CAPITAL BUDGET?

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

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

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

The 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** which allows the public and legislators to see clearly how capital dollars are allocated.
- **Project monitoring** which facilitates tracking and management of projects over multiple fiscal years.
- **Identification of revenue sources** which details revenue streams used to pay for capital projects. These revenue streams are presented in the tables and charts in the Capital Budget Overview chapter.

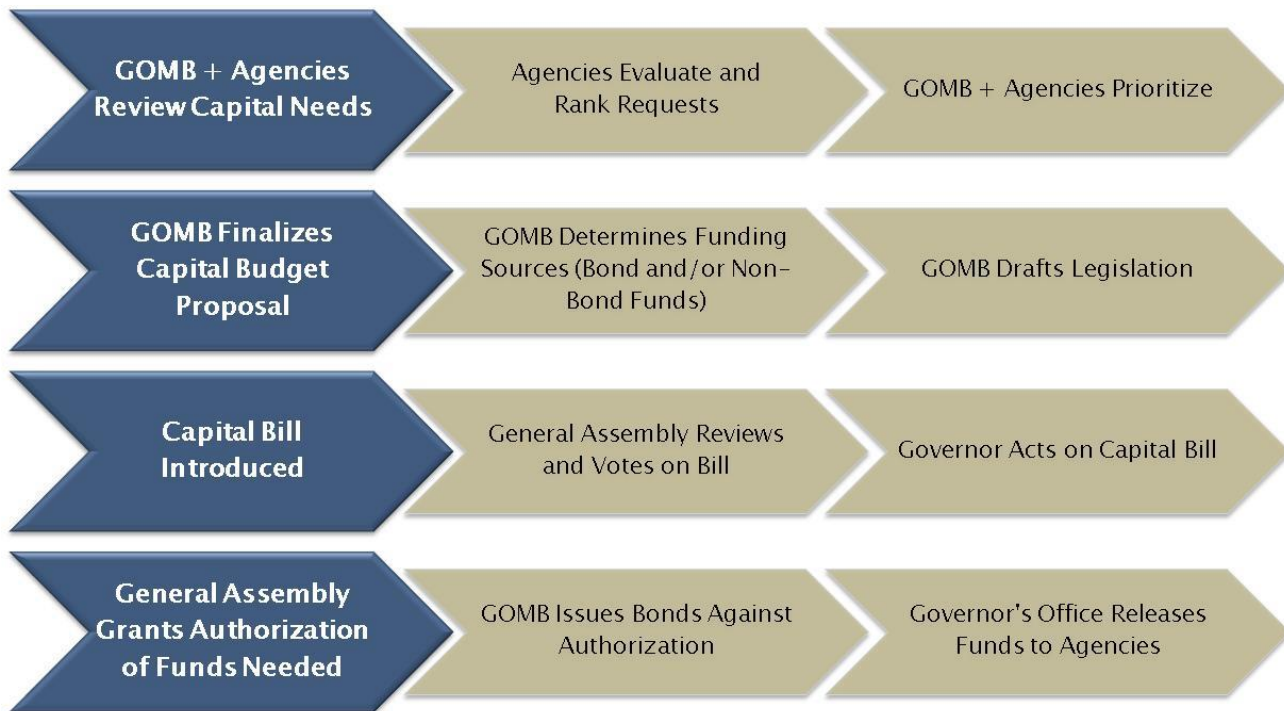
Reader's Guide

DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

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

Reader's Guide

HOW IS A CAPITAL BUDGET CREATED?



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

For improvements to or new construction of state facilities, teams of architects and engineers at CDB verify project scope and cost estimates. CDB also performs technical evaluations of the requested projects based on the following criteria:

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

Reader's Guide

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

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

FUNDING SOURCES

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

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

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

Reader's Guide

IMPLEMENTING THE CAPITAL BUDGET

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

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations continue into the next fiscal year.

AUTHORIZED

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

RELEASED

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

OBLIGATED

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

SPENT

When the Comptroller's Office processes payments.

This Page Intentionally Left Blank



CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2018

This page intentionally left blank.

Capital Budget Overview

FISCAL YEAR 2018 CAPITAL NEEDS AND RECOMMENDATIONS

Major New Capital Initiatives

Project Description	Amount (\$ millions)
General Obligation Bonds	
CDB - General Statewide Deferred Maintenance	150.0
CDB - New Facility for <i>Rasho</i>	150.0
CDB - Ongoing <i>Rasho</i> Renovations	22.0
CDB - Statewide Lead Abatement Program - Grants to Schools	50.0
DoIT - ERP and IT	400.0
DMA - Seed Money for Revolving Construction Fund	5.0
Build Illinois Bonds	
CDB - General Statewide Deferred Maintenance	400.0
DNR - Completion of Awarded PARC Grants	35.0
DPH - Statewide Lead Abatement Program - CLEAR-Win	30.0
Pay-as-you-go Resources	
CDB - Federal Reimbursement	10.0
DMA - Revolving Construction Fund	50.0
Total	1,302.0

The fiscal year 2018 recommended capital budget includes five major initiatives:

- Statewide Lead Initiative
- Divestment of the James R. Thompson Center
- Transportation
- Information Technology and Enterprise Resource Planning (ERP)
- Deferred Maintenance

Statewide Lead Initiative

The water crisis in Flint, Michigan provided a national reawakening to the dangers of lead in water. Illinois is taking action to protect its citizens. The Governor’s fiscal year 2018 capital budget introduces a new comprehensive, multi-agency, statewide program to continue addressing the dangers of lead.

Historically, lead has been used in a variety of applications nationwide. The most notable uses have been in paints, gasoline and pipes. Lead was once used as an additive in paint for durability. Despite the dangers of lead used in paint in the late 19th and early 20th centuries, the United States did not ban lead in paint until 1978. Leaded gasoline burned more consistently than unleaded gasoline, which contributed to its widespread use despite the potential health effects. Lead resists leakage better than other materials, which made it desirable to use in pipes. The use of lead in gasoline and new pipes was banned in 1996 and 1986, respectively.

The dangers of lead are most severe for our youngest citizens. Childhood lead levels can cause severe neurodevelopmental damage. There is extensive research that shows a strong relationship between elevated blood lead levels and a loss of IQ points. The damage of childhood lead exposure is permanent and will affect a person for the rest of his or her life. While the dangers of leaded gasoline are now gone, the dangers of existing lead pipes and lead paint persist.

Capital Budget Overview



Though there is no substitute for testing for lead paint, it can sometimes be identified by a distinct square or rectangular shaped "alligator" pattern shown here.

While lead paint has been outlawed, there are still homes statewide built before 1978 that contain lead paint. Most childhood ingestion of lead is not through eating paint chips, which children are drawn to because of its sweet taste, but through airborne lead dust from deteriorating paint. Homes built prior to 1940 present the highest risk. Low income homeowners may not have the resources necessary to properly rid their homes of lead paint. One prong of the Statewide Lead Initiative is to resurrect and expand CLEAR-Win, a Department of Public Health program, which last made a grant in fiscal year 2014. The program helps homeowners replace windows tainted with lead paint to reduce levels of lead in the home. This program has already benefitted children in Chicago's Englewood and West Englewood neighborhoods as well as in Peoria. This resource will now be offered statewide and also will be available for abatement of lead in paint and pipes.



Stone Elementary in Addison acted quickly to replace a drinking fountain that tested at lead levels over 200 times the federal safety threshold, according to the *Daily Herald*

While a parent may be able to keep a child safe in the home, public schools may be exposed to lead dangers in the plumbing that serves the young learners inside. For example, the City of Chicago used lead in pipes for service lines to buildings until 1986. In January 2017, Governor Rauner signed into law new regulations that call for testing of water in schools for lead. While public water systems, like Chicago's, have taken steps to mitigate the dangers of lead leaching into drinking water, lead at any level may not be safe for young students. A second prong of the Statewide Lead Initiative will allow schools to take advantage of the lead testing and apply for grants to help alleviate some of the financial burden of replacing lead pipes inside buildings.



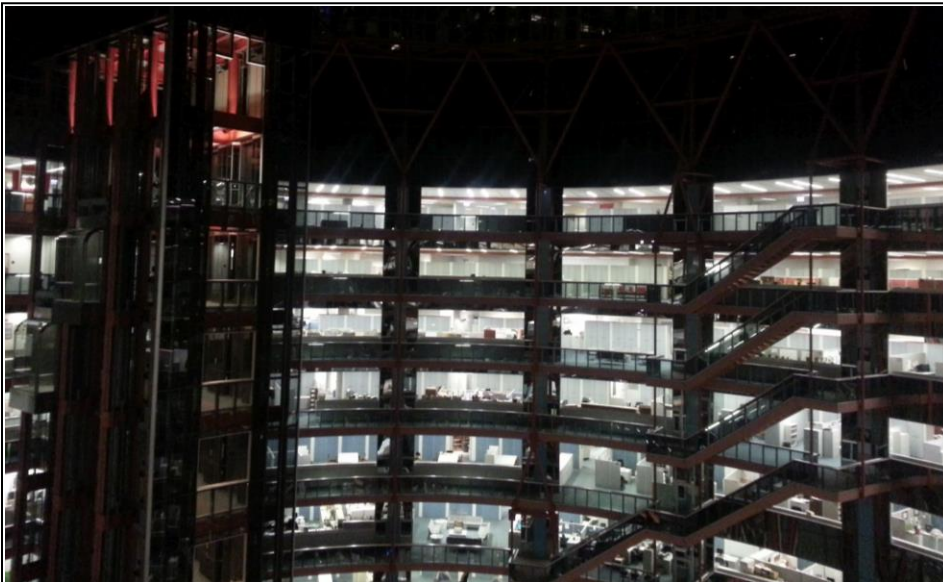
Cross section of a typical lead service line

While lead can be removed from a home under CLEAR-Win and lead can be removed from a school's pipes, children are still exposed to the possibility of lead leaching into the water in their homes from service lines that run from a water main to the building. Those service lines are typically the responsibility of the utility company up to the edge of properties, and then become the property owner's responsibility from the property line to the home or building. The third prong of the comprehensive program addresses lead pipe dangers. Legislation has been enacted that enables the Illinois Environmental Protection Agency (IEPA) to expand its Drinking Water Revolving Loan Program to offer low-interest loans for lead abatement. With the help of these loans, communities will be able to reduce the cost of replacing existing lead service lines with lead-free pipe.

This new comprehensive program can make Illinois a national leader in lead abatement. The Statewide Lead Initiative will help to protect vulnerable young Illinoisans and give them better opportunities for a lasting quality of life.

Capital Budget Overview

Divestment of the James R. Thompson Center



The top of the interior of the atrium at the Helmut Jahn designed Thompson Center Central Management Services - James R. Thompson Center - Chicago

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

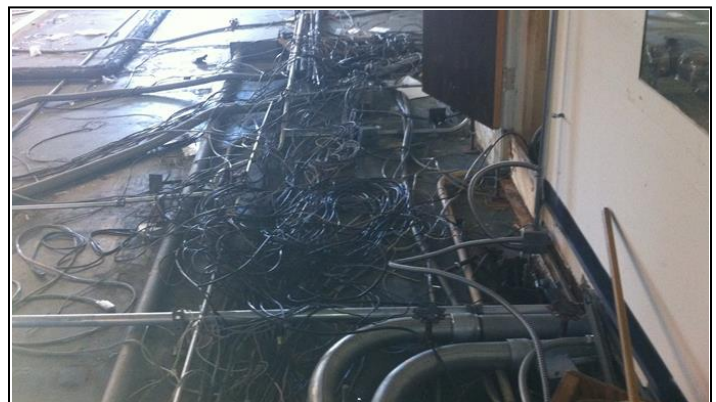
Transportation

The Illinois Department of Transportation (IDOT) has proposed a \$2.2 billion pay-as-you-go road program annual element for fiscal year 2018, one of the largest in history. The department is undertaking a number of major projects, including some of national significance.

In fiscal year 2016, IDOT improved 878 miles of pavement, 138 bridges, and made 202 safety and traffic improvements. IDOT awarded nearly \$1.9 billion in highway contracts and obligations including construction, engineering and land acquisition. Through the first half of fiscal year 2017, IDOT improved an additional 198 miles of pavement, 61 bridges, and made 50 safety and traffic improvements.

Information Technology and Enterprise Resource Planning (ERP)

Capital funding is recommended for Enterprise Resource Planning (ERP), which is a planned single statewide technology system for financial reporting, project management, grant management, procurement, cash management and human resources. Once implemented, ERP will make state government significantly more efficient and save millions of dollars each year. Complete implementation of ERP will bring Illinois back to a level that is competitive with other states. ERP will enable Illinois to be transparent, efficiently manage state government functions and reduce redundancy in information technology (IT) systems. ERP also provides a path to timely financial reporting and audits that are clean of findings related to outdated IT infrastructure. ERP



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

is estimated to cost \$250 million over five to six years. The recommended budget includes full bonded funding for ERP as well as an additional \$150 million for other information technology projects. This represents the largest capital investment in information technology in the state's history.

Capital Budget Overview

Deferred Maintenance

Agencies under the Governor occupy approximately 101 million square feet of space owned by the state. The diversity of these facilities is significant, including office buildings, hospitals, state fairgrounds, laboratories, prisons, residential-care facilities, garages for heavy construction equipment, state park lodges and historic structures. Critical repairs needed at many state-owned facilities have long been delayed by the state. Postponed repairs to state facilities and equipment is categorized as deferred maintenance.

The estimated deferred maintenance for state facilities totals \$7 billion.

The fiscal year 2018 budget includes recommendations for a total of \$787 million for deferred maintenance purposes, funded as shown below:

Project Description	Amount (\$ millions)
General Obligation Bonds	
CDB - General Statewide Deferred Maintenance	150.0
CDB - New Facility for <i>Rasho</i>	150.0
CDB - Ongoing <i>Rasho</i> Renovations	22.0
DMA - Seed Money for Revolving Construction Fund	5.0
Build Illinois Bonds	
CDB - General Statewide Deferred Maintenance	400.0
Pay-as-you-go Resources	
DMA - Revolving Construction Fund	50.0
CDB - Federal Reimbursement	10.0
Total	787.0

The fiscal year 2018 budget includes a request for deferred maintenance to be funded from all three of the state’s major sources of capital funding: General Obligation Bonds, Build Illinois Bonds and pay-as-you-go resources. This plan will leverage the Build Illinois Bond Program, which is rated “AAA” by S&P Global Ratings, to achieve lower costs of financing. A General Obligation Bond appropriation is recommended in the amount of \$150 million for a new correctional facility that can fulfill the need for an inpatient level of care for inmates who must be housed in a hospital-like setting necessary for seriously mentally ill inmates pursuant to the *Rasho v. Walker* litigation settlement. A separate appropriation is recommended in the amount of \$22 million to complete ongoing renovations for inmate care. The Department of Military Affairs (DMA) is proposing an innovative new way to maximize federal funding by developing a revolving construction fund. The Capital Development Board (CDB) has a similar proposal using existing pay-as-you-go resources.

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

Capital Budget Overview



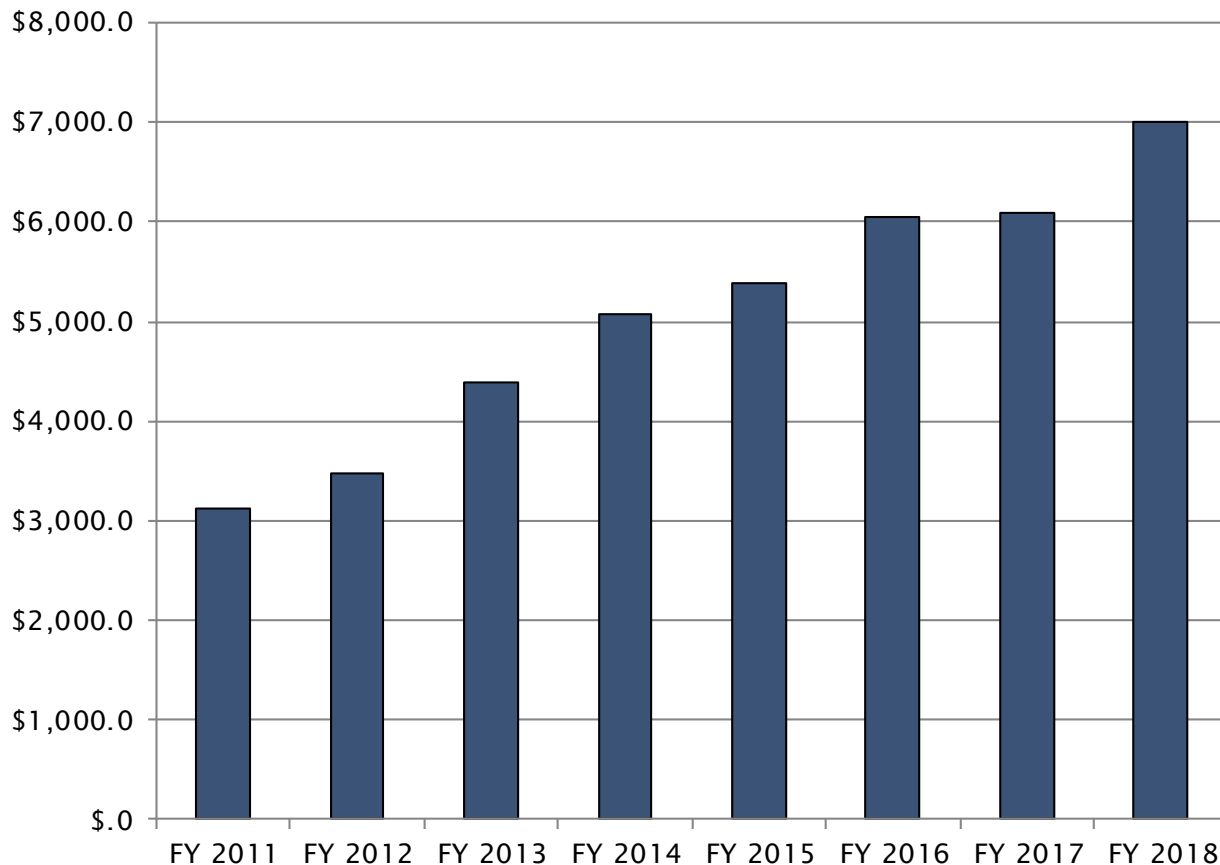
Four examples of severe deferred maintenance emergencies at state facilities:

- Top left: Cabin at Pere Marquette State Park that was condemned due to a deteriorated roof
- Top right: Several inches of standing water flooded the lower levels of Pontiac Correctional Center when a pipe for fire suppression sprinklers burst
- Bottom left: Plastic sheeting has been rigged with a garbage can to collect rainwater flowing into the shift commander's office at Sheridan Correctional Center
- Bottom right: A structural element supporting the second level of an employee parking garage at the Capitol Complex shows signs of fatigue

Capital Budget Overview

The chart below shows the growth of estimated deferred maintenance needs for state facilities. Since fiscal year 2011, deferred maintenance needs have grown an average of \$550 million per year. The Governor is again recommending a capital budget to take meaningful steps toward stemming the growth of deferred maintenance needs and reducing the backlog of projects.

TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2011-2018 (\$ MILLIONS)



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

CDB would prioritize new deferred maintenance capital appropriations for projects at facilities that house people continuously. This would include the facilities operated by the departments of Human Services, Veterans' Affairs, Juvenile Justice and Corrections. CDB will pursue prioritized projects at these 24/7 facilities including:

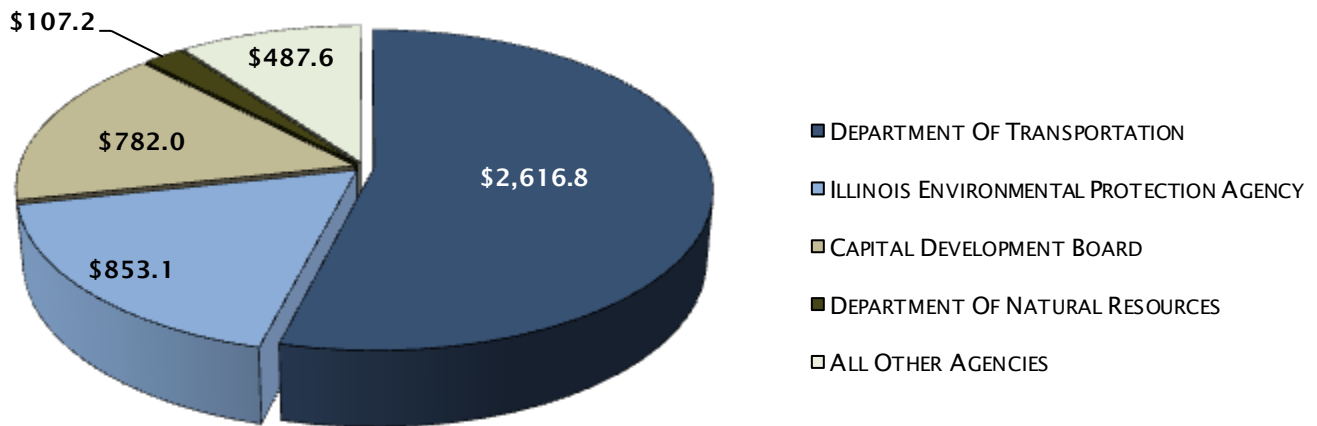
- **Roof Repair, Roof Replacement, Windows** – Addressing roofing and window issues will stop water infiltration into the buildings and protect the interior and integrity of buildings.
- **Health Safety and Code Compliance** – Projects to address safety and code violation issues are important. These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

Capital Budget Overview

FISCAL YEAR 2018 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Fifty-four percent of the new capital requests are for IDOT’s multi-year, multi-modal transportation improvement program, funded largely by the Motor Fuel Tax and vehicle registration fees. Approximately 20 percent of new capital requests are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency. The remaining recommended new appropriations include \$782 million to CDB for state facilities and school grants for lead abatement, \$400 million to the Department of Innovation and Technology (DoIT) for information technology, and \$87.6 million in recommended appropriations to other agencies.

EXHIBIT 1 (\$ MILLIONS)



New Capital Appropriations by Agency (\$ millions)	
Department Of Transportation	2,616.8
Illinois Environmental Protection Agency	853.1
Capital Development Board	782.0
Department Of Natural Resources	107.2
All Other Agencies	487.6
Total New Appropriations	4,846.6

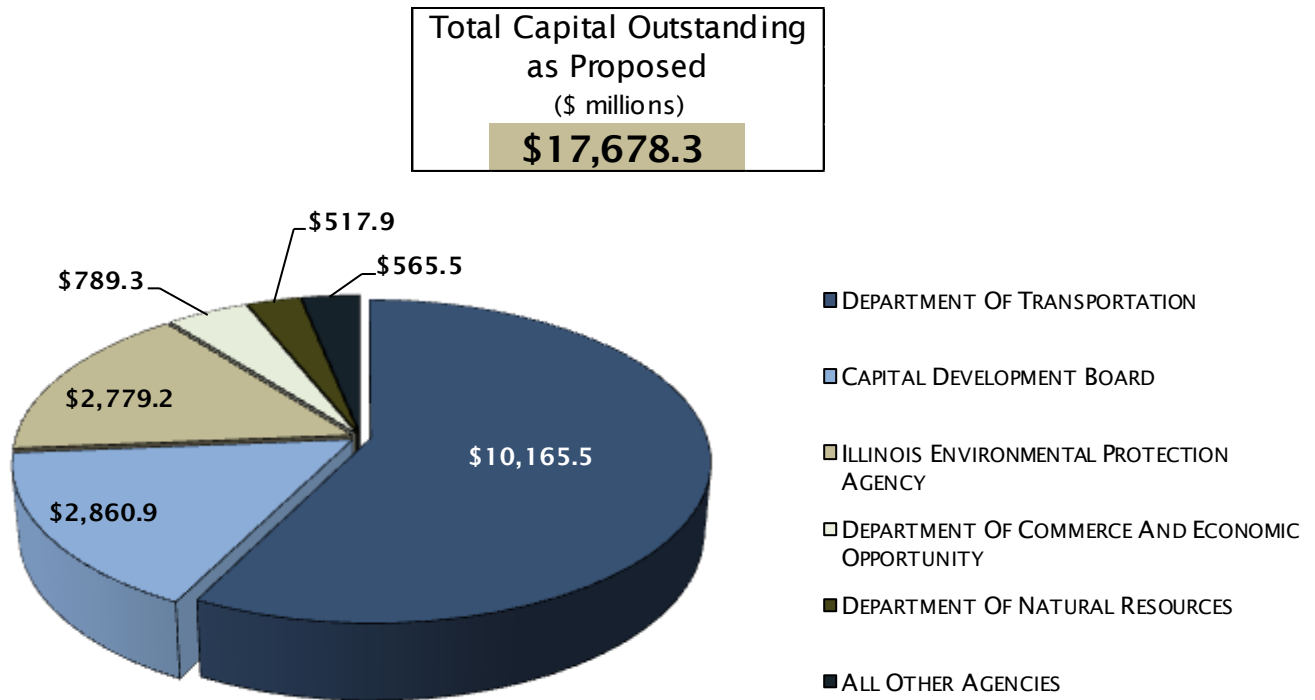
Note: Figures may not add due to rounding.

Capital Budget Overview

FISCAL YEAR 2018 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

Exhibit 2 depicts the total outstanding reappropriations (\$12.8 billion) and the recommended new appropriations (\$4.8 billion) by agency. The chart aggregates bonded and pay-as-you-go capital; the table shows the breakout of the two categories.

EXHIBIT 2 (\$ MILLIONS)



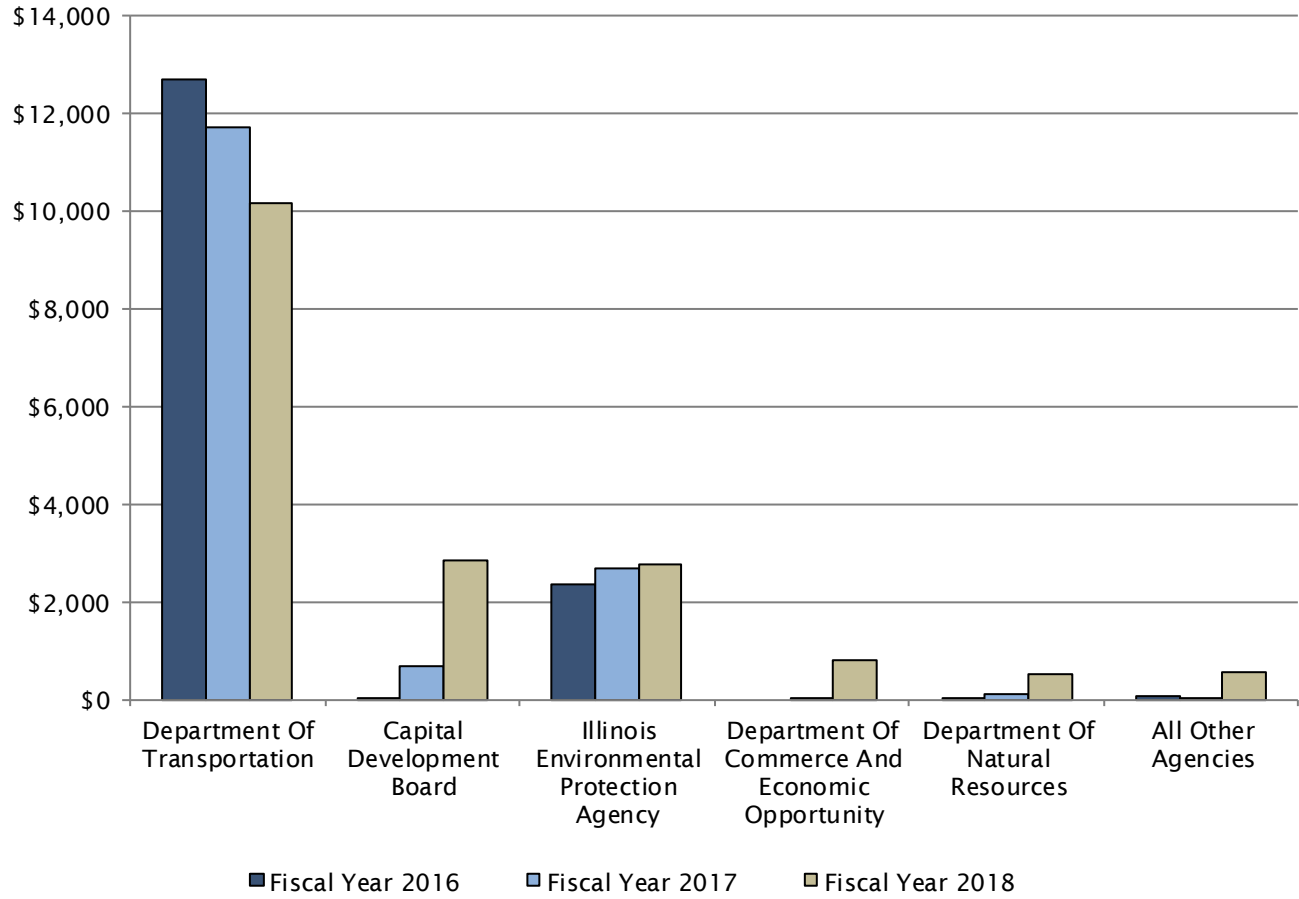
Agency (\$ millions)	Bonded	Pay-as-you-go	Total
Department Of Transportation	2,638.0	7,527.5	10,165.5
New Appropriations	-	2,616.8	2,616.8
Reappropriations	2,638.0	4,910.7	7,548.7
Capital Development Board	2,850.8	10.1	2,860.9
New Appropriations	772.0	10.0	782.0
Reappropriations	2,078.8	0.1	2,078.9
Illinois Environmental Protection Agency	135.2	2,644.0	2,779.2
New Appropriations	21.1	832.0	853.1
Reappropriations	114.1	1,812.0	1,926.1
Department Of Commerce And Economic Opportunity	788.3	1.0	789.3
New Appropriations	-	-	-
Reappropriations	788.3	1.0	789.3
Department Of Natural Resources	247.1	270.8	517.9
New Appropriations	35.0	72.2	107.2
Reappropriations	212.1	198.6	410.7
All Other Agencies	472.4	93.1	565.5
New Appropriations	435.0	52.6	487.6
Reappropriations	37.4	40.5	77.9
Total	7,131.8	10,546.5	17,678.3

Capital Budget Overview

FISCAL YEARS 2016 – 2018 CAPITAL APPROPRIATIONS BY AGENCY

The rightmost bar for each agency displays the information in the pie chart in Exhibit 2. Exhibit 3 aggregates bonded and pay-as-you-go capital and reflects the lack of appropriation for portions of the state’s capital budget in fiscal years 2016 and 2017.

EXHIBIT 3 (\$ MILLIONS)

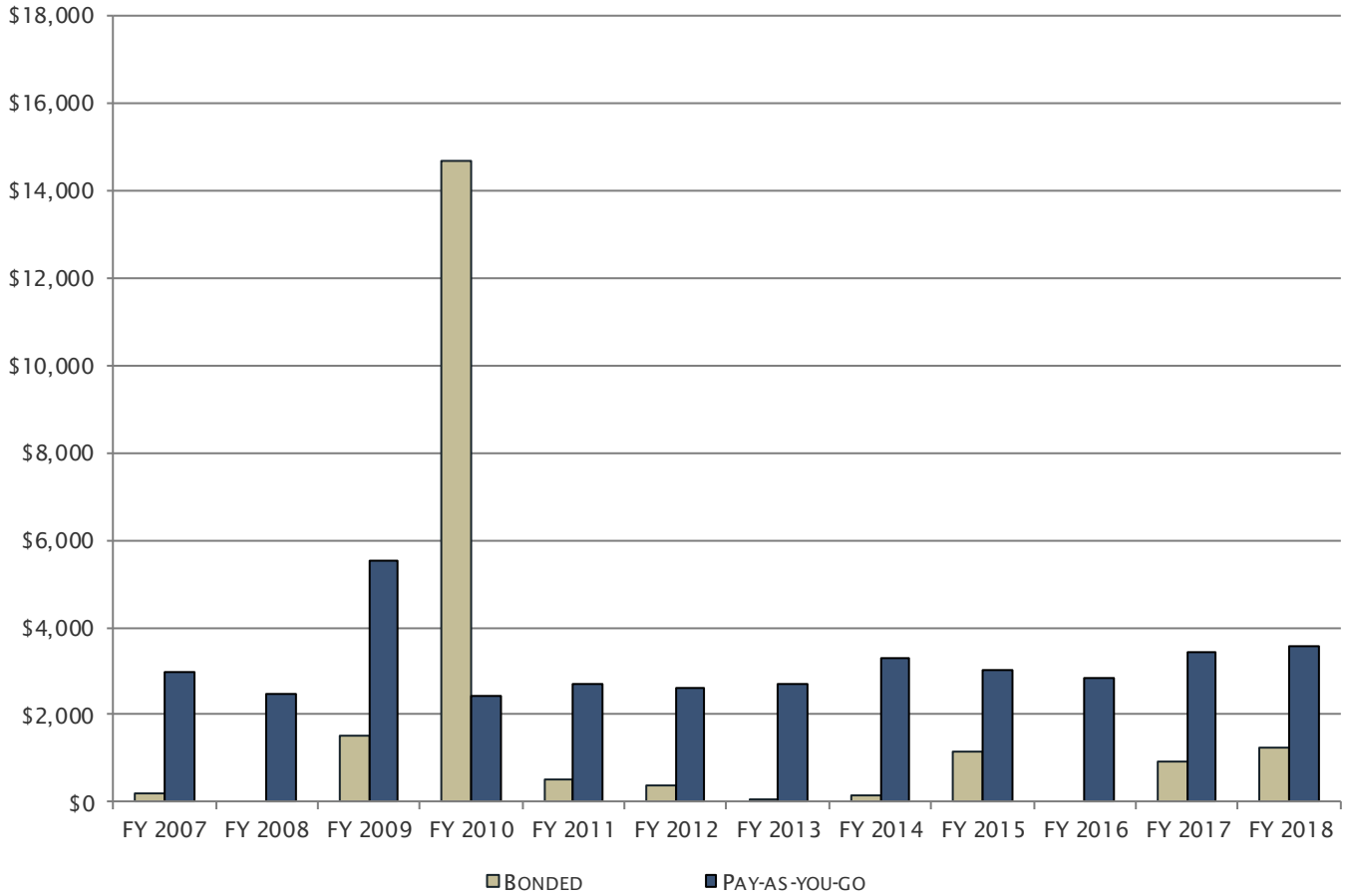


Capital Budget Overview

FISCAL YEARS 2007 – 2018 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 compares the new bonded capital and pay-as-you-go capital passed by the General Assembly and signed by the Governor between fiscal year 2007 and fiscal year 2018.

EXHIBIT 4 (\$ MILLIONS)

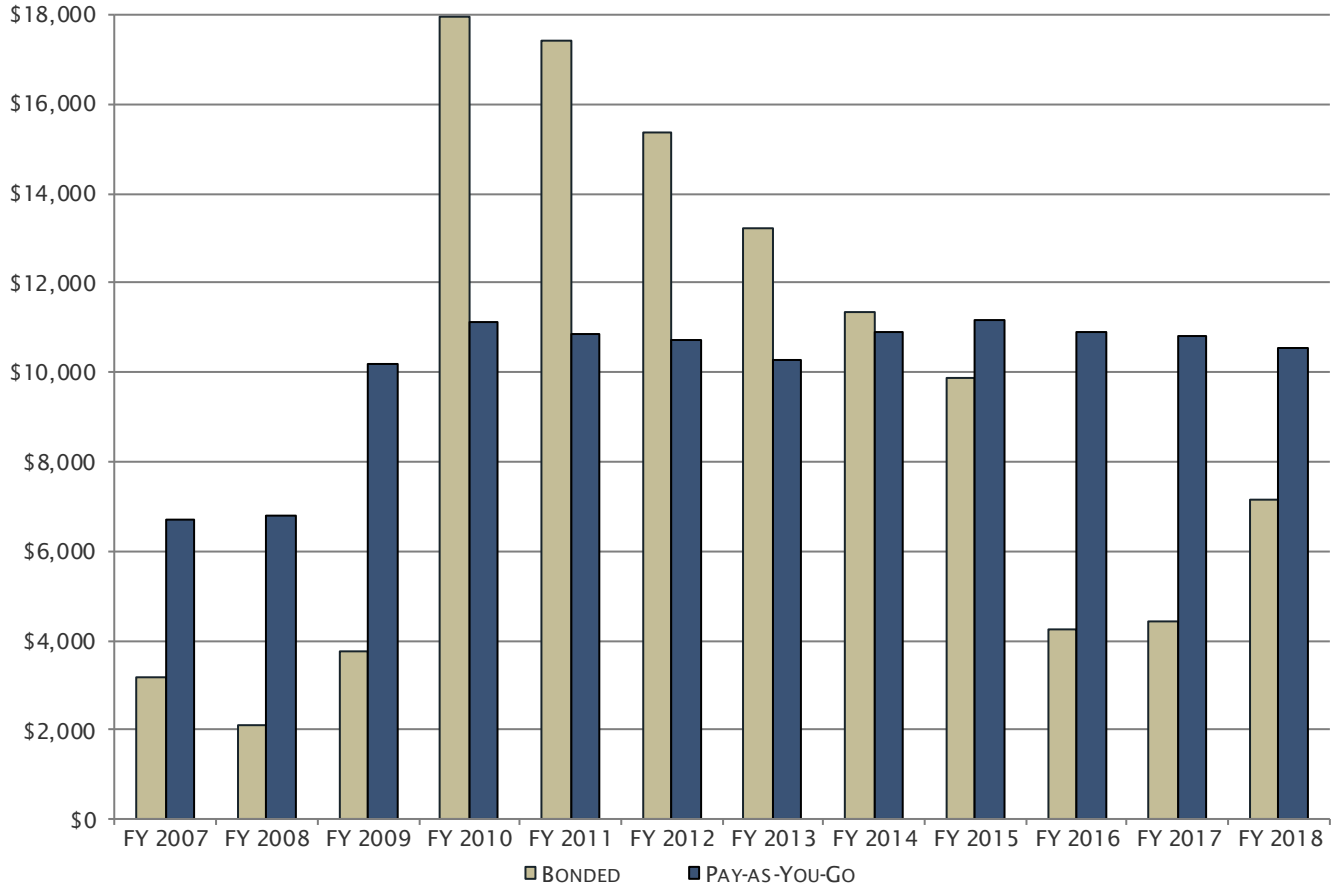


Capital Budget Overview

FISCAL YEARS 2007 – 2018 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 compares all bonded capital and pay-as-you-go capital passed by the General Assembly and signed by the Governor between fiscal year 2007 and fiscal year 2018.

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 2016, 2017 and 2018.

Agency (\$ thousands)	FY 2016 Enacted Appropriation	FY 2017 Enacted Appropriation	FY 2017 Maintenance Appropriation	FY 2018 Recommended Appropriation
ELECTED OFFICIALS AND ELECTIONS				
Office Of The Secretary Of State	0	0	10,110	0
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	10,110	0
Federal Funds - Pay-as-you-go	0	0	0	0
Elected Officials And Elections	0	0	10,110	0
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	10,110	0
Federal Funds - Pay-as-you-go	0	0	0	0
GOVERNOR'S AGENCIES				
Department Of Agriculture	750	2,550	2,550	2,550
Other State Funds - Pay-as-you-go	750	2,550	2,550	2,550
Other State Funds - Bonded	0	0	0	0
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Commerce And Economic Opportunity	0	12,000	851,638	789,279
Other State Funds - Pay-as-you-go	0	0	1,000	1,000
Other State Funds - Bonded	0	12,000	850,638	788,279
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Natural Resources	1,141	123,634	509,485	517,885
Other State Funds - Pay-as-you-go	1,141	68,634	219,431	241,243
Other State Funds - Bonded	0	55,000	266,525	247,089
Federal Funds - Pay-as-you-go	0	0	23,528	29,553
Department Of Human Services	0	0	100	100
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	100	100
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Innovation and Technology	0	0	0	400,000
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	0	400,000
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Military Affairs	0	0	539	55,539
Other State Funds - Pay-as-you-go	0	0	539	50,539
Other State Funds - Bonded	0	0	0	5,000
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Public Health	0	0	1,092	31,092
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	1,092	31,092
Federal Funds - Pay-as-you-go	0	0	0	0
Department Of Transportation	12,707,648	11,716,844	11,716,844	10,165,497
Other State Funds - Pay-as-you-go	7,711,522	7,287,495	7,287,495	7,239,228
Other State Funds - Bonded	4,128,350	3,561,343	3,561,343	2,638,010
Federal Funds - Pay-as-you-go	867,776	868,006	868,006	288,259

Capital Budget Overview

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

Agency (\$ thousands)	FY 2016 Enacted Appropriation	FY 2017 Enacted Appropriation	FY 2017 Maintenance Appropriation	FY 2018 Recommended Appropriation
Capital Development Board	3,655	679,047	2,182,070	2,860,938
Other State Funds - Pay-as-you-go	0	0	115	10,115
Other State Funds - Bonded	3,655	679,047	2,181,955	2,850,823
Federal Funds - Pay-as-you-go	0	0	0	0
Illinois Environmental Protection Agency	2,375,409	2,688,965	2,722,726	2,779,198
Other State Funds - Pay-as-you-go	2,295,778	2,579,420	2,579,420	2,644,003
Other State Funds - Bonded	79,631	109,545	143,306	135,195
Federal Funds - Pay-as-you-go	0	0	0	0
Illinois Emergency Management Agency	0	0	6,815	6,815
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	6,815	6,815
Federal Funds - Pay-as-you-go	0	0	0	0
Governor's Agencies	15,088,602	15,223,039	17,993,858	17,608,892
Other State Funds - Pay-as-you-go	10,009,192	9,938,098	10,090,550	10,188,678
Other State Funds - Bonded	4,211,635	4,416,935	7,011,773	7,102,402
Federal Funds - Pay-as-you-go	867,776	868,006	891,534	317,812
ELEMENTARY AND SECONDARY EDUCATION				
State Board of Education	60,357	4,391	69,391	69,391
Other State Funds - Pay-as-you-go	40,000	0	40,000	40,000
Other State Funds - Bonded	20,357	4,391	29,391	29,391
Federal Funds - Pay-as-you-go	0	0	0	0
Elementary And Secondary Education	60,357	4,391	69,391	69,391
Other State Funds - Pay-as-you-go	40,000	0	40,000	40,000
Other State Funds - Bonded	20,357	4,391	29,391	29,391
Federal Funds - Pay-as-you-go	0	0	0	0
HIGHER EDUCATION				
Illinois Community College Board	0	0	315	0
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	315	0
Federal Funds - Pay-as-you-go	0	0	0	0
Higher Education	0	0	315	0
Other State Funds - Pay-as-you-go	0	0	0	0
Other State Funds - Bonded	0	0	315	0
Federal Funds - Pay-as-you-go	0	0	0	0
GRAND TOTAL	15,148,959	15,227,430	18,073,673	17,678,283
Other State Funds - Pay-as-you-go	10,049,192	9,938,098	10,130,550	10,228,678
Other State Funds - Bonded	4,231,992	4,421,326	7,051,589	7,131,793
Federal Funds - Pay-as-you-go	867,776	868,006	891,534	317,812

Notes:

1. Figures may not add due to rounding.
2. Fiscal year 2017 enacted appropriation reflects appropriations passed by the General Assembly and signed by the Governor and appropriations established under statutory continuing appropriation authority.
3. The Department of Transportation has identified \$36,926,220 in fiscal year 2016 and \$41,426,220 in fiscal year 2017 other state funds capital appropriations that were erroneously included in the operating budget. These appropriations have been reclassified.
4. Certain energy programs at the Department of Commerce and Economic Opportunity are being transferred to the Illinois Environmental Protection Agency.
5. Executive Order 2016-01 consolidated multiple information technology functions into a single Department of Innovation and Technology effective July 1, 2016.

Capital Budget Overview

TABLE I-B: CAPITAL SUPPLEMENTALS TO COMPLETE FISCAL YEAR 2017

Table I-B lists the Governor’s recommended capital supplemental appropriations needed to complete fiscal year 2017.

Agency (\$ thousands)	Total All Funds	Other State Funds - Pay-as- you-go	Other State Funds - Bonded	Federal Funds - Pay-as- you-go
Capital Development Board.....	1,503,023.1	115.1	1,502,908.0	0.0
Department Of Commerce And Economic Opportunity.	839,637.8	1,000.0	838,637.8	0.0
Department Of Human Services.....	100.0	0.0	100.0	0.0
Department Of Military Affairs.....	538.6	538.6	0.0	0.0
Department Of Natural Resources.....	385,851.2	150,797.7	211,525.1	23,528.4
Department Of Public Health.....	1,091.5	0.0	1,091.5	0.0
Illinois Community College Board.....	314.6	0.0	314.6	0.0
Illinois Emergency Management Agency.....	6,815.5	0.0	6,815.5	0.0
Illinois Environmental Protection Agency.....	33,760.6	0.0	33,760.6	0.0
Office Of The Secretary Of State.....	10,110.1	0.0	10,110.1	0.0
State Board Of Education.....	65,000.0	40,000.0	25,000.0	0.0
TOTAL SUPPLEMENTALS	2,846,243.0	192,451.4	2,630,263.1	23,528.4

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

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

Source (\$ millions)	Actual FY 2015	Actual FY 2016	Estimated FY 2017	Projected FY 2018
State Taxes				
Motor Fuel Tax.....	1,293.3	1,354.0	1,356.7	1,365.9
Telecommunications Tax.....	72.4	69.1	59.1	61.6
Cigarette Tax.....	55.0	45.8	37.7	28.0
Real Estate Transfer Tax.....	33.2	38.5	39.9	42.8
Other Taxes.....	0.5	0.4	0.4	0.4
Total State Taxes	1,454.4	1,507.8	1,493.8	1,498.7
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	1,419.2	1,437.6	1,470.5	1,477.5
Water Revolving Fund Loan Repayment.....	202.1	188.8	269.2	178.4
Bond Issue Proceeds.....	41.8	1,083.4	1,773.7	1,497.9
Licenses, Fees and Registrations.....	58.7	59.4	57.6	57.9
Sale of Property, Other Earnings and Net Transfers...	258.6	263.0	289.9	207.8
Total Non-Tax State Sources	1,980.4	3,032.1	3,861.0	3,419.5
Federal Receipts	2,239.9	2,063.8	2,130.5	2,215.0
TOTAL RECEIPTS ALL SOURCES	5,674.7	6,603.7	7,485.3	7,133.2

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 FY 2015	Actual FY 2016	Estimated FY 2017	Projected FY 2018
Receipts				
State Sources				
Motor Vehicle and Operators License Fees	891.9	889.1	882.7	883.6
Transfers from Motor Fuel Tax Fund	288.5	307.3	309.1	312.2
Other Earnings, Reimbursements and Transfers	192.9	175.1	213.3	176.6
Total State Sources	1,373.4	1,371.5	1,405.1	1,372.4
Total Federal Sources	1,721.2	1,537.5	1,543.6	1,694.9
TOTAL RECEIPTS	3,094.6	2,909.0	2,948.8	3,067.3
Disbursements				
Expenditures*				
Department Of Transportation - Construction	1,259.2	1,483.4	1,219.4	1,456.7
Department Of Transportation - Operations	960.2	745.8	1,082.1	1,047.6
Department Of Transportation - All Other	129.6	100.9	140.9	159.5
Secretary Of State	2.5	1.4	2.5	2.5
Department Of Central Management Services - Group Insurance	123.4	0.0	244.5	125.0
All Other Agencies	2.8	0.5	4.9	5.1
Total Expenditures	2,477.8	2,332.0	2,694.3	2,796.4
Transfers				
Transfers to Workers' Compensation Revolving Fund	19.7	28.1	19.7	20.4
Transfers for Debt Service	346.7	333.7	309.9	298.1
Other Transfers	251.5	1.6	3.3	3.8
Total Transfers	617.9	363.4	332.9	322.3
TOTAL DISBURSEMENTS	3,095.8	2,695.4	3,027.2	3,118.7
SAMS Adjustment	(2.5)	(3.7)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(1.2)	213.6	(78.4)	(51.4)
plus: CASH BALANCE AT BEGINNING OF YEAR	915.1	916.5	1,133.8	1,055.3
equals: CASH BALANCE AT END OF YEAR	916.5	1,133.8	1,055.3	1,004.0

Note: Figures may not add due to rounding.

*These figures reflect cash basis expenditures.

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 FY 2015	Actual FY 2016	Estimated FY 2017	Projected FY 2018
GROSS RECEIPTS	1,223.6	1,278.0	1,285.7	1,294.7
Nonallocable Receipts				
Refunds on Nontaxable Motor Fuel	(18.5)	(1.4)	(37.2)	(21.8)
International Fuel Tax Agreement to Other States	(3.2)	(13.5)	(18.0)	(19.7)
Total Allocable Receipts	1,201.9	1,263.1	1,230.5	1,253.1
Disbursements				
Transfers Out				
State Construction Account Fund	202.1	212.6	213.9	216.0
Road Fund	288.5	307.3	309.1	312.2
MFT Counties Fund	191.3	203.7	203.9	207.9
MFT Municipalities Fund	268.3	285.7	285.1	292.6
MFT Townships and Road Districts Fund	86.8	92.5	92.5	94.4
Grade Crossing Protection Fund	42.0	42.0	42.0	42.0
State Boating Act Fund	5.0	5.0	5.0	5.0
Vehicle Inspection Fund ¹	30.0	0.0	0.0	0.0
Other Funds	50.1	0.0	0.0	0.0
Total Transfers Out	1,164.2	1,148.8	1,151.6	1,170.3
Expenditures*				
Department Of Revenue (net IFTA and Refunds)	42.8	38.1	51.0	46.8
Secretary Of State	1.3	1.3	1.3	1.3
Department of Transportation	13.4	13.3	14.4	16.7
Court of Claims	0.0	0.0	0.0	0.0
Illinois Environmental Protection Agency ¹	0.0	0.0	60.0	30.0
Refunds on Nontaxable Motor Fuel	18.5	1.4	37.2	21.8
International Fuel Tax Agreement to Other States	3.2	13.5	18.0	19.7
Total Expenditures	79.2	67.6	182.0	136.3
TOTAL DISBURSEMENTS	1,243.3	1,216.3	1,333.6	1,306.6
SAMS Adjustment	(0.1)	(0.0)	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(19.8)	61.7	(47.9)	(11.9)
plus: CASH BALANCE AT BEGINNING OF YEAR	111.7	92.0	153.7	105.8
equals: CASH BALANCE AT END OF YEAR	92.0	153.7	105.8	93.9

Note: Figures may not add due to rounding.

*These figures reflect cash basis expenditures.

¹ FY 2015 and prior \$30 million was transferred to the Vehicle Inspection Fund, FY 2016 started an appropriated fund deposit through Illinois Environmental Protection Agency.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2018

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2018.

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	550,116	1,015,006	0	0	1,565,122	0	1,321,026	244,096
Federal Trust Funds	4,306	7,730	137,548	0	149,584	0	147,042	2,542
Highway Funds	1,645,447	2,934,757	1,694,886	1,165,188	7,440,279	1,495,724	4,245,916	1,698,638
Special State Funds	488,946	987,003	348,896	170,888	1,995,732	16,634	1,568,799	410,299
State Trust Funds	52,655	1,501	5,875	0	60,031	0	7,100	52,931
Grand Total	2,741,470	4,945,997	2,187,205	1,336,076	11,210,748	1,512,359	7,289,883	2,408,506

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	550,116	1,015,006	0	0	1,565,122	0	1,321,026	244,096
Federal Trust Funds	4,016	7,730	137,548	0	149,294	0	147,042	2,252
Highway Funds	1,594,043	2,954,235	1,694,886	1,159,645	7,402,808	1,497,971	4,156,233	1,748,604
Special State Funds	475,646	985,267	348,896	194,653	2,004,461	16,651	1,551,602	436,208
State Trust Funds	52,655	1,501	5,875	0	60,031	0	7,100	52,931
Grand Total	2,676,476	4,963,739	2,187,205	1,354,298	11,181,717	1,514,622	7,183,004	2,484,091

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2018

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2018.

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			Transfers In	equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenues from		Transfers Out			Warrants Issued		
		State Sources	Federal Sources						
FUNDS PRESENTED WITH OPERATING BUDGET									
Abandoned Mined Lands Reclamation Council Federal Trust	1,207	0	19,644	0	0	20,851	0	20,516	335
Adeline Jay Geo-Karis Illinois Beach Marina	206	45	0	0	0	251	9	234	8
Agricultural Premium	16,254	1,768	0	0	0	18,022	268	12,313	5,441
Asbestos Abatement	6	0	0	0	0	6	0	0	6
Downstate Transit Improvement	21,997	0	0	0	0	21,997	0	20,000	1,997
Federal Mass Transit Trust	0	0	24,000	0	0	24,000	0	24,000	0
Illinois Forestry Development	645	1,631	1,906	0	0	4,183	0	3,856	327
Illinois Habitat	6,979	1,075	0	0	0	8,054	120	1,831	6,103
Illinois Wildlife Preservation	1,984	252	111	95	0	2,442	0	329	2,113
Motor Fuel Tax	105,792	1,294,682	30	0	0	1,400,504	1,170,252	136,333	93,920
Motor Fuel Tax Counties	0	0	0	207,949	0	207,949	0	207,949	0
Motor Fuel Tax Municipalities	0	0	0	292,594	0	292,594	0	292,594	0
Motor Fuel Tax Townships and Road Districts	0	0	0	94,425	0	94,425	0	94,425	0
Natural Areas Acquisition	10,621	13,040	0	0	0	23,661	90	13,420	10,151
Open Space Lands Acquisition and Development	62,433	29,750	0	0	0	92,183	15	30,045	62,123
Park and Conservation	33,397	26,910	66	10,000	0	70,373	467	54,181	15,726
Plugging and Restoration	2,302	1,269	0	0	0	3,571	10	1,554	2,007
Road	1,055,345	1,060,215	1,694,856	312,196	0	4,122,611	322,393	2,796,263	1,003,955
School Infrastructure	106,952	89,643	0	155,636	0	352,231	18	192,174	160,040
South Suburban Airport Improvement	0	0	0	0	0	0	0	0	0
State Boating Act	5,543	4,571	1,668	5,040	0	16,822	93	13,764	2,965
State Furbearer	255	74	0	23	0	352	0	30	322
State Migratory Waterfowl Stamp	4,948	864	0	0	0	5,812	0	1,281	4,531
State Parks	6,843	10,009	0	0	0	16,852	44	14,731	2,077
State Pheasant	2,442	374	0	94	0	2,910	0	494	2,417
Underground Storage Tank	54,406	71,593	0	0	0	125,999	13,993	56,729	55,277
Water Revolving	129,468	688,879	93,320	0	0	911,667	0	848,711	62,956
Wildlife and Fish	8,601	42,642	6,304	0	0	57,548	506	54,660	2,382
Working Capital Revolving Loan	293	3	0	0	0	296	0	0	296
TOTAL	1,638,919	3,339,291	1,841,906	1,078,051	0	7,898,168	1,508,276	4,892,416	1,497,475
CAPITAL BUDGET FUNDS									
BOND FUNDS									
Anti-Pollution	8,678	0	0	0	0	8,678	0	2,500	6,178
Build Illinois Bond	119,666	200,006	0	0	0	319,672	0	283,930	35,742
Capital Development	117,991	250,000	0	0	0	367,991	0	297,724	70,267
School Construction	38,016	0	0	0	0	38,016	0	23,545	14,471
Transportation Bond, Series A	31,090	0	0	0	0	31,090	0	26,400	4,690
Transportation Bond, Series B	95,081	300,000	0	0	0	395,081	0	361,000	34,081
Transportation Bond, Series D	139,594	265,000	0	0	0	404,594	0	325,927	78,667
NON BOND FUNDS									
AML Reclamation Set Aside	40,103	201	4,700	0	0	45,004	0	0	45,004
Capital Development Board Contributory Trust	12,470	1,300	0	0	0	13,770	0	6,000	7,770
Federal High Speed Rail Trust	431	0	220,519	0	0	220,950	0	220,950	0
Federal Title IV Fire Protection Assistance	123	0	654	0	0	777	0	676	101
Federal/State/Local Airport	1,841	7,000	93,000	0	0	101,841	0	100,000	1,841

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2018

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			Transfers In	equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenues from		Transfers Out			Warrants Issued		
		State Sources	Federal Sources						
CAPITAL BUDGET FUNDS									
Flood Control Land Lease	1,134	730	0	0	1,864	0	1,600	264	
Forest Reserve	1	0	250	0	251	0	250	1	
Grade Crossing Protection	46,321	0	0	42,000	88,321	3,004	28,000	57,316	
Illinois National Guard Construction	132	0	25,000	0	25,132	0	25,000	132	
Land and Water Recreation	81	0	1,175	0	1,256	0	1,100	156	
Off-Highway Vehicle Trails	703	389	0	0	1,091	0	649	442	
Partners for Conservation Projects	1,424	0	0	0	1,424	0	0	1,424	
Port Development Revolving Loan	409	0	0	0	409	0	0	409	
Rail Freight Loan Repayment	2,492	261	0	0	2,753	1,000	1,200	553	
Snowmobile Trail Establishment	437	86	0	0	522	0	264	259	
State Construction Account	437,989	579,861	0	216,025	1,233,875	76	690,352	543,446	
State Rail Freight Loan Repayment	6,342	1,874	0	0	8,216	2	400	7,814	
TOTAL	1,102,550	1,606,707	345,298	258,025	3,312,580	4,083	2,397,466	911,031	
GRAND TOTAL	2,741,470	4,945,997	2,187,205	1,336,076	11,210,748	1,512,359	7,289,883	2,408,506	

Capital Budget Overview

FISCAL YEAR 2018 SOURCES AND USES OF APPROPRIATIONS

Chart 1: Sources of Fiscal Year 2018 New Appropriations

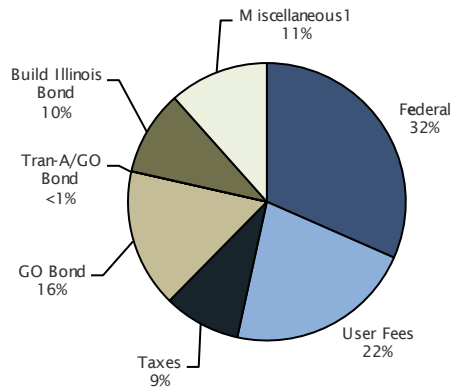
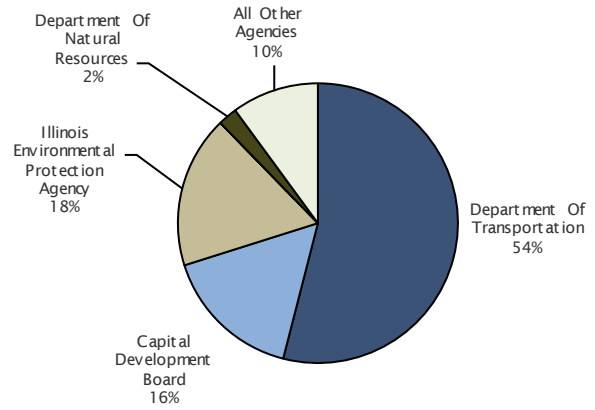


Chart 2: Uses of Fiscal Year 2018 New Appropriations



(\$ thousands)	Department Of Transportation	Capital Development Board	Illinois Environmental Protection Agency	Department Of Commerce And Economic Opportunity	Department Of Natural Resources	All Other Agencies	Total
Federal	1,150,300	4,628	361,419	0	14,847	50,000	1,531,195
User Fees	1,027,206	0	1	0	30,403	181	1,057,791
Taxes	408,002	0	0	0	23,325	2,368	433,695
GO Bond	0	372,000	6,474	0	0	405,000	783,474
Tran-A/GO Bond	0	0	0	0	0	0	0
Build Illinois Bond	0	400,000	14,620	0	35,000	30,000	479,620
Miscellaneous ¹	31,301	5,372	470,580	0	3,590	1	560,844
Total	2,616,810	782,000	853,093	0	107,165	487,550	4,846,618

1. Includes loan repayments, investment income and settlements.

Note: Numbers may not add due to rounding.

Chart 3: Sources of Fiscal Year 2018 Reappropriations

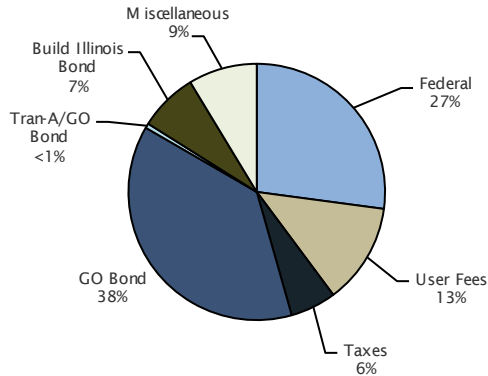
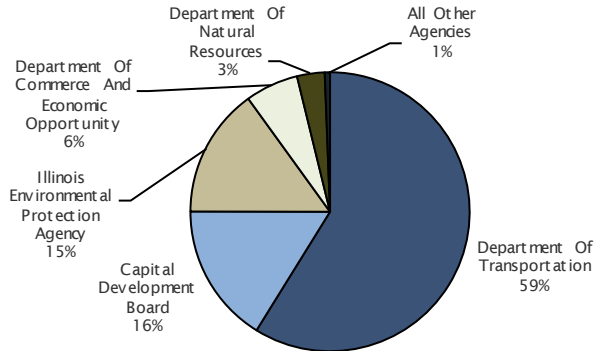


Chart 4: Uses of Fiscal Year 2018 Reappropriations



(\$ thousands)	Department Of Transportation	Capital Development Board	Illinois Environmental Protection Agency	Department Of Commerce And Economic Opportunity	Department Of Natural Resources	All Other Agencies	Total
Federal	2,670,131	0	787,131	0	21,884	0	3,479,145
User Fees	1,561,099	0	1	0	70,428	0	1,631,528
Taxes	616,368	0	0	0	84,917	39,974	741,259
GO Bond	2,562,441	1,956,384	51,935	56,022	187,230	29,391	4,843,403
Tran-A/GO Bond	75,569	0	0	0	0	0	75,569
Build Illinois Bond	0	122,439	62,166	732,256	24,859	8,007	949,728
Miscellaneous ¹	63,080	115	1,024,871	1,000	21,402	565	1,111,033
Total	7,548,687	2,078,938	1,926,105	789,279	410,720	77,937	12,831,665

1. Includes loan repayments, investment income and settlements.

Note: Numbers may not add due to rounding.

This Page Intentionally Left Blank



CHAPTER 3

AGENCY DETAIL



Illinois State Capital Budget Fiscal Year 2018

This page intentionally left blank.

Agency Budget Detail

CAPITAL DEVELOPMENT BOARD



Department of Human Services - Illinois Center for Rehabilitation and Education-Roosevelt (ICRE-R) - Chicago

The Capital Development Board (CDB) and its professional architects, engineers, project managers and construction experts oversee the design and construction of state facilities. Agencies under the Governor occupy approximately 101 million square feet of space owned by the state. These facilities include office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages for heavy construction equipment, state park lodges and historic structures. CDB manages projects that touch the lives of nearly every Illinois citizen.

FISCAL YEAR 2018 DEFERRED MAINTENANCE NEEDS

The backlog of deferred maintenance for state facilities, local preK-12 facilities and higher education facilities is estimated at more than \$20 billion. Addressing deferred maintenance, which is defined as postponed repairs to facilities and equipment is an important government responsibility, as minor problems that are ignored may grow larger and could begin to impair functions of government.

State Facilities Deferred Maintenance Needs

The deferred maintenance backlog for state facilities totals \$7 billion according to the CDB's analysis of state facilities. This backlog includes repairs and upgrades that directly affect the health and safety of the public, the clients of agencies and state employees. The work needed includes replacing heating, ventilation and air conditioning (HVAC) systems, plumbing, mechanical and electrical systems, and improvements and repairs necessary to meet building code requirements and maintain the structures' integrity. If addressed in a timely manner, repairing building shell elements, such as roofs, windows and doors, will reduce internal damage to state-owned buildings, which ultimately reduces the overall cost of repairs. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

Deferred maintenance needs have grown an average of \$550 million per year since fiscal year 2011. Most of the deferred maintenance needs are for facilities operated by the Department of Corrections (DOC) and the Department of Human Services (DHS).

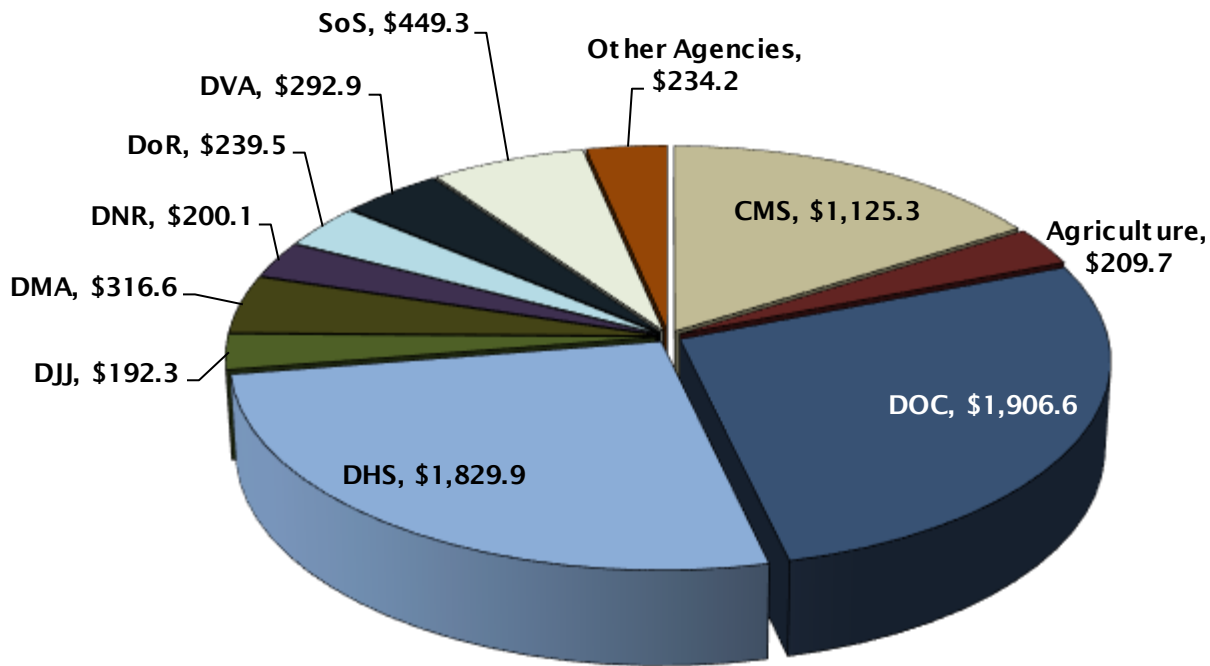
Agency Budget Detail

The exhibits below display the status and history of deferred maintenance:

- Exhibit 1 shows the fiscal year 2018 deferred maintenance needs broken out by user agency. It shows that DOC and DHS account for more than half of statewide deferred maintenance needs.
- Exhibit 2 shows that deferred maintenance needs have grown from \$3.1 billion in fiscal year 2011 to \$7.0 billion in fiscal year 2018, an average increase of more than \$550.0 million each year.
- Exhibit 3 shows the data from Exhibit 2 broken out by user agency.

EXHIBIT 1 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2018 (\$ MILLIONS)

Total Deferred Maintenance
for State Facilities
(\$ millions)
\$6,996.5



- | | |
|--|--|
| <ul style="list-style-type: none"> ■ Central Management Services (CMS) ■ Department of Corrections (DOC) ■ Department of Juvenile Justice (DJJ) ■ Department of Natural Resources (DNR) ■ Department of Veterans' Affairs (DVA) ■ Other Agencies | <ul style="list-style-type: none"> ■ Department of Agriculture ■ Department of Human Services (DHS) ■ Department of Military Affairs (DMA) ■ Department of Revenue (DoR) ■ Secretary of State (SoS) |
|--|--|

Agency Budget Detail

EXHIBIT 2 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2011-2018 (\$ MILLIONS)

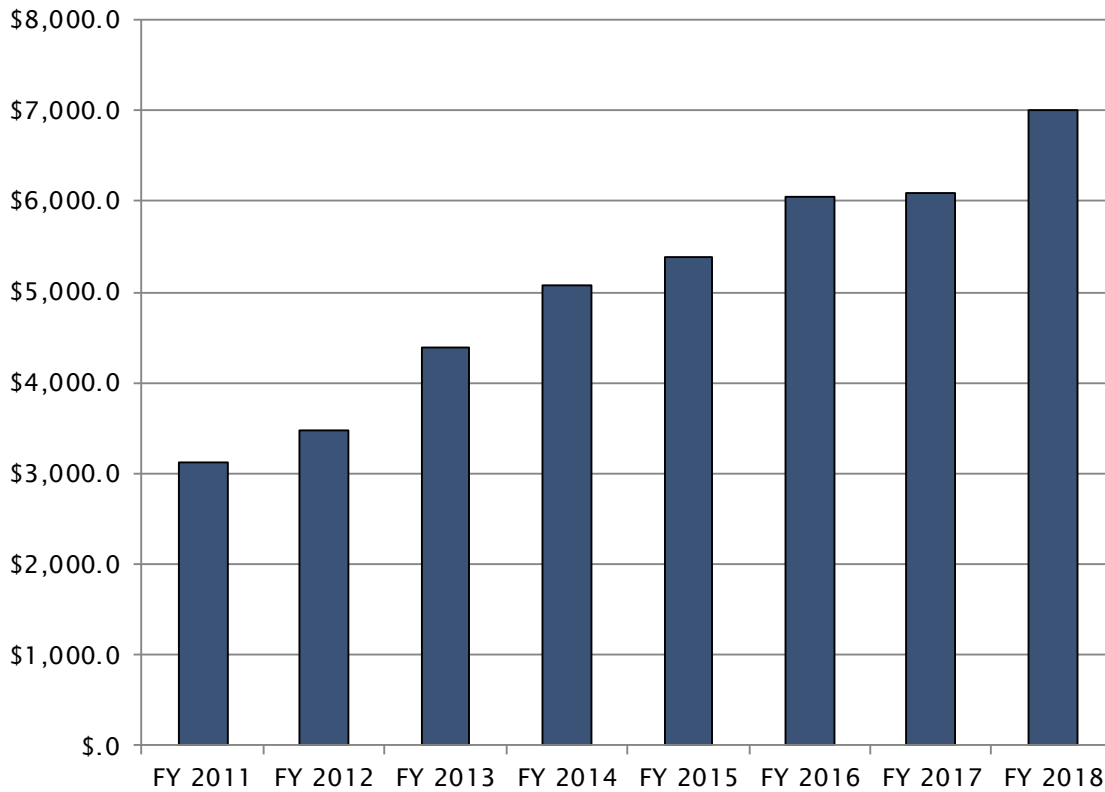
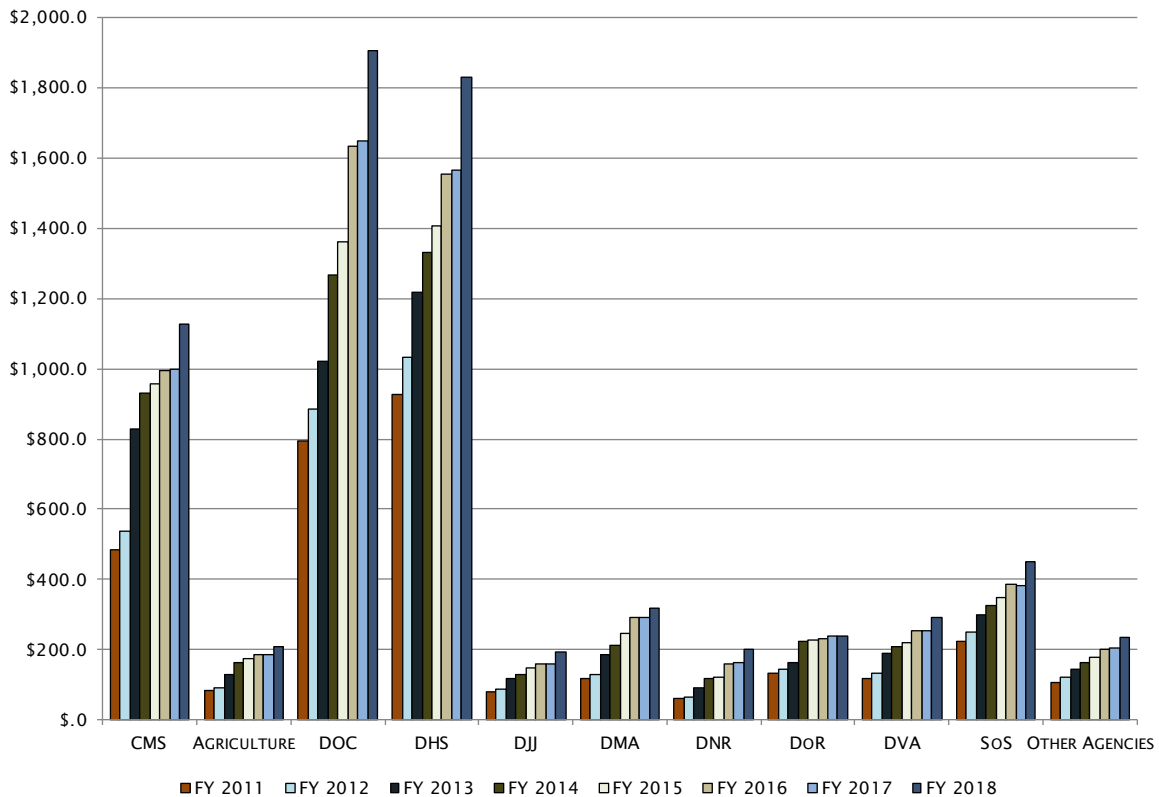


EXHIBIT 3 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEARS 2011-2018 (\$ MILLIONS)



Agency Budget Detail

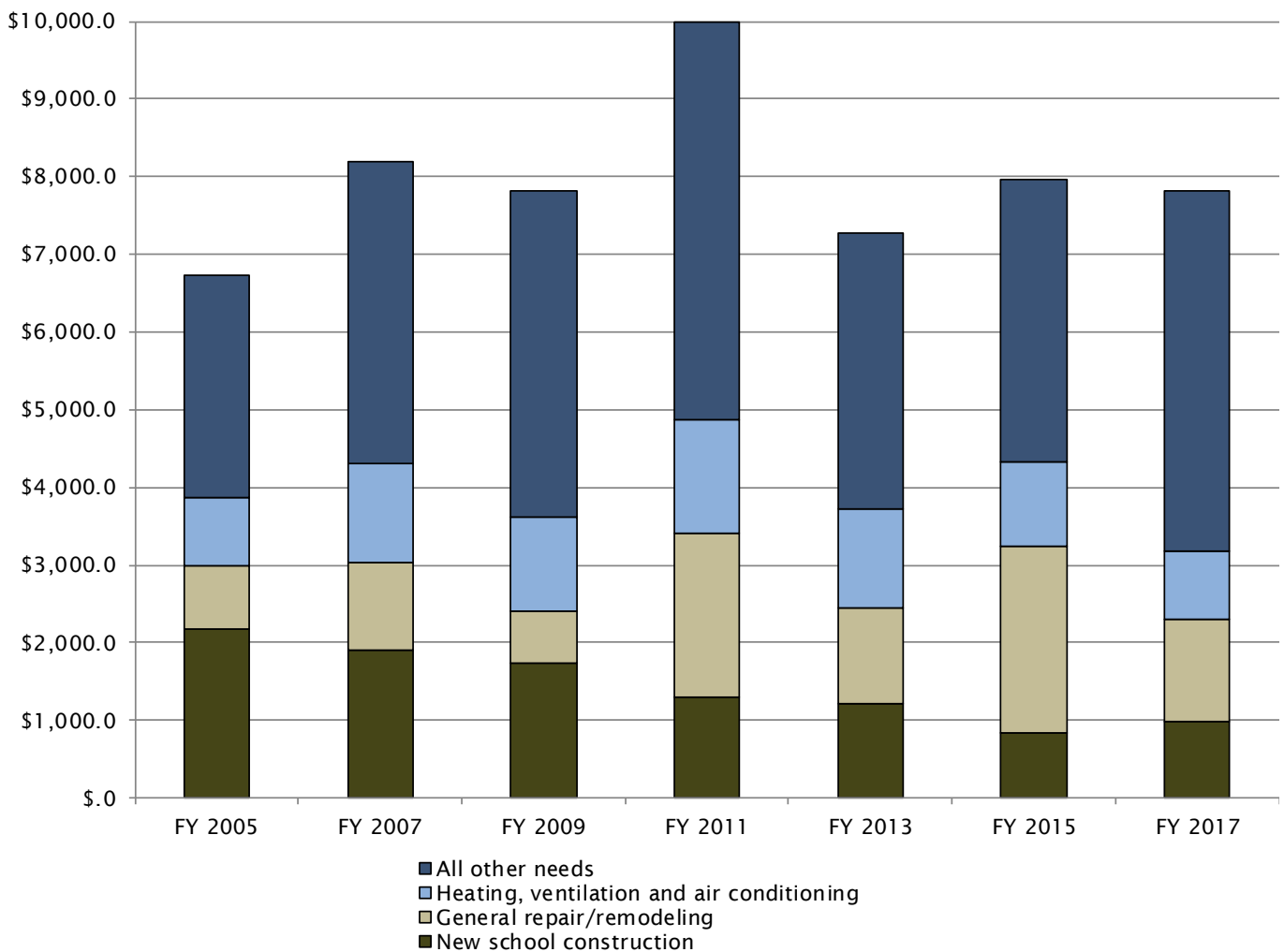
PreK-12 Deferred Maintenance Needs

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

Of the \$31.0 billion appropriated in the 2009 capital program, Illinois Jobs Now!, CDB received approximately \$1.5 billion in appropriations for grants to schools for construction projects. Nearly all of the projects funded by Illinois Jobs Now! were initially requested by school districts during fiscal year 2003. Since the award of those grants, 269 new applications have been received by ISBE.

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

EXHIBIT 4 – TOTAL STATEWIDE PREK-12 CAPITAL NEEDS FISCAL YEARS 2005-2017 (\$ MILLIONS)



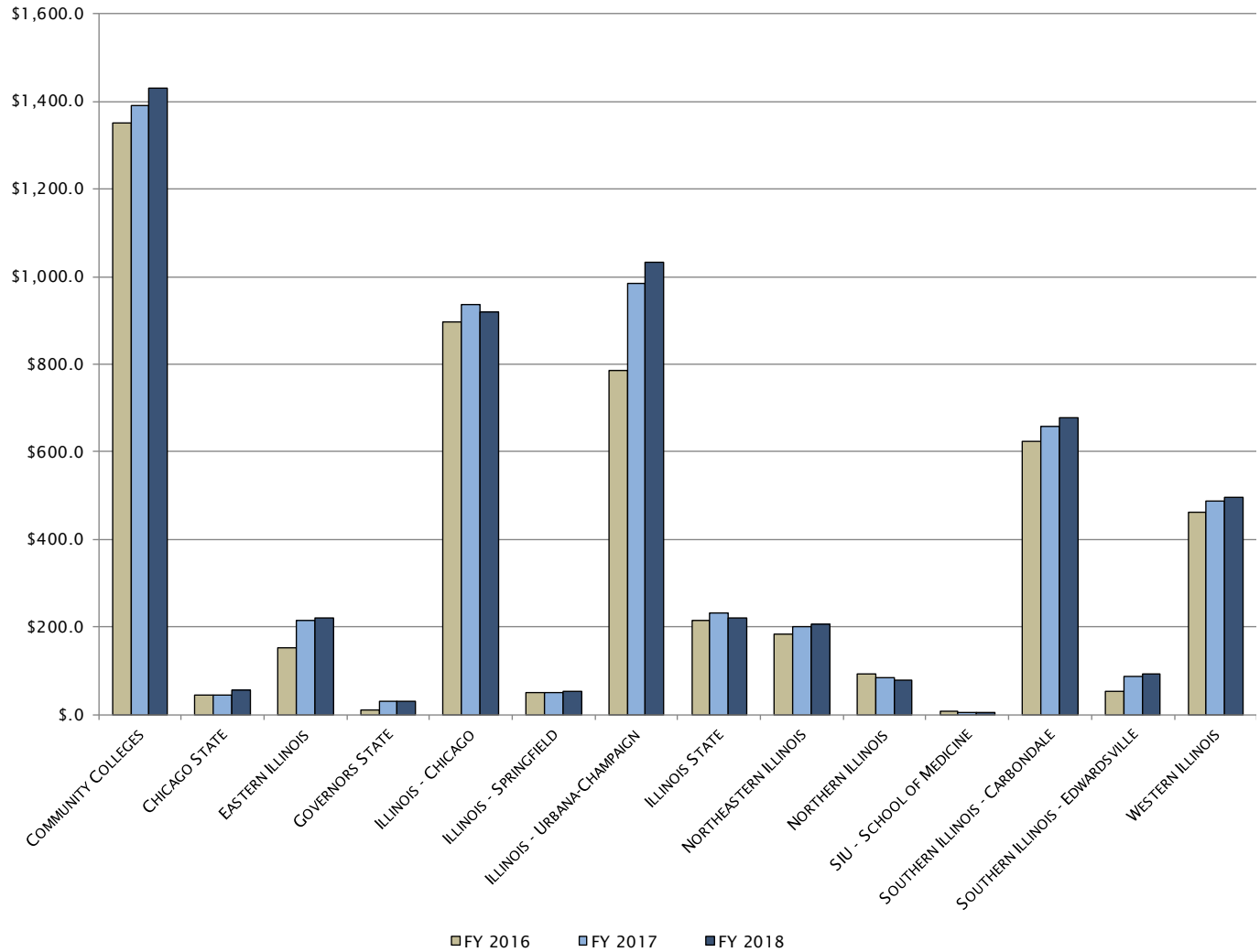
Agency Budget Detail

Higher Education Deferred Maintenance Needs

Illinois institutions of higher education have capacity to fund their own capital projects, as well as receive state funding, so unlike state agencies, higher education has not experienced as significant growth of deferred maintenance costs as state facilities. Since fiscal year 2016, higher education needs have grown from \$4.9 billion to \$5.5 billion.

Exhibit 5 shows the capital needs reported by the state’s community colleges and universities by institution and fiscal year. The state’s 48 community colleges are aggregated in this chart.

EXHIBIT 5 – TOTAL STATEWIDE HIGHER EDUCATION CAPITAL NEEDS FISCAL YEARS 2016-2018 (\$ MILLIONS)



Agency Budget Detail

NEW APPROPRIATIONS REQUESTS

Department of Corrections – *Rasho v. Walker* Mental Health Projects

The fiscal year 2018 budget includes a recommendation for a new \$150 million appropriation to fund a new facility, at a location to be determined, that will serve as an inpatient level of care for inmates with mental illnesses who must be housed in a hospital-like setting. Another \$22 million bonded appropriation will be used to complete ongoing projects being done to comply with agreements under the *Rasho v. Walker* case. This appropriation will be used to complete renovations at four facilities.

In 2007, inmates of the Department of Corrections (DOC) filed a class action lawsuit challenging the constitutional adequacy of the mental health services provided statewide to offenders, with a particular emphasis on those who are seriously mentally ill. There are over 11,000 offenders on the mental health caseload, nearly 4,500 of whom are seriously mentally ill. DOC and the plaintiffs entered into a settlement agreement in May 2016. DOC has worked with CDB to renovate existing facilities to achieve the infrastructure needed to provide levels of care required for the inmates under this settlement agreement. There are currently four sites undergoing *Rasho*-required construction and an additional site where construction has been completed. Renovations to convert existing facilities into residential treatment units will be done at four facilities: Dixon, Logan and Pontiac Correctional Centers and Elgin Mental Health Center (Elgin MHC). Construction has been completed at the Illinois Youth Center at Joliet (IYC Joliet), which DOC will reopen as the Joliet Treatment Center (JTC).

IYC Joliet originally opened in 1959 and was used to house some of the most dangerous youths in the custody of the Department of Juvenile Justice. The facility was closed in 2013 due to a declining population. The recently completed project returned the buildings and grounds to a condition capable of housing adult offenders suffering from serious mental illnesses. Work included upgrading the existing sally port, restoring and reconfiguring approaches to buildings, upgrading locking systems, improving suicide-prevention measures, installing new storm windows over existing security windows, remodeling to accommodate health care needs, replacing inoperable HVAC equipment, repairing and replacing faulty plumbing components, upgrading communications and data, lighting and electrical upgrades. In addition to serving the residential treatment population, JTC will also serve the sub-acute and behavioral management populations.

Three residential treatment units will be placed at currently operating correctional centers at Logan, Dixon and Pontiac. All three are expected to require less extensive renovations than JTC. At Logan, CDB has completed work to renovate Housing Unit #14 with security enhancements, a new fire sprinkler system, HVAC, windows, interior walls, restroom renovations, extensive electrical work and roofing repairs. Work at Logan will continue with renovations of Building #41 and will include asbestos abatement, adding cells, replacing HVAC and plumbing, adding sprinkler systems, roof work and replacing electrical systems. This phase of work at Logan is anticipated to cost \$9 million, bringing the totals costs at Logan to approximately \$15 million. The project is anticipated to be completed in 2017. Similar types of renovations will be required at Dixon and Pontiac.

DOC has worked with the Department of Human Services (DHS) and CDB to begin work on two buildings at Elgin MHC to convert two residential treatment units. The renovations at Elgin MHC will include adding perimeter fencing, lighting improvements, improving security doors and locks and installing security-grade plumbing fixtures. The work at Elgin MHC is estimated to be completed by summer 2017.



A nearly completed cell at JTC.
Department of Corrections - Joliet Treatment Center - Joliet

Agency Budget Detail

Statewide Lead Initiative – School Grants

As a part of the Governor’s comprehensive response to the problems associated with lead, CDB will start a grant program designed to build upon the existing School Construction Grant Program to allow schools in need to obtain funding to abate lead inside school buildings. One of the most common ways for young people to come into contact with lead is through contaminated drinking water. In early 2017 new legislation was enacted to require water testing in schools for lead. This CDB grant program will complement the testing by offering a funding source to assist local schools with the costs associated with the lead projects.

Lead pipes have been used in Illinois as recently as the 1980s, with use more common earlier in the century. It is a particular concern in Chicago, where many school buildings are older and may not have updated plumbing fixtures and pipes. In addition to pipes within the building, schools may be partially responsible for additional lead pipes that feed the building from the water main.

The Statewide Lead Initiative - School Grants are recommended to be appropriated at \$50 million, allowing it to serve as a pilot program for future expansion.

Statewide – Deferred Maintenance

The fiscal year 2018 recommended budget includes two bonded lump sum appropriations for statewide capital projects to address the \$7 billion backlog of deferred maintenance. The recommended budget divides the bonded appropriation between the state’s two primary bonding programs, the General Obligation and the Build Illinois bond programs. By dividing the appropriation, the state will be able to leverage the Build Illinois Bonds, which have a higher rating than General Obligation Bonds.

Projects that could be completed with this new funding would prevent further deterioration of state assets. This funding may help to solve a number of deferred maintenance needs that are described more fully under the heading “DEFERRED MAINTENANCE NEEDS AT STATE FACILITIES”.

Statewide – Federal Reimbursement for Department of Veterans’ Affairs

Certain projects performed at facilities operated by the Department of Veterans’ Affairs (DVA), like the Veterans’ Home at Quincy, discussed below, are eligible for 65 percent reimbursement from the federal government. These reimbursements are deposited into a CDB fund and may be used for additional projects. The fiscal year 2018 budget includes a recommendation for a new \$10 million appropriation to allow greater flexibility with the federal reimbursement.

STATE FACILITIES PROJECTS

Statewide – Emergencies

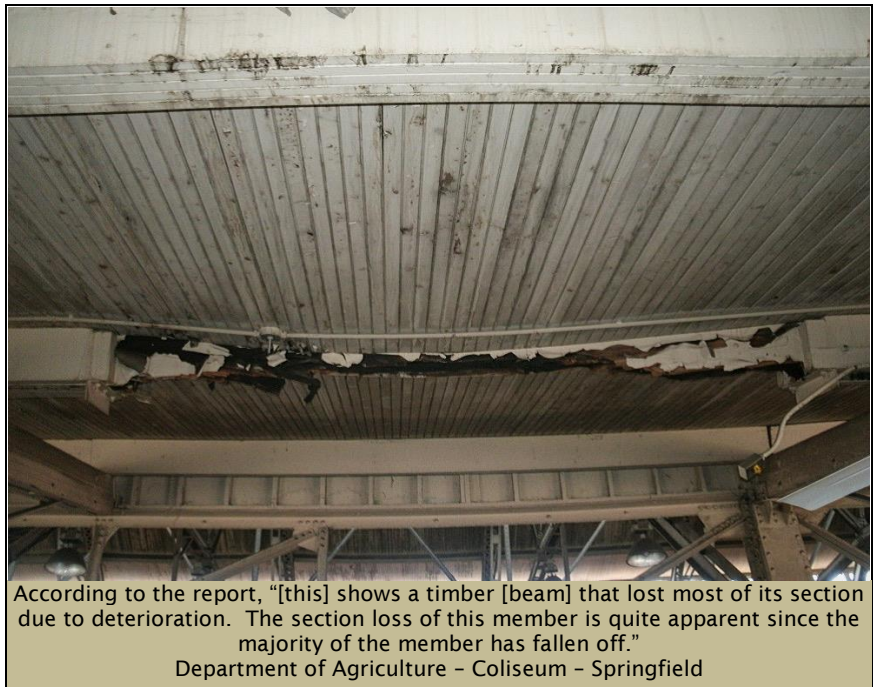
Given the condition of many of the state’s facilities, problems with certain mechanical systems are somewhat common. CDB has a \$40 million lump sum in fiscal year 2017 for emergencies and other capital purposes. Several emergencies have arisen and CDB has been able to use this funding to address those issues.

At Illinois Youth Center Harrisburg, several buildings were without power for some time due to a failure of a high-voltage cable. CDB addressed the problem by installing some new equipment, alongside new high-voltage cabling, including high voltage switchgear, and telecommunications conduits and cabling. While the cost was relatively low, the project was critical as there were buildings without electrical service. CDB completed repairs in late 2016.

Agency Budget Detail

Falling plaster from ceilings and exterior terra-cotta are among the potential dangers posed by deterioration of the roof and exterior walls at Fox Developmental Center. CDB is acting as quickly as possible to make the necessary repairs, but winter weather has impeded progress.

In September 2016, the historic Coliseum at the Illinois State Fairgrounds in Springfield was closed due to failure of a structural beam. The Coliseum was built in 1901 to provide an indoor arena for horse shows and a number of other events. The facility is used throughout the year and attracts high-profile events to Springfield. Its closure creates a loss of a revenue stream for the Department of Agriculture, which owns and operates the facility, and hurts the local travel industry.



CDB declared an emergency at the Coliseum and procured a survey. The survey revealed more extensive damage than had initially been observed. The engineer hired to perform the survey discovered extensive deterioration of many of the structural elements. Approximately 200 structural framing members must be replaced. The report also examined the steel columns that hold up the entire roof structure. The report measured "section loss" or reduction in the thickness of the column due to corrosion. Many columns had significant section loss and extensive repairs were recommended. Much of the roof decking was also in disrepair and had rotted due to water infiltration. A significant portion of the roof was recommended to be replaced.

Department of Veterans' Affairs - Chicago Veterans' Home

In fiscal year 2017, CDB received appropriations sufficient to pay for the remainder of the construction of the new Chicago Veterans' Home. The new veterans' home is on a site near the Chicago-Read Mental Health Center. On the current schedule, the home is anticipated to open near the end of fiscal year 2018. When complete, it will have 200 beds and will provide skilled nursing services and specialized Alzheimer's care. Due to the project's cost and ability to be partially reimbursed by the federal government, it can serve as a significant source of funds for CDB to reuse to benefit the other veterans' homes in the state.



Agency Budget Detail

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

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

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

The center is expected to be completed in late calendar year 2017.

Department of Military Affairs – Lincoln’s ChalleNGe Academy

CDB has continued the construction of a facility to better support the Lincoln’s ChalleNGe program. This is 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. The academy also will 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. Completion is expected in late fiscal year 2018.

DEFERRED MAINTENANCE NEEDS AT STATE FACILITIES

Department of Natural Resources – Hotel Florence at Pullman State Historic Site



Department of Natural Resources – Hotel Florence - Chicago

The Hotel Florence was built in 1881 in Chicago across the street from the famed Pullman Car Company, one of the most well-known manufacturers and operators of rail cars in the late 19th and early 20th centuries. The hotel was near the cultural center of the “company town” and was host to people doing business with the company and visiting the area. In 1969, the hotel was added to the National Register of Historic Places.

Today, the building is in need of renovations before being able to be reopened to the public. The first floor needs structural stabilization, repairs to plaster walls and cornices, new doors and windows, and casing. Renovations would also include a new elevator. The state is partnering with the National Park Service (NPS) at the site to revitalize the hotel administration building. NPS is also working with IEPA on site remediation.

The project would cost \$475,000 and would take approximately four months to complete.

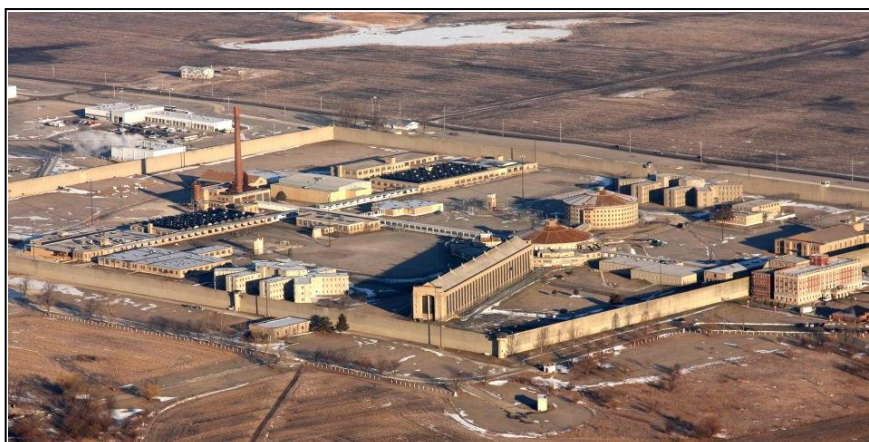
Agency Budget Detail

Department of Corrections – Statewide

The Department of Corrections operates 25 adult correctional facilities that house approximately 44,000 inmates. The department has the highest deferred maintenance backlog of any state agency with over \$1.9 billion in estimated needs. The needs vary from minor tuckpointing to health and safety concerns. Correctional facilities necessarily operate 24 hours a day, seven days a week and should be able to maintain minimum standards to ensure the safety of both staff and the inmates housed.

Among the needs that the department has:

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



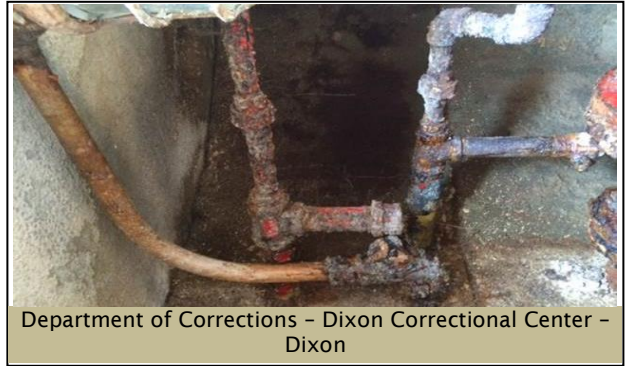
Department of Corrections – Stateville Correctional Center – Joliet

This list of projects illustrates the condition of the correctional centers statewide. Addressing every project on this list would cost approximately \$120 million, less than 6 percent of the total deferred maintenance for the department. Projects include work on kitchens in order to maintain food safety in the facilities and prevent condemnation. Furthermore, some building systems at facilities on the list above are so outdated that identical replacement parts are no longer available.

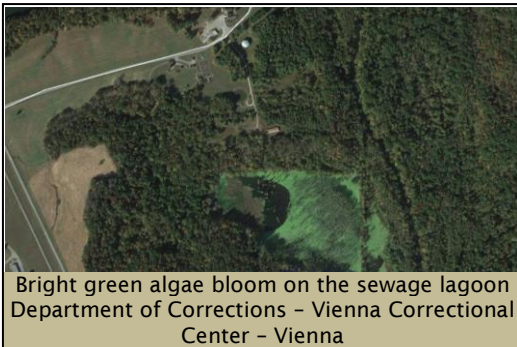
Agency Budget Detail

Dixon Correctional Center – Methane Burner

The methane burner is one component of the on-site sewage treatment plant, which burns off the methane from the treatment process. Much of the plumbing that is part of the burner is severely corroded as the burner has been leaking for six years. If the leak worsens, it could also completely shut down the treatment plant, which may leave the prison with no outlet for sewage. The project would cost only \$56,000 but funding has not yet been secured.



Vienna Correctional Center – Sewage Treatment Plant



DOC is requesting \$30 million to upgrade the existing sewage treatment plant at Vienna. The plant treats sewage from both the Vienna facility, as well as, the neighboring Shawnee Correctional Center. There are problems at the plant which have merited multiple citations from IEPA due to a number of violations, including outdated permits. Pumps, controllers and sand filters are among the components that need to be addressed. The sewage lagoon is overflowing and releasing raw sewage into the surrounding area.

Sheridan Correctional Center – Roofing Repairs

At least nine buildings at Sheridan have roof leaks that have caused extensive damage inside of the buildings. Ceiling tiles have collapsed down from the ceiling, drywall is damaged, the wood framing elements are beginning to rot in places and paint is peeling. The water damage also increases the chances of mold becoming a threat. Inmates have been moved out of one of the buildings and the shift commander's office has been rigged with plastic sheeting and garbage cans to collect the water. The leaks in the roof may also soon cause structural problems.

Menard Correctional Center – Administration Building



The Administration Building at Menard has been insufficient for the prison's needs for many years and has been vacant for a decade. More importantly, it is in a state of such extreme disrepair that it is actively damaging two adjacent buildings that are still in use. Demolition of the Administration Building has been a top DOC priority for several years, but is not a complete solution as the prison would still need a replacement building. Beyond creating inefficiencies for administrative staff, which are now spread throughout the prison campus, the closing of the building created other problems. For example, the visitation area had to be relocated and is now in a location that some consider too small for the demands, limiting the time that families can spend with their incarcerated loved ones.

Agency Budget Detail

Department of Human Services – Statewide

The Department of Human Services operates numerous facilities statewide including mental health and developmental centers that house persons in the care of the state who cannot care for themselves due to mental illness or developmental disability. DHS also operates the Illinois School for the Deaf and the Illinois School for the Visually Impaired. In total, the department has estimated fiscal year 2018 deferred maintenance needs of more than \$1.8 billion. DHS facilities face obsolete systems that increase operating costs and may present potential health and safety concerns. Deferred maintenance needs are at every DHS facility in the state.



This building at Alton has a tree growing inside of it. The bright areas at the tops of the windows is the sky visible through the missing roof.
Department of Human Services – Alton Mental Health Center – Alton

Examples include:

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

This deferred maintenance list would cost over \$80 million to remedy and is illustrative of the larger deferred maintenance needs for DHS. The facilities require numerous small projects to be properly maintained, but the agency also has much larger projects that account for substantial portions of the deferred maintenance needs. Four of those projects and one new construction project are detailed below.

Ludeman Developmental Center – Renovation of Seven Residences

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

Agency Budget Detail

Shapiro Developmental Center – Upgrade Steam and Condensate Lines



Severe spalling of the concrete roof of steam tunnels has caused roads above the tunnels to settle. Reports indicate that a car fell through a tunnel in 2015.
Department of Human Services – Shapiro Mental Health Center – Kankakee

Shapiro in Kankakee is the largest developmental center in the state and uses a steam distribution system to deliver heat to campus buildings. Existing steam lines show extensive deterioration and have developed leaks due to severe rusting and pitting of the pipes, causing partial loss of both water and heat. These inefficiencies create additional burdens on the center’s operational budget. When breaks in the pipes occur, buildings in the center can lose heating, cooling and water supply. Loss of such basic utilities at the

buildings can jeopardize federal accreditation, which is required to get 50 percent federal reimbursement of operating costs. The center needs approximately 8,000 feet of pipes to be replaced at an estimated cost of \$11 million.

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

The HVAC systems at the center’s buildings in Centralia are well beyond their estimated useful life. The estimated useful life of the systems is 30 years, but these units have been in operation for 49 years. The age of the units increases operating costs. The units currently operate at approximately 50 percent efficiency. Replacement of the units would yield immediate operating savings. Inability to properly control temperature and humidity within federal and state mandated levels may result in poor air quality. The existing system has insulation inside of the ductwork rather than outside, which can promote mold growth, especially at higher humidity levels, compounding the problems. Replacement of the HVAC systems and absorbers is estimated to cost nearly \$18 million.

Elgin Mental Health Center – Replace Power Plant

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



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

Rushville Treatment and Detention Facility – Expansion Phase II

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

Agency Budget Detail

Secretary of State – Capitol Complex

At the seat of state government sits a complex of several buildings including the Illinois State Capitol. Despite the number of government services performed in the area, it is remarkably vulnerable to failures of various systems.

In the 1940s, a network of underground utility tunnels was constructed to carry cabling, pipes and other utilities between the various buildings of the complex. However, after more than 70 years, the tunnels are showing their age. There is deterioration caused by infiltration of water and road salt. Exposed metal parts of tunnel fixtures are corroding and are at risk of becoming inoperable. Equipment with moisture damage typically has a shorter lifespan than other comparable equipment. Necessary tunnel repairs are being done by the Secretary of State through its own operating funds.



Above ground at the Capitol Complex
Secretary of State – Capitol Complex – Springfield

One of the utilities being delivered in the tunnels is steam. A typical steam distribution system has an expected useful life of 50 years. The Capitol Complex’s steam distribution system has already exceeded that by 20 years. Full replacement would cost \$25.1 million.

Over 11,000 gallons of hot water are distributed through the tunnels every day. A review of the system in 2012 revealed a blockage of 50 percent in one of the main pipes. The pipes have not been well maintained and are corroding from the outside and developing scale and blockages on the inside. In spring 2017, the Secretary of State plans to begin decentralizing the hot water systems to avoid the problematic distribution system in the tunnels.



Below ground at the Capitol Complex,
a pipe with a 50 percent blockage
Secretary of State – Capitol Complex – Springfield

The electrical cabling in the tunnels is approaching the end of its useful life. Installed in 1982, it is expected to last 30 to 40 years. The degradation of the cables over time has been accelerated by tunnel flooding, stress from voltage fluctuations and manufacturing imperfections in the insulation. For the past decade, the Secretary of State’s Office has requested funds for improving the system. It would cost \$26.5 million.

Both the above ground and underground parking garages are in serious disrepair. The concrete structures of both show heavy spalling and delamination, exposing the embedded steel reinforcement bars to moisture and corrosive elements. A portion of the above ground parking structure had to be closed due to structural damage. These problems, if they worsen, may cause additional closures of the structures. If the structures become unusable, it will cause a loss of revenue. Suitable renovations to both would total \$15.2 million.

Agency Budget Detail

Secretary of State – Chicago South Driver Services Facility

The Secretary of State operates five driver services facilities in the City of Chicago. The south side of the city is served by the facility on the 9900 block of Dr. Martin Luther King Jr. Drive. The facility is one of the busiest, with up to 1,800 customers daily. Built in 1959, it is considered by some to be no longer sufficient to meet the needs of the neighborhoods that it serves. An analysis of the pedestrian flows in the interior of the building showed that it is illogical and confusing, causing customers to move to the wrong stations, slowing their progress. The process detracts from the overall experience and causes longer wait times while creating inefficiencies for the staff. The building is inadequate to meet even the most basic needs. The public areas are limited to the ground floor, which has no restroom, making the long waits more painful for clients. The renovation of the facility would include new ceilings, floors, partitions, work stations, counters and doors. The elevator and HVAC system would be replaced as well, and restrooms would be installed on the ground floor for public use. The project would also include over \$400,000 of asbestos abatement work. The entire project, including abatement, is estimated at \$3.1 million.



Secretary of State – Chicago South Driver Services Facility – Chicago

State Facilities at the Illinois Medical District

Situated just west of Chicago’s loop, the Illinois Medical District is a special-purpose zoning district designated primarily for hospital development. In addition to hosting Cook County Hospital, Rush University Medical Center, 51 buildings of the University of Illinois – Chicago, a veterans’ affairs hospital and the Chicago regional FBI office, the district is home to five state facilities.

Department of Human Services – Illinois Center for Rehabilitation and Education – Roosevelt and Illinois Center for Rehabilitation and Education – Wood

The two Illinois Centers for Rehabilitation and Education are situated just one block from each other in Chicago and provide critical services to individuals with disabilities. The center on Roosevelt focuses on providing educational facilities and dormitory space to young people with physical disabilities. The center on Wood provides services to newly blind persons to help them adapt to their new life. Funding has not been available to make necessary upgrades to either facility. Currently, neither is fully compliant with the Americans with Disabilities Act (ADA), despite both serving populations intended to be protected by the ADA. Roosevelt needs several million dollars of repairs and renovations including wheelchair lifts for therapeutic pools, new domestic hot water systems, a new chiller, elevators, kick plates for doors and handicapped accessible doors. The building currently lacks a “knock box”, which is a small storage unit for the building keys that can be quickly and easily accessed by emergency services. These improvements would help DHS better serve these clients.



Department of Human Services – Illinois Center for Rehabilitation and Education–Wood – Chicago

Agency Budget Detail

Department of Public Health – Chicago Medical Center Office and Laboratory Building

DPH has consistently requested an entirely new facility to replace its existing facility, which is outdated and struggles to meet the department's needs. Estimates for a new facility are over \$100 million. Until funding is available for a new facility, the Department of Central Management Services, which manages the existing building, has requested \$7 million for repairs and upgrades. Several building systems and components are beyond their useful life and are beginning to fail, including much of the HVAC system, emergency exit doors and vestibule heating systems. The existing building currently lacks an emergency backup generator, which can create dangers in the event of a power failure during testing of hazardous materials. Certification from the Centers for Disease Control requires that dangers of that sort be addressed.



Statewide – Roads, Parking Lots and Other Pavement

Both DHS and DOC are responsible for roads and parking lots on their campuses. DOC requests for roads and other pavement total nearly \$13 million; DHS requests total more than \$21 million. The deteriorated roads reduce the ability of vehicles to reach their destinations safely and quickly. As roads continue to deteriorate, outside companies may begin to refuse deliveries to certain campuses or buildings. Deteriorated roads decrease access and increase time for emergency responses. Lack of proper roads and sidewalks may cause a facility to fail to comply with accessibility standards. Poor geometry of roads and parking lots can also prevent proper drainage of rainfall or snowmelt causing additional water damage. If water is able to pool during cold weather, it may create an ice hazard as well.

Agency Budget Detail

EDUCATION PROJECTS

School Construction Program

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

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

Nearly all of the grants set to be paid out from IJN! have been. There are \$33 million in remaining payments to schools that have received grants but have not yet been paid in full.

Chicago State University - Douglas Hall



Chicago State University - Douglas Hall - Chicago

In fiscal year 2017, CDB began Chicago State University's renovations to approximately 117,800 square feet of Douglas Hall, which houses several academic departments, such as the College of Pharmacy. There are two primary projects being financed.

The first project involves infrastructure improvements within the building, including reconfiguring space in classrooms for dry labs; upgrading electrical, plumbing and HVAC systems; replacing the roof; and abating materials containing asbestos. The second part

of the project entails upgrades to the utility tunnel between Douglas Hall and the library. A few of the improvements for this portion of the project are installing, insulating and repairing piping. There will also be upgrades to the pipe trenches. These improvements will address some large maintenance concerns and improve the educational environment for young scholars.

Northern Illinois University - Renovation and Expansion of the Stevens Building

Northern Illinois University (NIU) is currently renovating the Stevens Building, which is home to NIU's Department of Theater Arts. These improvements includes approximately 18,000 square feet for a "black box" theater and support space for the department within the 33,000 square foot addition to the east side of the building. Elsewhere in the Stevens Building, the project includes the removal of partitions, upgrades to the HVAC system, improvements to the electrical system, replacement of old flooring, tuckpointing the exterior and abatement of asbestos-containing materials. It is anticipated that these improvements will be finished in August 2017.

Illinois Math and Science Academy - Renovations

In February 2016, CDB broke ground on the Illinois Math and Science Academy's Innovation Center and Laboratory project in Aurora. This project will provide renovations to a multitude of components within the existing facilities. These improvements will upgrade critical building systems, such as the HVAC, plumbing, electrical, gas, water and waste piping. Additionally, the renovations include the replacement of flooring, casework, countertops, fume hoods and other equipment needed to modernize the laboratories. These improvements will help preserve the competitiveness of the Illinois Math and Science Academy.

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	400,000.0	122,439.2	522,439.2
Capital Development Fund	322,000.0	1,695,480.7	2,017,480.7
School Construction Fund	50,000.0	260,902.8	310,902.8
Pay-as-you-go			
Asbestos Abatement Fund	-	115.1	115.1
Capital Development Board Contributory Trust Fund	10,000.0	-	10,000.0
Total	782,000.0	2,078,937.9	2,860,937.9

Agency Budget Detail

Fiscal Year 2018 Recommended New Appropriations for the Capital Development Board (\$ thousands)

Project Description	FY 2018 Recommended New Appropriations
Capital Development Board	610,000.0
Capital Development Fund	150,000.0
Designated Purpose Balance as Authorized by Subsection (e) of Section 3 of the GO Bond Act for Use by the State, Its Departments, Authorities, Public Corporations, Commissions and Agencies or for Grants to State Agencies for Such Purposes	150,000.0
Capital Development Board Contributory Trust Fund	10,000.0
Statewide - Capital Improvements Including, but not Limited to Department of Veterans' Affairs Facilities	10,000.0
School Construction Fund	50,000.0
Statewide Lead Initiative - Grants to School Districts for Lead Abatement Projects and Related Construction	50,000.0
Build Illinois Bond Fund	400,000.0
Designated Purpose Balance as Authorized by Subsection (a) of Section 4 of the BI Bond Act for State and Local Infrastructure Including, but not Limited to, Capital Improvements to State Facilities	400,000.0
Department Of Corrections	172,000.0
Capital Development Fund	172,000.0
Statewide - Capital Improvements to State Facilities, including Improvements to Correctional Centers, Improvements for Seriously Mentally Ill Inmates, and other Purposes Authorized by Subsection (e) of Section 3 of the GO Bond Act (via CDB)	172,000.0
Grand Total	782,000.0

Agency Budget Detail



Interior of the BMO Harris Bank Center in Rockford during an IceHogs game

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

PROGRAM HIGHLIGHTS

Office of Business Development

The Office of Business Development provides assistance to companies seeking to locate or expand in Illinois. The office administers a portfolio of tax incentives and grant programs to help companies develop, redevelop, expand, locate and relocate in Illinois. The office enhances the economic competitiveness of the state with incentive financing of bondable development costs, including purchase of land, construction or rehabilitation of buildings and utilities, and acquisition of equipment. The Office of Business Development makes grants to businesses for the purpose of reducing the cost of financing public or private improvements that will stimulate job growth. In addition, the office has provided grants to businesses and localities to spur revitalization of designated brownfield redevelopment zones.

Urban Weatherization Initiative

The Urban Weatherization Initiative is designed to reduce the cost of energy by increasing energy efficiency for homeowners and renters within identified disadvantaged communities. Grantees conduct energy audits on eligible homes to identify potential cost saving measures for the owners and renters. Homes are then weatherized, which can include the installation or repair of insulation, weather-stripping furnaces, cooling units, fenestrations and other building envelope components. Public, private or non-profit entities that are able to provide residential weatherization services and apply through the competitive application process are eligible as grantees. The program is also meant to provide training, increase skills and create career opportunities for the un- or underemployed in economically distressed communities.

Agency Budget Detail

Office of Entrepreneurship, Innovation and Technology – Emerging Technology

The Office of Entrepreneurship, Innovation and Technology provides grants, loans and other investments to emerging technology enterprises to support and encourage: (i) commercialization of technology-based products and services; (ii) technology transfer projects involving the promotion of new or innovative technologies; or (iii) research and development projects to respond to unique, advanced technology projects and foster the development of the state's economy through the advancement of the state's economic, scientific and technological assets. Supporting emerging technologies can provide sizeable returns on investment in the attraction of private sector capital investment and the creation of high-wage jobs in Illinois.

In addition, the office is involved in supporting efforts to establish Illinois as a center of innovation, big data and block chain technology. The opportunity to establish a foundational center of excellence and corridor for innovative leadership, education and engineering is a key strategic priority for the department and the Office of Entrepreneurship, Innovation and Technology.

Grant Management Unit

Through a capital construction program, DCEO administers grants to local governments, educational entities and not-for-profit organizations. The program is designed to bolster the state's economy, promote a clean air and water environment and improve the overall quality of life throughout the State of Illinois by investing in roads, bridges, schools, parks and other public projects. Since July 2010, the capital construction program has spent more than \$950 million on various projects.

Decatur Metropolitan Exposition, Auditorium and Office Building Authority

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.

The Decatur Civic Center (DCC), nestled in downtown Decatur, provides a variety of services to the surrounding communities. The DCC is used extensively throughout the year for a variety of events including trade shows, concerts, exhibitions, theatrical performances and educational activities. The DCC also contains an ice arena and is the only facility in Decatur that can house organized youth hockey. Constructed in 1980, the aging building is in need of renovations and upgrades in order to maintain its ability to promote economic development for the area it serves. DCEO is providing a \$2.1 million grant to the center to be used for a project involving multiple improvements to the building and grounds. The common area, arena, theater and various building systems will be renovated. Outside of the building, work will include landscaping beautification.

Rockford Metropolitan Exposition, Auditorium and Office Building Authority

The grant to the Rockford Civic Center is a collection of three different projects totaling \$4 million dollars that serves the City of Rockford and Winnebago County as a whole.

The main project is the renovation of the BMO Harris Bank Center, home of the American Hockey League's Rockford IceHogs. This project allows the restoration of critical building infrastructure, such as the replacement of the HVAC system and the ice floor chiller. The funding provides for the replacement of the seating, sound system, lighting in the arena bowl and outdoor lighting. Furthermore, the project has allowed the center to add a security system, electronic access and an escalator at one of the building entrances.

The grant also funds improvements to the Davis Memorial Festival Park and the Coronado Performing Arts Center, a historic theater and public assembly facility. At Davis Memorial Festival Park, permanent facilities for entertainment and food service are being constructed. Renovations and upgrades to the curtaining, sound and lighting systems were done at Coronado Performing Arts Center.

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for the
Department of Commerce and Economic Opportunity
(\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	732,256.4	732,256.4
Capital Development Fund	-	56,022.4	56,022.4
Pay-as-you-go			
Port Development Revolving Loan Fund	-	1,000.0	1,000.0
Total	-	789,278.8	789,278.8

Agency Budget Detail

DEPARTMENT OF NATURAL RESOURCES



Clinton Lake State Recreation Area

The Department of Natural Resources (DNR) operates state parks and manages projects that protect and preserve the state's natural resources, keep waters clean and increase emergency preparedness.

PROGRAM HIGHLIGHTS

Clean Water Efforts



The exposed sewer line at Adeline Jay Geo-Karis Illinois Beach State Park

The department maintains a vast array of systems that support the operation of its parks. These systems include water treatment plants for drinking water and wastewater treatment plants for sewage. Many of these systems are aged and require constant maintenance to continue operation.

A significant ongoing concern monitored by DNR is the Lake Michigan shoreline erosion at Illinois Beach State Park. A main sewer line which serves the entire park and lodge was exposed by pounding waves that removed most of the overburden covering it. This threatened sewer failure, creating the potential for discharge of raw sewage into Lake Michigan. DNR acted quickly through an emergency project to re-cover the line, preventing the failure. The department is now seeking funds to relocate the line further inland, thereby reducing the threat of this happening again.

Agency Budget Detail

Outdoor Grants

The department manages various recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces. In fiscal year 2017, appropriations funded three of these programs, allowing for continued progress on previously awarded grants and projects.

Open Space Lands Acquisition and Development (OSLAD) Program

OSLAD provides funding assistance to local governments for acquisition and development of land for public parks and open space. The \$50 million OSLAD appropriation in fiscal year 2017 supported outdoor recreational opportunities in small neighborhood parks, large community and county parks, and nature appreciation areas. Restored OSLAD grants include the Community Park Renovation in Addison Park District and the development of Wilmette Avenue Park in Westmont Park District.

Land and Water Conservation Fund (LWCF) Program

In fiscal year 2017 funding was also provided to support the federal LWCF grant program. These grants support acquisition of new lands for public parks and open space. Although limited to federal funding, previously awarded projects, along with a new round of grant awards were made possible under the fiscal year 2017 appropriations. A recent LWCF award provides over \$1 million for acquisition in Cook County to connect the Spring Creek Forest Preserve and Horizon Farm. The residential landscape will be transformed into a natural setting to provide a wildlife corridor and greenway connection between the existing forest preserves. Another grant provides \$750,000 for the purchase and development of 135 acres of property along Little Rock Creek which is adjacent to the Maramech Forest Preserve. Improvements will include space for parking, a shelter, trails with overlooks and informational signs about the landscape and plant life

Park and Recreational Facilities Construction (PARC) Program

A \$50 million appropriation from the Build Illinois Bond Fund restored the Park and Recreational Facilities Construction (PARC) Program to fund grants awarded through 2014. Projects through the PARC Program focus on park infrastructure and building construction, reconstruction and rehabilitation. These grants provide state funding for up to 75 percent of approved project costs while disadvantaged communities are eligible for up to 90 percent assistance. Grants restored in 2017 include projects such as Chicago Park District's Moore Park Fieldhouse, Rockford Park District's Sportscore Two and Indoor Sports Center and the City of Marion's Recreation Center. A PARC project at the Fieldhouse at Robichaux Park in Chicago will replace the roof and gutters, as well as rehabilitate the bathrooms, lockers and lobby. Palmer Park's Fieldhouse in Chicago will be renovated to provide increased accessibility. These upgrades will support community recreation for years to come.



The fieldhouses at Robichaux (left) and Palmer (right) parks on Chicago's south side

Agency Budget Detail

Stewardship of our Natural Resources

The department manages and maintains over 330 parks, fish and wildlife areas, state forests, state trails, natural areas and recreational sites encompassing over 376,000 acres of land and water.

The state's lack of sufficient annual capital appropriations to maintain state facilities has resulted in the severe deterioration of many DNR structures and properties. As an outdoor recreation and resource-based agency, the department relies on structures, such as picnic shelters, restrooms, shower houses and information centers to serve the visiting public.



The tattered remains of a cabin at Pere Marquette State Park

DNR sites also require improvements to trails, bridges, boat ramps and docks, roads and parking areas, trails and trailheads. All of these must be maintained and periodically replaced to ensure a safe and satisfactory experience for the public. DNR also owns and manages various public accommodations, ranging from simple tent camps to RV camps and lodges. In addition to these program structures and facilities, the department must also maintain propagation facilities, hatcheries and support buildings for its staff and equipment.

Due to the limited ability to address unforeseeable floods, tornados or major storm damage, the impacts of natural events generally exceed available funds. The department has attempted to correct the damages as much as possible, but the financial undertakings are difficult to accommodate. When a disaster such as a flood occurs, facilities may be closed for years waiting for an appropriation to be made. During that time, the condition of the damaged structure or facility deteriorates even further, leaving little hope of returning the site to the pre-damaged condition.

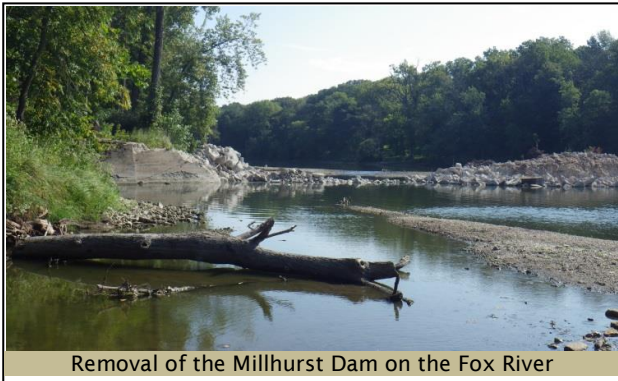


A washed out road at Illinois and Michigan Canal State Trail

Several park facilities constructed by the Civilian Conservation Corps (CCC) date back to the 1930s and require constant maintenance because of their age and unique historical characteristics. These structures range from simple park shelters to major facilities like Starved Rock, Pere Marquette and Giant City lodges. The department owns and maintains the largest number of historic structures of any single entity in the State of Illinois. All of these require special consideration to the techniques employed for repair, insuring their cultural significance is maintained.

Agency Budget Detail

Waterways, Locks and Dams, and Floodplain Management



Removal of the Millhurst Dam on the Fox River

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

The department issues permits for work along Illinois waterways, including Lake Michigan, and assists local officials with floodplain management needs. This includes working with the Federal Emergency Management Agency (FEMA) to prepare floodplain maps and coordinate flood mitigation programs. Flood hazard mitigation efforts underway include acquisition of flood-prone properties to eliminate repetitive flood damages and further public expense while improving floodplain management. A \$5 million appropriation in fiscal year 2017 for Alexander County flood mitigation buyouts allowed 48 repetitive flood hazard properties to be acquired, with an additional 14 properties under contract and scheduled for purchase this year. These acquisitions leverage the buyout of additional properties statewide via FEMA's Hazard Mitigation Grant Program to eliminate future flood risk. These programs have saved Illinois taxpayers millions of dollars in loss avoidance.



A homestead in Olive Branch in Alexander County flooded by the waters of the Mississippi

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	35,000.0	24,859.3	59,859.3
Capital Development Fund	-	187,229.7	187,229.7
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0	14,760.4	27,760.4
Abandoned Mined Lands Reclamation Set-Aside Fund	-	1,500.0	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	3,585.3	3,960.3
Federal Title IV Fire Protection Assistance Fund	525.0	768.0	1,293.0
Forest Reserve Fund	500.0	-	500.0
Illinois Forestry Development Fund	925.0	5,090.8	6,015.8
Illinois Habitat Fund	1,600.0	8,983.9	10,583.9
Illinois Wildlife Preservation Fund	500.0	1,963.0	2,463.0
Land and Water Recreation Fund	2,500.0	15,602.4	18,102.4
Natural Areas Acquisition Fund	6,000.0	18,685.8	24,685.8
Off-Highway Vehicle Trails Fund	400.0	2,127.5	2,527.5
Open Space Lands Acquisition and Development Fund	-	28,100.0	28,100.0
Park and Conservation Fund	35,750.0	67,369.5	103,119.5
Partners for Conservation Projects Fund	-	3,142.5	3,142.5
Plugging and Restoration Fund	500.0	-	500.0
Snowmobile Trail Establishment Fund	120.0	238.9	358.9
State Boating Act Fund	4,070.0	18,771.0	22,841.0
State Furbearer Fund	100.0	226.1	326.1
State Migratory Waterfowl Stamp Fund	800.0	2,636.5	3,436.5
State Parks Fund	3,750.0	1,445.3	5,195.3
State Pheasant Fund	550.0	2,382.2	2,932.2
Wildlife and Fish Fund	200.0	1,252.0	1,452.0
Total	107,165.0	410,720.0	517,885.0

Agency Budget Detail

Fiscal Year 2018 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Project Description	FY 2018 Recommended New Appropriations
State Boating Act Fund	4,070.0
Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses	150.0
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition	725.0
Statewide - Snowmobile Trails (Local Government) Grants - up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State	120.0
Statewide - Boating Infrastructure Grant Program (Big-P) - Federally Supported Program Provides up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities	75.0
Statewide - For Multiple Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Program Receives 75% Federal Reimbursement of Costs for Projects	3,000.0
State Parks Fund	3,750.0
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes - Provides State Match for Federal Recreational Trails Program Projects on Department Sites	150.0
Debt Service and Associated Permanent Improvements for the World Shooting and Recreation Center	3,600.0
Wildlife and Fish Fund	200.0
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants Per Clean Vessel Act	100.0
Forest Reserve Fund	500.0
Statewide - US Forest Service Programs - Provides Pass Through Payments to Counties Containing National Forests in lieu of Property Taxes	500.0
State Furbearer Fund	100.0
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0
Natural Areas Acquisition Fund	6,000.0
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	6,000.0
State Pheasant Fund	550.0
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0
Illinois Habitat Fund	1,600.0
Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the "Habitat Endowment Act"	1,350.0
Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat and to Promote the Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates	250.0
Land and Water Recreation Fund	2,500.0
Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	2,500.0
Off-Highway Vehicle Trails Fund	400.0

Agency Budget Detail

Project Description	FY 2018 Recommended New Appropriations
Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities that are Open to the Public	400.0
Federal Title IV Fire Protection Assistance Fund	525.0
Statewide - Rural Community Fire Protection Programs	525.0
Snowmobile Trail Establishment Fund	120.0
Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use	120.0
State Migratory Waterfowl Stamp Fund	800.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0
Statewide - Migratory Waterfowl Restoration	250.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
Park and Conservation Fund	35,750.0
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project	1,000.0
Including Construction and Development, Supplies, Materials, Labor, Land	1,000.0
Construction and Maintenance of State-Owned, Leased and Managed Sites	30,000.0
Statewide - Program for Acquisition, Development and Maintenance of Public Bike Paths on State Lands and Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects	750.0
Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	3,000.0
Illinois Forestry Development Fund	925.0
Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	625.0
Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock	300.0
Illinois Wildlife Preservation Fund	500.0
Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	13,000.0
Plugging and Restoration Fund	500.0
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	500.0
Build Illinois Bond Fund	35,000.0
Statewide - Capital Grants to Parks and Recreational Units	35,000.0
Grand Total	107,165.0

Agency Budget Detail



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 department's core mission is to provide safe and cost-effective transportation options throughout the state, which serves as the preeminent transportation hub of North America. The department annually produces a multi-year, multi-modal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

Agency Budget Detail

ROADS AND HIGHWAYS



The Byrne Interchange under construction in October 2016. The ramp from the northbound Dan Ryan to the westbound Eisenhower, which opened in December 2016, is nearing completion above.

PROGRAM HIGHLIGHTS

Torrence Avenue Bridge

The deteriorating condition of the old Torrence Avenue bridge over the Grand Calumet River in Chicago forced its closure in 2015 and an \$11 million replacement project started soon after. The new 471-foot bridge, set to open later this year, consists of a continuous three-span welded plate girder superstructure with a reinforced concrete deck. Sidewalks and a multi-use path will be built to accommodate bicycles and pedestrians. New drainage structures, street lighting and landscaping will be included in the final product. The project will enhance safety and improve mobility on Chicago's southeast side.

Diverging Diamond Interchanges

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

Agency Budget Detail

I-55 and Lake Shore Drive

Construction started in spring 2015 on the \$133 million project to rebuild all of the ramps and bridges linking I-55 and Lake Shore Drive (US-41). The first phase of work involves rebuilding the outbound ramps and bridges. The second phase of the project involves rebuilding the inbound ramps and bridges. The entire project is expected to wrap up in late 2017.

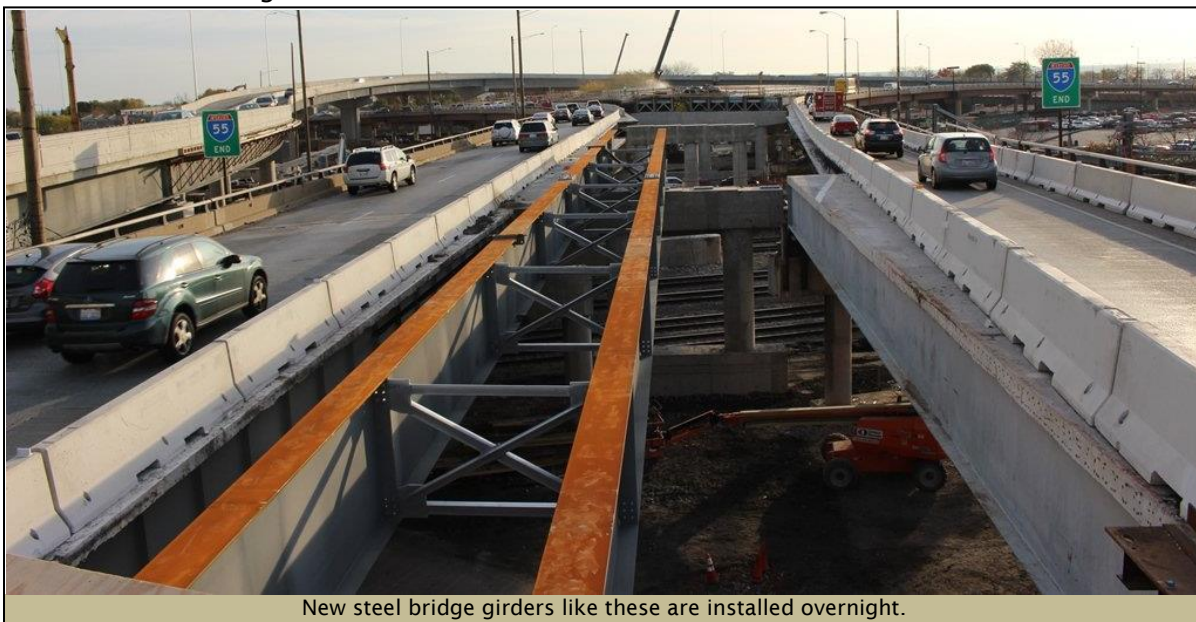
At its northern terminus, I-55 links into Lake Shore Drive, an urban expressway and neighbor to McCormick Place and Soldier Field, which connects Chicago's neighborhoods from north to south to the Central Business District and the Loop. The project limits along I-55 include the structure and approach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

In recent years, IDOT has pursued several emergency contracts to patch these structures. Unplanned closures for repairs have been necessary to patch holes in the bridge decks. Based on the age and condition of the structures, replacement was necessary. In addition, motorists utilizing the interchange experience delays due to the existing lane configurations and geometry.

This project will reconstruct the interchange and provide enhancements to the roadway geometry. The proposed work is focused mainly on the reconstruction of the bridges, but the connections to the ramps will include wider pavement to provide two lanes for the north-to-west and south-to-east ramps, and widening of the bridges on I-55 for more efficient flow of traffic. No changes will be made to the mainline Lake Shore Drive lanes as part of this project.

The project work includes six new bridge structures, six retaining walls, installation of curb and gutter, modifications to drainage structures, and relocation of light poles and signs. Work also includes upgrades and additions to traffic surveillance and monitoring equipment. Care has been taken to consider the aesthetics. A separate landscaping plan is being coordinated with the Chicago Park District, which oversees the plantings along Lake Shore Drive. Several green initiatives are anticipated for use on this project, including the use of recycled aggregates, protection of natural habitat through the use of a well-defined storm water pollution prevention plan and erosion-control measures.

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



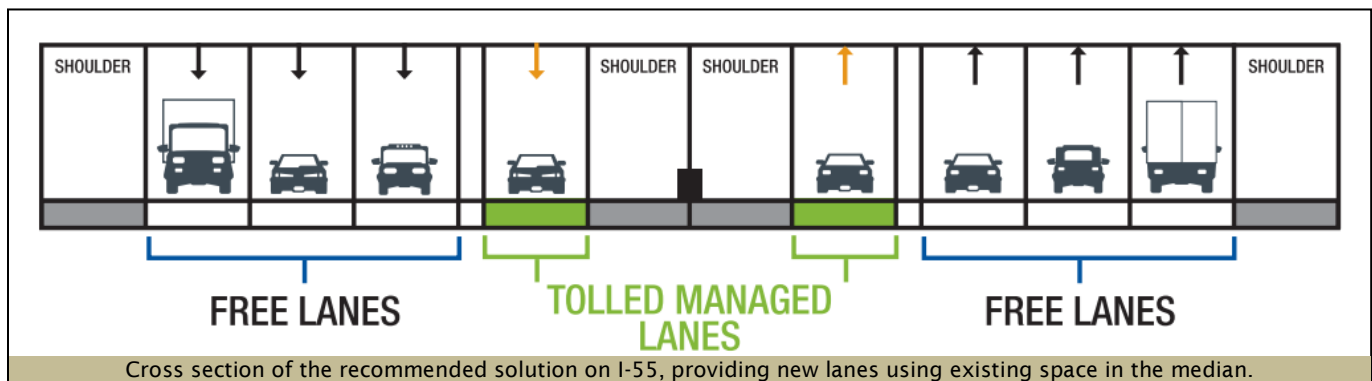
New steel bridge girders like these are installed overnight.

Agency Budget Detail

I-55 Managed Lanes Project

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

The I-55 Managed Lane Project would add at least one lane in each direction within the existing median to a critical travel corridor between I-355 and I-90/94, a 25-mile stretch entering and leaving downtown Chicago. The proposed improvement maximizes the use of the existing infrastructure, supports public transit options and evaluates new revenue opportunities to support the implementation and maintenance of proposed improvements. The scope of work for this project includes structure rehabilitation and widening, drainage improvements, noise walls, improved signage, and Intelligent Transportation System elements to achieve the project goals. The existing travel lanes along I-55 will remain a freeway but the new managed lanes are proposed to be tolled as express toll lanes with dynamic pricing to provide travel choices within the corridor. This solution best addresses the corridor needs by providing the greatest ability to control congestion, accommodate Pace bus service and decrease travel times in both the tolled and freeway lanes. The estimated cost is \$425 million.



The environmental assessment has been approved by the Federal Highway Administration (FHWA) and a public hearing concerning the proposed project has been held. The FHWA issued a Finding of No Significant Impact in July 2016. Design approval for the managed lanes was received from the FHWA in November, 2016.

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

Last summer, IDOT issued a Request for Information (RFI) to solicit industry input on how best to deliver the project and received 18 responses, suggesting strong, competitive interest from potential developers. An industry forum that included individual meetings with respondents to the RFI was held in September, 2016. The industry forum provided interested stakeholders and the public an opportunity to learn more about the project. A public hearing was held in December, 2016, to discuss various strategies associated with a P3 and to solicit further public input.

Possible toll revenues from the project and P3 financing sources would be available to pay for construction, operation and maintenance costs. Construction could begin as early as 2018.

Agency Budget Detail

159th Street

Construction started in 2015 on a \$105 million project to rebuild and widen more than eight miles of US-6/IL-7 (159th Street) from I-355 to US-45, through Orland Park, Homer Glen and Lockport, in Will and Cook counties. The improvements will add a second lane in each direction separated by a curbed median along the entire stretch. Intersection and traffic signal improvements are planned at Cedar Road, Parker Road, Bell Road, Will-Cook Road, Wolf Road, 108th Avenue, 104th Avenue and Ravinia Avenue. A new traffic signal will be installed at 113th Court.

New drainage will also be installed within the project limits along the 159th Street corridor. Bridges at Spring and Marley creeks will be replaced with reinforced concrete box culverts. A multiuse path and sidewalks will be built to accommodate bicyclists and pedestrians. The project, when complete in 2018, will improve safety and mobility in one of the fastest growing areas of the state.

Houbolt Road Bridge

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

This historic agreement was the result of the teamwork between IDOT, CenterPoint, the City of Joliet and Will County. Under the agreement, CenterPoint will build and operate a new tolled bridge on Houbolt Road over the Des Plaines River and the BNSF Railway tracks at a cost of \$150 million to \$170 million. Tolls likely will be set and collected by CenterPoint.

An IDOT contribution of \$21 million will widen Houbolt Road and reconfigure the existing interchange with I-80 to a diverging-diamond design to accommodate the increased traffic demand. The City of Joliet will work with IDOT to implement and oversee the improvements.

When complete, the project will provide two lanes of traffic in each direction between I-80 and CenterPoint's intermodal facilities, which are home to thousands of jobs and \$75 billion in freight activity annually. The new link will relieve congestion on roads not built for heavy truck traffic, address the safety concerns expressed by local communities and make the intermodal facilities more efficient. Construction could start as soon as 2017, with the bridge opening to traffic in late 2018 or early 2019.

About 11,000 vehicles per day are expected to use the bridge initially, including more than 6,600 trucks. By the year 2040, it is anticipated that traffic will grow to approximately 30,000 vehicles per day, including about 18,000 trucks.

IL-2 (North Main Street)

North Main Street (IL-2) in Rockford is being reconstructed from Auburn Street to north of Riverside Boulevard. The 2.1 mile improvement will cost \$32 million to complete. It involves removing and replacing all the existing pavement and curbs, replacing storm sewers and modernizing all the traffic signals and lighting throughout this heavily traveled corridor. Turn lanes will be added at several intersections. The Riverside Boulevard intersection will be expanded to accommodate dual left turning movements in all four directions.

Sidewalks will be replaced and a multiuse path is being added for pedestrians and bicyclists to connect to path systems at each end of the project. Work began in the spring of 2016, with a scheduled completion date in late 2019.

Agency Budget Detail

I-74 Corridor in the Quad Cities



The I-74 corridor serves as a principal highway route through the Quad Cities region, accommodating regional, local and interstate traffic. The corridor also serves as the most highly utilized crossing of the Mississippi River in the Quad Cities area. Traffic on I-74 currently travels over the Mississippi River between Moline and Bettendorf, Iowa, via two historic two-lane bridges. Both bridges are currently classified as functionally obsolete due to their narrow width and high traffic volumes. These conditions lead to substantial delays for motorists during traffic incidents, such as collisions or inclement weather. Improvements to this route are a high priority due to high crash rates, recurring congestion and significant ongoing maintenance costs associated with the aging roadway and bridges.

The I-74 Corridor Reconstruction Project is designed to increase capacity throughout the area by:

- upgrading approximately seven miles of the existing four-lane interstate, which includes a Mississippi River crossing;
- improving six existing interchanges;
- enhancing the connecting arterial roadway system; and
- improving opportunities for transit, bicycle/pedestrian and intermodal connections.

The Illinois and Iowa departments of transportation have collaborated on this project for several years to ensure continued support for the movement of persons and goods throughout the corridor in the Quad Cities region. A wide variety of alternatives were studied and designed to improve traffic flow and mobility in the project area, which extends from roughly one mile south of Avenue of the Cities in Moline to 53rd Street in Davenport, Iowa. The current proposal includes construction of the corridor from its southern terminus in Illinois to north of Lincoln Road in Iowa, with the northern segment to be constructed by the Iowa DOT at a later date.

In order to prepare for the reconstruction of the I-74 corridor, a contract to reconstruct River Drive in Moline was completed in 2015. Contracts to construct the corridor, including the Mississippi River bridges, will be let in 2017, with completion anticipated in 2021. The Illinois share of the project is estimated at \$478.4 million.

Agency Budget Detail

Jane Byrne Interchange

The Jane Byrne Interchange is located in the heart of downtown Chicago, adjacent to the west end of the central business district. The interchange is more than 50 years old and near the end of its expected useful life.

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

Ground was broken in the fall of 2014 on a new flyover bridge linking northbound I-90/94 with westbound I-290. The bridge, which is the second busiest ramp in the interchange, was completed and open to traffic in December 2016. The overall \$600 million interchange project is anticipated to be complete in 2020, providing improved safety, traffic flow and travel times.

The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on our interstate and arterial roadways. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 33,000 are trucks. This traffic significantly impacts roadway capacity and levels of service throughout the region. This volume of traffic has made the Jane Byrne Interchange one of the slowest, most congested highway freight bottlenecks in the nation.

The main features of this reconstruction project include:

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

Ancillary features of this project include bridges that will be reconstructed at Taylor, Harrison, Van Buren, Jackson, Adams, Monroe, Halsted, Peoria and Morgan streets. These new bridges will enhance the multimodal transportation system of the surrounding street network, including bike lanes, provide more width to 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.

Projects that will be let in fiscal year 2018 include the Van Buren Street bridge, the Monroe Street bridge, and the Congress Parkway/I-290 eastbound bridge over I-90/94 between Halsted and Des Plaines. The eastbound lanes of I-290/Congress Parkway will be reconstructed between Racine and Halsted. A utility relocation contract will be let for a Jackson Boulevard water main.

These improvements combined will produce a 50 percent reduction in delays, which will result in up to 5 million fewer hours annually of drivers sitting in congested traffic. Reduced idle time will save up to 1.6 million gallons of gasoline each year. It will also save more than \$185 million annually in lost work production from delayed travelers. The annual on-road carbon dioxide emissions from the project area will be lowered by one-third by 2040.

Agency Budget Detail

Cumberland Flyover

IDOT and the Chicago Department of Transportation have been collaborating on a project to improve I-190 from O'Hare International Airport to Cumberland. The overall improvement involves multiple projects over several years. Some of these projects are already underway or already complete, including improvements to Mannheim Road and Balmoral Avenue.

Construction on the \$23.9 million Cumberland Flyover, identified as one component of the I-190 improvements, started in November 2016. The project, scheduled to be complete in late 2018, consists of building a new flyover bridge of four spans connecting the eastbound Jane Addams Memorial Tollway (I-90) to Cumberland, extending approximately 850 feet over the Chicago Transit Authority's Blue Line and eastbound I-190. Eastbound I-190 from the Des Plaines River to the I-190 merge with I-90 will be reconstructed and widened. Eastbound I-90 from I-190 to west of Cumberland will be resurfaced. Improved drainage systems, lighting, landscaping, pavement markings and signage also will be included in the project area.



Once complete, the new bridge will enhance safety and reduce congestion for motorists at the eastbound I-90 and I-190 merge, as well as for vehicles exiting at Cumberland.

The project coincides with other IDOT initiatives to reduce congestion on the Kennedy Expressway (I-90) and ongoing Illinois State Toll Highway Authority efforts to improve and widen the Jane Addams Memorial Tollway.

Later this spring, IDOT will begin construction of an additional lane along the eastbound Kennedy Expressway from Cumberland to Harlem, as well as prepare for the installation of noise walls and lighting in select areas. Preliminary work on the \$22.9 million project began last fall. Similar improvements will be scheduled in the westbound lanes in future years, depending on funding availability.

To accommodate the improvements, the East River Road Bridge over I-90 was rebuilt. That project, which cost \$10 million, was completed in 2016.

Agency Budget Detail

Savanna-Sebula Bridge

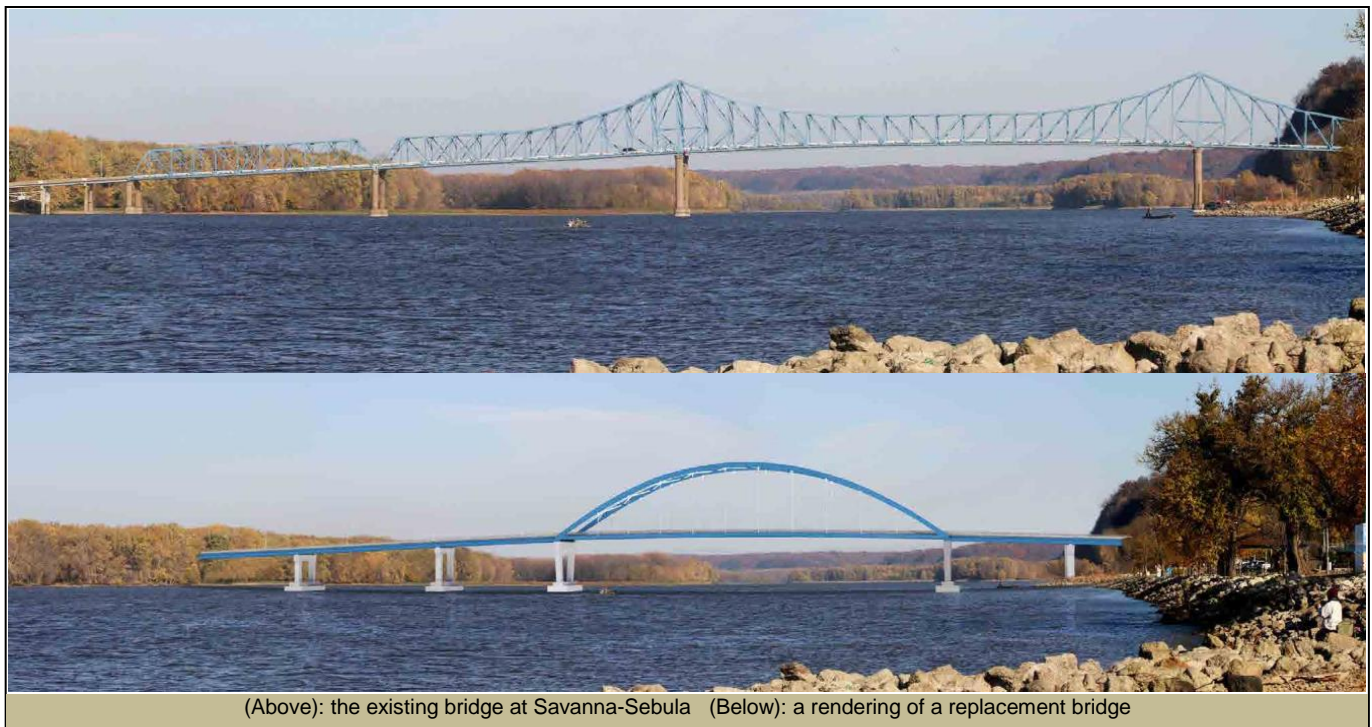
The US-52/IL-64 bridge linking Savanna, Illinois and Sabula, Iowa, is rich with history. Located about 150 miles west of Chicago, it was constructed in 1932 as a private toll bridge. The bridge helped to put the region on the map by ushering in a new era of transportation and commerce. In 1999, the bridge was added to the National Register of Historic Places. To this day, it still provides a crucial link between Illinois and Iowa, with the nearest alternate crossing over the Mississippi River more than 20 miles away.

The bridge has long outlived its intended useful life. Mounting maintenance and rehabilitation costs are concerns, as is safety. With a width of 20 feet, the bridge is too narrow to accommodate modern traffic; wide vehicles often overlap the opposite lane; it is neither bicycle nor pedestrian friendly, and it is insufficient for stranded or disabled vehicles.

The Illinois and Iowa departments of transportation started a process in 2012 to engage stakeholders and arrive at a solution to meet current and future needs. Six alternatives were proposed. The eventual, preferred option consists of 12 spans totaling more than 2,400 feet, stretching from the middle of the Upper Mississippi River Wildlife and Fish Refuge in the Mississippi River on the Iowa side, to the high bluffs of the Mississippi Palisades in Illinois. The focal point of the new bridge will be the main span, a steel tied-arch over the river.

The location of the bridge and its unique surroundings has posed additional challenges. A 150-foot shift of the navigation channel to the west needed to be coordinated and approved by the U.S. Coast Guard. The cooperation of BNSF Railway, which operates two heavily travelled tracks under the bridge, also has been critical in meeting safety requirements and obtaining access to the river during construction.

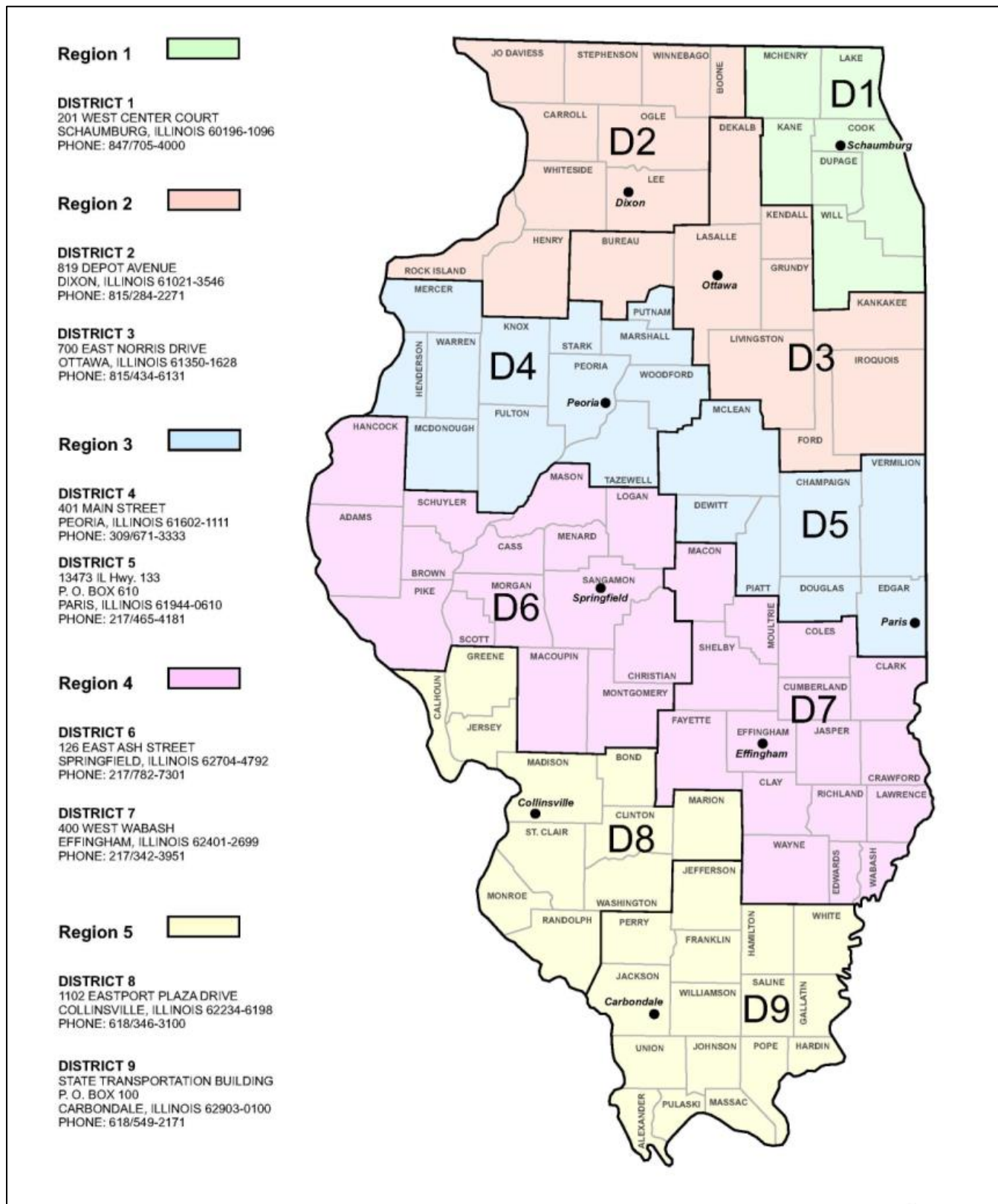
Construction started in 2016 on the \$80.6 million bridge replacement. The new alignment is approximately 100 feet to the south of the existing bridge, which will remain open to traffic until its replacement is finished in 2017.



(Above): the existing bridge at Savanna-Sebula (Below): a rendering of a replacement bridge

Agency Budget Detail

IDOT Region and District Boundaries



Agency Budget Detail

ROAD AND HIGHWAY PROJECT EXAMPLES
REGION 1
FY 2017 Continuing Projects
<ul style="list-style-type: none"> • Reconstruction of the existing interchange at I-55 at US-6 to enhance access, mobility, operations and safety. • Reconstruction of the interchange at Barrington Road and I-90 (Jane Addams Memorial Tollway) to provide additional access and enhance emergency vehicle response time. • Reconstruction and additional lanes on US-30 (Lincoln Highway) from IL-59 (Division Street) to I-55. • Rehabilitation of the existing bridges at IL-171 (Archer Avenue) from 47th to 55th Street and at I-55 (Stevenson Expressway). • Replacement of the outdated changeable message sign system that provides drivers essential lane operational information along the reversible lane system on I-90/94 (Kennedy Expressway) from I-94 (Edens Expressway) to Ohio Street. • Reconstruction of the existing Union Pacific Railroad bridge located at the interchange of US-41 (Skokie Highway) at IL-132 (Grand Avenue). Improvement of six intersections along IL-53/113 parallel to the Union Pacific Railroad in order to accommodate rail crossing improvements necessary to implement high-speed rail.
Proposed FY 2018 Projects (Program not Finalized)
<ul style="list-style-type: none"> • Reconstruction of I-55 at Weber Road and Weber Road from Rodeo Drive to Normantown Road consisting of interchange reconstruction, roadway reconstruction, additional lanes, and traffic signal modernization. • Replacement and rehabilitation of I-80 eastbound mainline bridges from Chicago Street to Rowell Avenue. • The I-94 Bus on Shoulder Project enabling the implementation of such a system on I-94 (Edens Expressway) from Foster Avenue to the Edens Spur interchange and on US-41 from the Edens Spur to Lake Cook Road in Cook County. • Reconstruction and bridge replacement on US-6 (Southwest Highway) from Hass Road to Will-Cook Road. Resurfacing will also be performed along US-6 (Southwest Highway) from Cedar Road to Hass Road. • Widening, resurfacing and traffic signal modernization to improve safety along IL-132 (Grand Avenue) from Munn Road to Sand Lake Road. • Replacement of the existing bridge carrying Hankes Road over IL-56 and the replacement of the existing bridge carrying Hankes Road over Lake Run Creek. The roadway profile will be raised to provide better vertical clearance under the bridges. • Reconstruction, widening, and drainage improvements on Wood Street from Little Calumet River to south of US-6 (159th Street).
REGION 2
FY 2017 Continuing Projects
<ul style="list-style-type: none"> • Bridge replacement on IL-89 over the Illinois River in Spring Valley. • Reconstruction and widening of IL-5 in Moline from I-74 to 70th Street. • Reconstruction and widening of IL-2 (North Main) in Rockford between Auburn Street and Riverside Boulevard. • Bridge replacement on IL-178 over the Illinois River in Utica. • Reconstruct, widen and replace structures along US-34 from Eldamain Road to Center Parkway in Yorkville. • Resurfacing, patching and structure repairs along I-57 from the Champaign County line to the Iroquois County line. • Bridge replacement on US-34 over Indian Creek West of IL-78 junction. • Reconstruction and resurfacing of IL-75 from Rock River to IL-2 in Rockton. • Resurfacing, bridge repairs and patching along I-88 between Sand Road and IL-78.
Proposed FY 2018 Projects (Program not Finalized)
<ul style="list-style-type: none"> • Additional lanes and reconstruction along IL-71 between IL-47 and IL-126 in Yorkville. • Repairs along I-55 from 0.6 miles north of IL-23 in Pontiac to 4.2 miles north of IL-23 in Pontiac. • Resurfacing and patching along I-74 between IL-81 and IL-17.
REGION 3
FY 2017 Continuing Projects
<ul style="list-style-type: none"> • Painting and steel repairs to the structure carrying I-474 (Shade Lohman) over the Illinois River west of Creve Coeur. • Replacement of the structure carrying I-74 over the BNSF and Lincoln Street, south of Galesburg. • Pavement widening and shoulders on IL-116 from just east of Greengold Road to Carole Street just east of Hanna City. • Replacement of the structure carrying IL-164 over Cedar Creek 1.5 miles east of US-34. • Resurfacing on I-74 from the Spoon River to east of IL-78. • Resurfacing on I-57 from Sadorus Road to 1 mile south of I-74 in Champaign. • Resurfacing on I-55 Business/Veterans Parkway west of Fox Creek Road to just east of Bunn Street in Bloomington. • Resurfacing on I-74 from east of Leroy to the Dewitt County line and the US-136 interchange. • Resurfacing on US-45 from the Saline Branch Ditch south of Thomasboro to north of I-74 at Urbana. • Repairs to the Cedar Street Bridge carrying IL-8/116 (Cedar Street) over the Illinois River and the Tazewell and Peoria Railroad. • Paving of the northbound lanes of the Northwest Macomb Bypass from US-67 to US-136. • Replacement of structures carrying IL-97 over Haw Creek tributary and Little Haw Creek.
Proposed FY 2018 Projects (Program not Finalized)
<ul style="list-style-type: none"> • Improvements to I-74 from the Tazewell County line to east of the Carlock interchange. • Structural steel repair and bridge joint repair on the Murray Baker Bridge carrying I-74/IL-29 over the Illinois River in Peoria.

Agency Budget Detail

ROAD AND HIGHWAY PROJECT EXAMPLES
REGION 4
FY 2017 Continuing Projects
<ul style="list-style-type: none"> • Resurfacing on I-55/72 from north of Stevenson Drive to north of Clear Lake Avenue, east of Springfield in Sangamon County. • Resurfacing of Business 55/Lincoln Parkway in Logan County from Kenwood Drive to IL-10 in Lincoln. • Bridge raising of the Dawson Road overhead bridge over I-72, south of Dawson in Sangamon County. • Resurfacing on IL-29 in Sangamon County from just south of Andrew Road to just north of the Capital Airport entrance. • Resurfacing of IL-99 in Brown County from south of Mount Sterling to Versailles. • Resurfacing of IL-123 in Menard County from east of Petersburg to IL-29. • Bridge replacement on IL-33 over Lamotte Creek at the southeast corporate limits of Palestine in Crawford County. • Resurfacing of IL-121 from just northwest of the Macon County Line to just southeast of Dalton City and resurfacing of IL-128 from north of IL-121 to just south of IL-121 in Macon and Moultrie counties. • Bridge replacement on IL-250 over the stream just west of Bridgeport in Lawrence County. • Bridge superstructure replacement on IL-130 over Brush Creek just south of Newton in Jasper County. • Safety project of new shoulders on US-40/IL-128 from the Union Pacific Railroad in St. Elmo to IL-128 in Altamont. • Safety project of new shoulders and safety improvements on US-45 from West Salt Creek to just south of 500th Avenue. • Safety project of new shoulders on IL-37 from 700th Avenue south of Watson to the Illinois Central Railroad. • US-51 expansion to four lanes from 1.75 miles south of Assumption to 2.5 miles north of IL-16 in Christian County. • Wabash Avenue from Moffat Street in Curran to Koke Mill Road in Springfield, expansion to five lanes. • Dirksen Parkway in Springfield from north of Clear Lake Avenue to Ridge Avenue, expansion to five lanes. • Morton Avenue in Jacksonville, resurfacing, traffic signal modernization, entrance consolidation. • Bridge replacement on US-45 over Green Creek 1.5 miles south of the Shelby County line in Effingham County. • Bridge superstructure replacement on US-51 over the Sangamon River a mile south of Harristown in Macon County. • Bridge replacement on IL-130 over Range Creek just north of the Jasper County line in Cumberland County.
Proposed FY 2018 Projects (Program not Finalized)
<ul style="list-style-type: none"> • Bridge replacement of US-54 over the Mississippi River (Champ Clark Bridge) at Louisiana, Missouri, with the Missouri Department of Transportation (MoDOT) as the lead agency. • Resurfacing of I-55/72 from north of Southwind Road to north of Stevenson Drive in Springfield. • Resurfacing of IL-4 in Sangamon and Macoupin County from Auburn to Virden. • Bridge replacement of the West Frontage Road over Kickapoo Creek near Lawndale in Logan County. • Resurfacing of IL-100 in Schuyler County from US-67 to Browning. • Bridge widening and deck replacement on I-70 over the CSX Railroad 1.5 miles west of the Brownstown interchange. • Rubblization on I-70 from the Abandoned Railroad Bridge at Altamont to Little Wabash River West of Effingham. • Bridge replacement on IL-133 over Jonathan Branch, 2.5 miles east of Lovington in Moultrie County. • Bridge replacement on IL-1, south of Birds Road in Lawrence County.
REGION 5
FY 2017 Continuing Projects
<ul style="list-style-type: none"> • Resurfacing on I-70, just west of Prairie Road to the Bond County line in Madison County. • Bridge replacement on IL-143 over Shoal Creek in Bond County. • Improvements to eastbound I-55/64 over the Mississippi River (MoDOT lead agency). • I-64 resurfacing from I-57 to east of IL-142 near Mount Vernon. • Bridge superstructure replacement on IL-127 over Big Muddy River in Murphysboro. • Bridge replacement on I-57 over IL-146 in Union County. • Intersection improvement at IL-14 and IL-37 in Benton. • New ramp from eastbound Martin Luther King Jr. Bridge to westbound I-55/64/IL-3 in St. Clair County. • Bridge replacement on IL-157 over St. Clair Avenue, Metrolink and Schoenberger Creek in St. Clair County. • Bridge repair on the Joe Page Bridge in Calhoun and Greene counties. • Rubblization of I-57 from Old IL-13 in Marion to the Johnson County line near I-24. • New IL-13 frontage road from Campground Road to Greenbriar Road near Carterville.
Proposed FY 2018 Projects (Program not Finalized)
<ul style="list-style-type: none"> • Bridge replacement of the Martin Luther King Jr. Bridge approach structure over westbound I-55/64. • Bridge replacement on IL-143 over Indian Creek in Madison County. • Resurfacing on I-70 from just west of Sugar Loaf Road to the BNSF Railway. • Bridge deck replacement on I-55 over the MCT Bike Trail, five miles south of IL-140. • IL-13 bridge replacement and widening from east of Giant City Road to west of Reed Station Road in Carbondale. • IL-148 resurfacing and safety shoulders from south of old IL-13 to I-57.

Agency Budget Detail

PUBLIC TRANSIT



NORTHEASTERN ILLINOIS PUBLIC TRANSIT

Chicago Transit Authority (CTA)

Wilson Station Reconstruction

The \$203 million Wilson Station reconstruction will be one of the largest Chicago Transit Authority (CTA) station projects in the agency's history. The planned reconstruction of the Wilson Red Line station began in 2014, and will replace the badly deteriorated facility that was built in 1923. The completely rebuilt, modern and accessible station will serve as a new transfer point between the Red and Purple lines.

The Wilson Station project will provide station access to persons with disabilities in accordance with the Americans with Disabilities Act (ADA). The new stationhouse will feature two elevators for access to the platforms, ramps, wheelchair access at the fare gates and Braille signage. Two of the three new station entrances and exits will be accessible, whereas none had previously complied with the ADA.

More than 80 percent of the funding for the \$203 million project comes from IDOT, with the remaining funding provided by the Federal Transit Administration and a tax-increment financing (TIF) district. The project will wrap up in late 2017.

Agency Budget Detail

95th Street Terminal

Construction of the 95th Street Terminal on the CTA's Red Line continues to progress. In 2016, the CTA approved a contract to construct a new, larger 95th Street Terminal on the Red Line, one of the largest rail station projects in the agency's history and an investment that will modernize transit and promote economic opportunity on Chicago's south side.

The \$180 million contract will provide for the engineering, designing and building of new north and south passenger terminals. The project will replace an outdated, cramped bus and rail facility at 95th and the Dan Ryan Expressway (I-90/94) with a contemporary, spacious facility that will better serve 20,000-plus bus and rail passengers who travel through the terminal daily. The terminal is one of the CTA's 10 busiest, with 24-hour Red Line service and, on a typical weekday, serving more than 1,000 bus trips for the 19 routes that terminate at the station.

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

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

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

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



Rendering of the completed 95th Street Terminal

Agency Budget Detail

Your New Blue

IDOT continues to participate in the CTA's four-year Your New Blue improvement program for the Blue Line O'Hare branch, a \$492 million program to provide faster, smoother commutes and improved stations for the 80,000 daily riders that use the branch.

Your New Blue includes state-funded components of track improvements and station improvement projects along the 12.5-mile stretch of the O'Hare Branch between Grand and O'Hare, including rehabilitation projects at Western, Damen and California, which were completed in 2015. The project helped to reduce slow zones on the branch from nearly 29,000 track feet in early 2014 to 14,300 track feet in November 2016. Slow zone elimination and other improvements will shorten round trips from O'Hare to downtown by 10 minutes. A round trip takes approximately one hour.

The state is also funding components of the Addison, Irving Park, Montrose, Harlem and Cumberland station renewal projects, which are nearing completion. The contribution of state funds is tentative for the Grand, Chicago, Division and Jefferson Park stations.

Funding for Your New Blue is being provided by a variety of local, state and federal sources, with \$90 million provided by the state.



Rendering of the forthcoming reconstructed bus terminal at Jefferson Park.

Agency Budget Detail

3200 Series Rail Car Overhaul

The CTA is undertaking a \$166 million project to overhaul 257 of its 3200 Series rail cars. The 3200 Series rail cars were manufactured between 1992 and 1993 by Morrison-Knudson and are the second oldest cars in use today. The overhaul will extend the lives of the cars by six to ten years, which will allow the CTA to continue to provide reliable and efficient service on the Brown and Orange lines, where the 3200 Series cars run, until the new 7000 Series cars are delivered in the early 2020s. The project work is being done in-house at one of the CTA's 11 train yards, the Skokie Heavy Maintenance Shop.

The state is providing approximately \$53 million for the project, which will fund overhaul of 58 of the cars. This overhaul provides the replacement of major components of the rail cars, including HVAC and the auxiliary power supply units. In addition, signage and interior lighting will be upgraded to LED. Seats and doors will be replaced and rebuilt, as well as the railcar trucks, braking systems, batteries, propulsion systems and undercar cabling. This intensive work takes approximately six weeks per car. Completion is set for late 2017 or early 2018.

The overhaul is part of the CTA's goal to modernize its entire fleet of rail cars and buses. At completion, new and overhauled cars will make up 70 percent of the CTA's rail fleet.



Agency Budget Detail

Metra

Metra has received the final two of 160 new electric Highliner rail cars as part of its \$585 million procurement. These cars are replacing existing commuter cars, built between 1971 and 1979, that were in service on Metra's Electric Line. This entire purchase was funded by IDOT, with all cars being built in Rochelle by Nippon Sharyo, Inc.

In addition, Metra is helping to oversee implementation of the federally-mandated Positive Train Control (PTC) installation. The primary function of this new safety technology is to prevent train accidents by automatically stopping or slowing moving trains in order to avoid collisions or derailment. The estimated cost of this computerized system is more than \$400 million, of which the state has provided \$85 million. Metra is anticipating future federal and state funding to cover the remaining cost of this project. Earlier this year, Metra filed an alternative schedule for implementing PTC by 2020.



A new electric Highliner car

A public-private partnership between Metra and the Union Pacific (UP) Railroad will construct two new segments of the third mainline track on the UP West Line. The third track is being added on two segments: from the Vale Interlocking in River Forest to the 25th Avenue Interlocking in Melrose Park and from the Kress Interlocking in West Chicago to the Peck Interlocking in Geneva. The improvements along both segments will include track work, grading, subballast, structures, signal infrastructure, interlocking upgrades and all other work necessary for at-grade crossings. The project will also include platform relocations and improvements at both the Maywood and Melrose Park stations, and platforms, shelter and parking improvements at the Geneva station. A \$44.5 million state contribution will fund the design, environmental study, potential land acquisition and construction for both segments of the new third mainline.

Pace

IDOT continues to support Pace capital projects, including the conversion of its fleet to compressed natural gas (CNG), a safer, more cost-effective alternative to regular gasoline. The state has invested approximately \$49 million for the purchase of 91 CNG buses under contract with Pace, of which 21 have been delivered.

In addition, IDOT previously provided \$2 million to Pace for the construction of a new transit center at Toyota Park in Bridgeview. Pace is now proceeding with the final phase at the transit center, which includes the construction of a canopy structure.



One of the new CNG buses

Agency Budget Detail

DOWNSTATE ILLINOIS PUBLIC TRANSIT

Downstate Public Transit Capital Program

The Downstate Public Transit Capital Program consists of a variety of projects from facility construction, rehabilitations and renovations to bus and computer equipment purchases. Construction projects include bus storage facilities, multimodal stations and maintenance, administrative and dispatch facilities.

Currently, construction is underway for a multimodal station project in Rock Island. Construction is anticipated to begin soon for the bus storage facility in Rockford. The process of administering these projects is being managed by IDOT through the Downstate Capital Improvement Program, with approximately \$30 million in funding made available from the Downstate Transit Improvement Fund.

Consolidated Vehicle Procurement (CVP) Program



A van purchased through IDOT's CVP program, which was one of three received in 2016 by Rimland Services, a not-for-profit organization serving individuals with Autism

The Consolidated Vehicle Procurement (CVP) program exists as IDOT's chief capital program for equipping service providers, private, not-for-profit agencies and public entities charged with meeting the transportation needs of Illinois's disabled, senior and Downstate transit-dependent populations with ADA accessible features. In 2016, the CVP program completed deliveries of rolling stock awards to more than 100 individual grantees comprised of 352 vehicles, purchased with nearly \$19 million in combined federal and state funds. In 2017, the CVP program anticipates making awards on the scale of approximately 130 vehicles, leveraging approximately \$6 million in combined federal and state funds.

Agency Budget Detail

RAIL



Completed in 2012 as a part of the 130th and Torrence grade separation (CREATE project GS15a), the new truss bridge carries the South Shoreline over a 394-foot span traversing freight rail lines and roads. The bridge won an award in 2014 from the American Institute of Steel Construction in the Long Span category.

PROGRAM HIGHLIGHTS

Rail Freight Program

The Rail Freight Program provides financial assistance to communities, railroads and rail shippers to preserve and improve rail freight service in Illinois. The program complements private investments that create and retain jobs.

The recently completed rail spur project to serve Sterling Lumber Company in Phoenix allowed the company to expand its business, reduce its costs and stay in Illinois, preserving 177 jobs and creating 50 new full-time jobs. The Rail Freight Program provided \$1.75 million of financial assistance in a combination of grants and loans that leveraged a private investment of \$22 million.

Under a \$2.5 million grant recently awarded by the program, the Indiana Rail Road Company will be replacing eight timber trestle bridges on their line between Robinson and Newton with new concrete bridges supported on steel piles. The project is scheduled to take three years and estimated to cost \$5 million, with the railroad providing the other half of the cost. The project will reduce maintenance expenses for the railroad and allow the major industries along this line to continue to benefit from the lower costs of shipping.

Agency Budget Detail

High Speed Rail

The Illinois high speed rail program is upgrading the Chicago-St. Louis rail corridor to provide passenger service at up to 110 mph, leading to shorter travel times, increased reliability and safety, along with upgraded or new stations. In 2016, the engineering component started to wind down. Significant construction work took place including site preparation; installation of sidings and double track; improvements to existing bridges, structures and at-grade crossings; and installation of new roadway surfaces.

Major construction accomplishments in 2016 include the completion and opening of eight miles of new double track in Elkhart, large portions of the second main from Joliet to Braceville, as well as all the remaining sidings (Normal, Ballard, Auburn and McLean). Significant work has been done in the Shipman to Godfrey double-track project, with most of the earthwork complete. Of the 256 crossings subject to improvements, 39 have been closed, 141 are complete with four-quadrant gates and loop detectors, 40 additional crossings were complete at the end of 2016 and 36 are scheduled to be completed by 2017. Projects at six stations (Pontiac, Normal, Lincoln, Springfield, Carlinville and Alton) are underway. Normal is expected to have its second platform and waiting area operational in 2017. The other five stations will be completed by mid-2017. The first new station, in Dwight, is already completed.

The new station in Dwight replaced the old depot, which was built in 1891 for the Chicago and Alton Railroad. The old station was designed by noted architect Henry Ives Cobb, known for his work in the Richardson Romanesque style in which the station was built. It was placed on the National Register of Historic Places in 1982 and is being preserved by becoming the new home of the Dwight Historical Society and the Dwight Chamber of Commerce. The \$3.26 million new station opened one block south of the old depot in October 2016 on the 30th anniversary of when Amtrak began serving Dwight.

The deadline set by the Federal Railroad Administration to complete construction activities is June 2017. The main focus will be on the completion of the new passenger stations and completion of the rehabilitation activities in Lincoln and Springfield. With the completion of the signal installation by June 2017, higher speeds will be expected with the operation of the first trains equipped with new locomotives. All work planned along 3rd Street in Springfield will begin in early 2017.



The old (left) and new (right) stations at Dwight

Agency Budget Detail

Chicago Region Environmental and Transportation Efficiency Program (CREATE)

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

Of the 70 projects in CREATE, 28 are complete, six are under construction, four are in the final engineering phase, 13 are in preliminary engineering and 19 remain unfunded and have yet to be initiated.

A major CREATE project completed in 2016 is the new 25th Avenue and Union Pacific Railroad overpass in Bellwood (Project GS6 as shown on the following pages), which will reduce roadway congestion and improve safety through the corridor from St. Charles Avenue to Lake Street. By removing this transportation barrier, the project will enable community development. Each day, approximately 19,000 vehicles pass through the crossing, with more than 3,500 vehicles delayed, resulting in 28,400 annual motorist hours of delay that will be alleviated.

The CREATE project for the Englewood Flyover (Project P1 as shown on the following pages) was completed in May 2016. This is the first CREATE project in a passenger corridor to be completed by the department and it is expected to save 7,500 annual passenger hours of delay.

Set for completion in 2017 is the grade separation of IL-19 (Irving Park Road) at the Canadian Pacific Railroad in Bensenville (Project GS16 as shown on the following pages). The project includes pavement reconstruction and widening, improved intersection geometry, additional auxiliary lanes, drainage system improvements, and signal modernization. The most significant component of the improvement includes lowering Irving Park Road and raising the Canadian Pacific Railroad Bridge to provide an improved vertical clearance. Each day, on average, 32,600 vehicles pass through the crossing. Separation of the roadway from the railroad tracks will reduce traffic congestion and improve safety. The grade separation is located at the southwestern edge of O'Hare International Airport and is being done in conjunction with an O'Hare Modernization Program project to build a grade separation at Union Pacific Railroad over Irving Park Road.

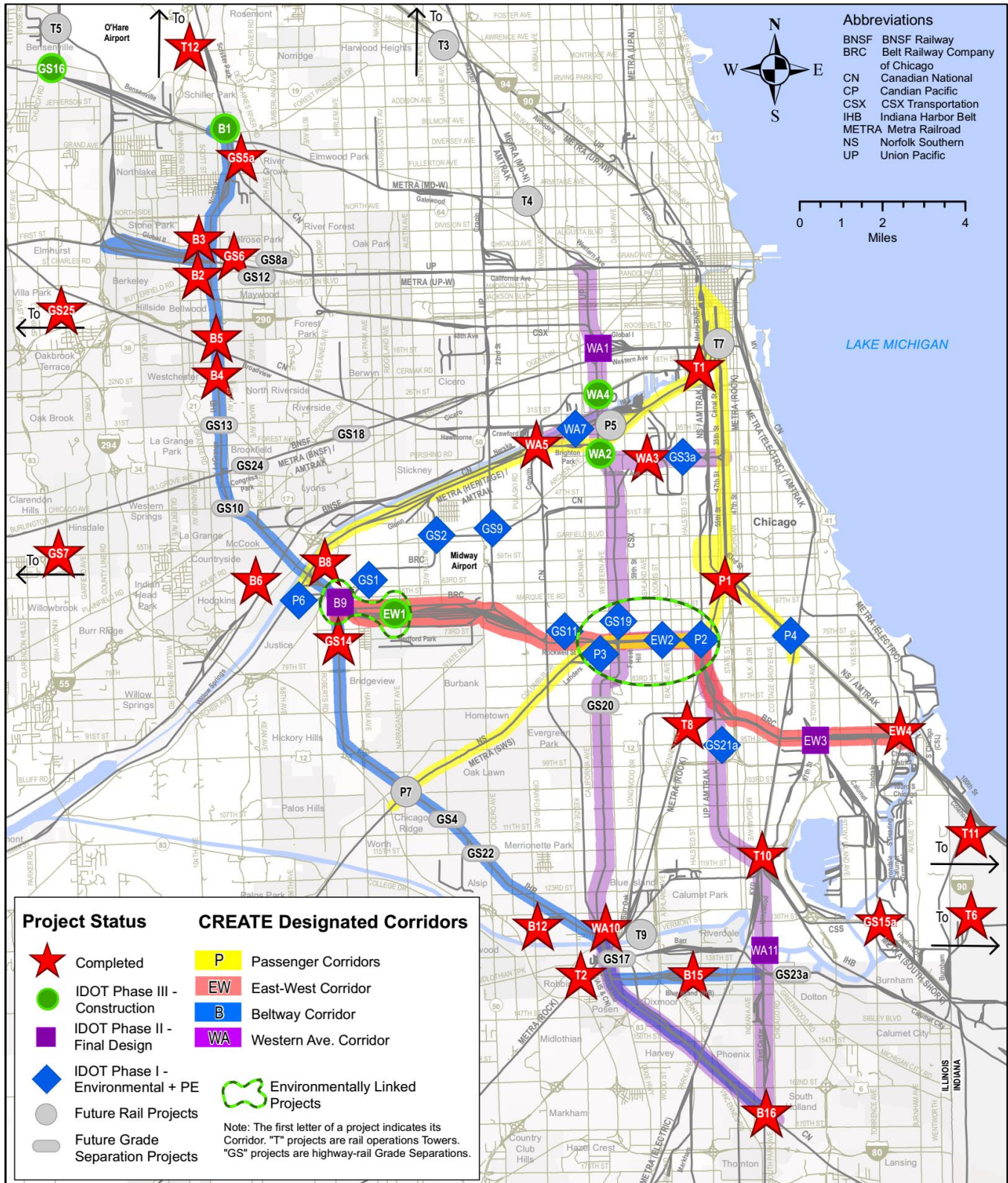
Another grade separation project is in design on the south side of Chicago at 95th (US 12/20) and the Union Pacific tracks near Eggleston. The current crossing significantly impedes traffic in the area due to 24 daily freight trains and two daily Amtrak trains. Each day, 24,000 vehicles pass through the crossing. Among those vehicles are 700 CTA and Pace buses carrying 18,000 passengers to and from the nearby Red Line 95th Street Terminal. The crossing is also considered to be critical by the City of Chicago for emergency response purposes.



The Union Pacific grade crossing with 95th Street in Chicago

Agency Budget Detail

CREATE Program Project Status Map



Agency Budget Detail

CREATE Program Project Status Summary

Proj. No.	Project Name	Project Location	Railroads Affected	Lead	Pending Funding	Phase			Project Complete	Completion Date
						I	II	III		
Belt Corridor										
B 1	CP double & IHB connection	Franklin Park	Metra / CP / IHB / CN	Metra	-	-	-	X		
B 2	Proviso 3rd Main	Bellwood / Berkeley / Elmhurst / Melrose Park	IHB / UP / Metra	UP	-	-	-	-	X	Sep 2013
B 3	Melrose connection	Bellwood	IHB / UP	UP	-	-	-	-	X	Sep 2009
B 4	TCS LaGrange to CP Hill	LaGrange / LaGrange Park / McCook	IHB	IHB (CSX)	-	-	-	-	X	May 2012
B 5	TCS LaGrange to CP Hill	Bellwood / Broadview / Melrose Park	IHB / CN	IHB (CSX)	-	-	-	-	X	May 2012
B 6	McCook	McCook	CSX / BNSF / Amtrak / Metra	CSX	-	-	-	-	X	Dec 2009
B 8	TCS Argo to Canal	Bedford Park / Bridgeview / Summit	CSX / Amtrak / Metra	CSX	-	-	-	-	X	Mar 2009
B 9	Argo	Chicago / Bedford Park / Bridgeview / Summit	BRC / CSX / Amtrak / Metra	CSX	-	-	X			
B 12	CP Francisco	Alsip / Blue Island	CSX	CSX	-	-	-	-	X	Jul 2011
B 15	TCS Blue Island	Blue Island / Dolton / Riverdale	IHB	IHB (CSX)	-	-	-	-	X	Sep 2012
B 16	Thornton Jct	South Holland	UP / CN	UP	-	-	-	-	X	Jun 2014
East-West Corridor										
EW1	Argo	Chicago / Bedford Park / Bridgeview / Summit	BRC / Amtrak / Metra	BRC (CSX)	-	-	-	X		
EW2	80th Street	Chicago	BRC / Metra / UP / NS	BRC (NS)	-	X				
EW3	Pullman Jct	Chicago	BRC / NS	NS	-	-	X			
EW4	CP 509	Chicago	BRC / NS / Amtrak	NS	-	-	-	-	X	Jul 2008
Western Avenue Corridor										
WA1	Ogden Jct.	Chicago	CSX / NS / UP / Metra	UP	-	-	X			
WA2	TCS Blue Island Sub	Chicago	CSX / Amtrak / Metra	CSX	-	-	-	X		
WA3	Ashland Ave. & CJ Mains	Chicago	NS	NS	-	-	-	-	X	Jun 2016
WA4	BNSF Horseshoe	Chicago	BNSF / CN / NS / CSX	BNSF	-	-	-	X		
WA5	Corwith Tower	Chicago	BNSF / CN / Amtrak / Metra	BNSF	-	-	-	-	X	Jun 2009
WA7	Brighton Park	Chicago	NS / CSX / CN / Amtrak / Metra	NS	-	X				
WA 10	Blue Island Jct.	Blue Island	CN / CSX	CSX	-	-	-	-	X	Sep 2013
WA 11	Dolton Interlocking	Chicago / Dolton / Riverdale	IHB / CSX / UP / Amtrak	CSX	-	-	X			
Passenger Corridors										
P 1	63rd & State	Chicago	Metra / NS	Metra	-	-	-	-	X	May 2016
P 2	74th Street	Chicago	BRC / Metra / NS	Metra	-	X				
P 3	75th Street	Chicago	BRC / CSX / NS / Metra	Metra	-	X				
P 4	Grand Crossing	Chicago	NS / Amtrak	NS	-	X				
P 5	Brighton Park	Chicago	CN / Amtrak / Metra	Metra	X					
P 6	Canal	Summit	CN / Amtrak / Metra	Metra	-	X				
P 7	Chicago Ridge	Chicago Ridge	Metra / IHB	Metra	X					
Tower Projects										
T1	21st Street	Chicago	Amtrak / Metra	Amtrak	-	-	-	-	X	Feb 2005
T2	Blue Island Jct.	Blue Island	CN	CN	-	-	-	-	X	Aug 2014
T3	Roundout	Lake Forest	CP / Metra / Amtrak	CP/Metra	X					
T4	A-5	Chicago	CP / Metra / Amtrak	CP/Metra	X					
T5	B-17	Bensenville	CP / Metra	CP/Metra	X					
T6	Calumet Tower (IN)	East Chicago, IN	IHB	IHB	-	-	-	-	X	Mar 2013
T7	16th Street	Chicago	Metra / Amtrak	Metra	X					
T8	Gresham	Chicago	Metra	Metra	-	-	-	-	X	Jan 2010
T9	Blue Island	Blue Island	Metra	Metra	X					
T10	Kensington	Chicago	Metra / NICTD / Amtrak	Metra	-	-	-	-	X	Jan 2010
T11	Hick (IN)	East Chicago, IN	NS / Amtrak	NS	-	-	-	-	X	Jul 2010
T12	Deval	Des Plaines	UP / Metra	UP	-	-	-	-	X	May 2005
Grade Separation Projects										
GS1	63rd St / Harlem Ave	Chicago	BRC	IDOT	-	X				
GS2	Central Ave / 54th St	Chicago	BRC	IDOT	-	X				
GS3a	Morgan St / Pershing Road	Chicago	NS	CDOT	-	X				
GS4	Central Ave	Chicago Ridge / Oak Lawn	IHB	IDOT	X					
GS5a	Grand Ave	Franklin Park	IHB / CN / Metra	IDOT	-	-	-	-	X	Sep 2007
GS6	25th Ave	Melrose Park / Bellwood	UP / Metra	IDOT/local	-	-	-	-	X	Dec 2016
GS7	Belmont Rd	Downers Grove B	NSF / Metra / Amtrak	Metra	-	-	-	-	X	Oct 2012
GS8a	5th Ave	Maywood	UP / Metra	IDOT	X					
GS9	Archer Ave / Kenton Ave	Chicago	BRC	CDOT	-	X				
GS10	47th St / East Ave	LaGrange / McCook	IHB	IDOT	X					
GS11	Columbus Ave / Maplewood Ave	Chicago	BRC	CDOT	-	X				
GS12	1st Ave	Maywood	UP / Metra	IDOT	X					
GS13	31st St	LaGrange Park	IHB	IDOT	X					
GS14	71st St	Bridgeview	CSX	IDOT/local	-	-	-	-	X	Nov 2013
GS15a	130th St / Torrence Ave	Chicago	NS / NICTD	CDOT	-	-	-	-	X	Jul 2015
GS16	Irving Park Rd	Bensenville	CP	IDOT	-	-	-	X		
GS17	Western Ave	Blue Island	CSX	IDOT	X					
GS18	Harlem Ave	Berwyn / Riverside	BNSF / Metra / Amtrak	IDOT	X					
GS19	71st St / Bell Ave	Chicago	CSX	IDOT	-	X				
GS20	87th St / Rockwell St	Chicago / Evergreen Park	CSX	CDOT	X					
GS21a	95th St / Eggleston Ave	Chicago	UP / Amtrak	CDOT	-	X				
GS22	115th St	Alsip	CSX	IDOT	X					
GS23a	Cottage Grove	Dolton	IHB / CSX	IDOT	X					
GS24	Maple Ave	Brookfield	BNSF / Metra	IDOT	X					
GS25	Roosevelt Road	West Chicago	UP / Metra	IDOT	-	-	-	-	X	Jul 2015
Other Projects										
Other	Common Operational Picture	Chicago and suburbs (Chicago Terminal District)	All Railroads		-	-	-	-	X	May 2015
Other	Viaduct Improvement Program	Chicago (various locations)	various	CDOT	-	-	-	X		
Other	Grade Crossing Safety Program	Suburbs (various locations)	various	IDOT/CDOT	X					
Total Projects					19	13	4	6	28	

Agency Budget Detail

AERONAUTICS



The Illinois aviation system consists of nearly 825 landing facilities. These facilities include commercial service, reliever and general aviation airports; private restricted landing areas; and hospital heliports. Funding and technical assistance for the state's system of public airports is provided through the Federal Aviation Administration's Airport Improvement Program. For fiscal year 2017, the state's Division of Aeronautics received and administered 42 grants through the program, totaling more than \$101.4 million.

PROGRAM HIGHLIGHTS

Peoria International Airport

Peoria International Airport is a primary airport serving the central Illinois region with commercial passenger service to various destinations, including Chicago, Atlanta, Dallas, Detroit, Charlotte and Las Vegas. A primary airport is an airport that has commercial service consisting of more than 10,000 passenger enplanements in a year. The airport also serves a multitude of private and corporate aircraft looking to access the Peoria region for both business and recreation. Peoria International is the fourth-busiest airport in the state for passenger service and also serves both the Army and Air Force. The facility received a new terminal in 2010 and expanded its apron to increase customer services and enable future renovations.

A project to rehabilitate the main terminal ramp consists of the removal and replacement of select 18-inch thick concrete lanes and panels that are deteriorating, along with any necessary base and subbase work encountered upon excavation of the existing apron. These areas are located in the older portion of the apron that are utilized in connection with the new terminal and sit adjacent to the newer apron area.

The contract is broken into various phases in order to minimize the disruption to scheduled air service, which accounted for more than 320,000 passenger enplanements in 2015. Construction on the \$4 million project started in July 2016. The final product will help to serve existing commercial aircraft as well as promote potential future growth for the airport and community with an apron that serves the passenger jets using this airport.

Agency Budget Detail

Chicago Executive Airport

Chicago Executive Airport currently serves a significant portion of the general aviation activity of the northern Cook County and southern Lake County area and is a reliever airport for O'Hare International, one of the nation's busiest airports. Chicago Executive currently has the fourth-largest based aircraft fleet in Illinois (194) and is the fifth busiest airport in terms of operations. The aircraft users include private aircraft owners, flight schools, businesses who maintain their company aircraft at the airport and major national corporations needing to access Chicago and the surrounding suburbs.

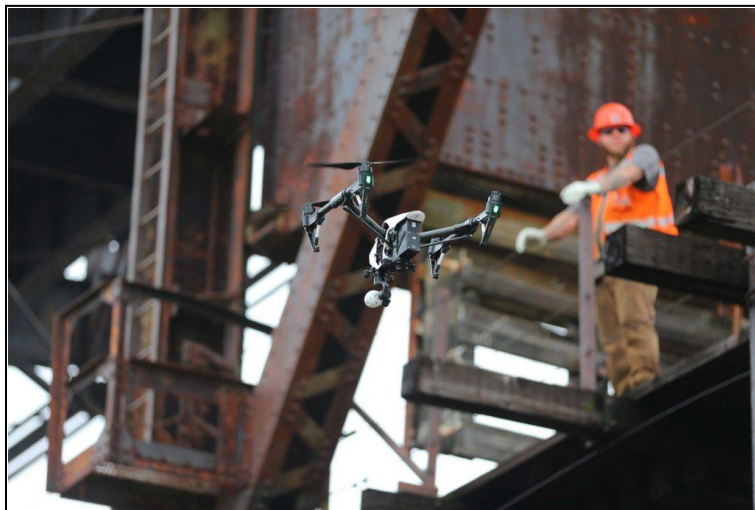
The recently completed project to rehabilitate Runway 16/34 at the Chicago Executive Airport consisted of milling and replacing the existing bituminous surface to the main 150-foot runway, along with replacing lighting, electrical circuit work and pavement marking. This project was bid in January 2016, and awarded at a total construction cost of \$4.6 million. Since the work required the main runway to be closed during any construction work, the contract mandated that the work be accomplished on nights and weekends due to the heavy traffic use at this airport. The project also required a completion timeline that caused the airport and its users as little disruption as possible. The project was completed in September 2016, eight days ahead of schedule.

Quincy Regional Airport

Quincy Regional Airport is one of the 11 primary airports in the state. The airport serves as a corridor to access both St. Louis as well as various destinations to the west of Illinois and has five flights daily to Lambert International Airport serviced by Cape Air.

The project to realign and reconstruct a portion of Taxiway "D" consisted of replacement of existing taxiway with 10-inch thick concrete, along with all necessary earthwork, drainage, lighting and pavement marking required to meet current federal design standards. Taxiway "D" is a critical connection between the airport's main terminal and its crosswind runway. The \$1.4 million project was completed in November 2016, 44 days ahead of schedule.

Unmanned Aerial Systems



A drone assists inspecting a 19th century railroad bridge near Ottawa

In 2016, IDOT began testing drone technology to help improve the safety of workers and the public, reduce costs, and introduce new strategies on everything from bridge inspections to determining the appropriate responses to emergency incidents.

Two drones were purchased to explore ways to enhance mapping practices and regular inspections of bridges, as well as documenting progress in work zones. The drones are expected to play an important role in increasing efficiency and improving employee safety by reducing the need to have workers in the field in high-risk situations.

Testing of live-streaming video is underway to assist in managing and responding to disasters or emergency situations by providing real-time footage to key decision-makers on the ground.

The research is in line with a department priority to encourage staff to find opportunities to innovate and seek out new ways to use the latest technology. The drones will help with gathering valuable data to support a wide variety of applications that keep IDOT on the path to becoming the most innovative department of transportation in the country.

Agency Budget Detail



The Illinois Tollway will invest nearly \$1 billion in 2017 for projects to repair and rebuild roadways, bridges and interchanges and other capital investments across the 292-mile system serving 1.6 million daily drivers. This includes \$915 million to fund the sixth year of the agencies 15 year, \$12 billion capital program, Move Illinois: The Illinois Tollway Driving the Future.

The 2017 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility, including:

- implementation of the first SmartRoad on the Jane Addams Memorial Tollway;
- completion of the IL-390 Tollway and planning for the new I-490 Tollway as part of the Elgin O'Hare Western Access Project;
- planning and design for reconstruction and modernization of the central Tri-State Tollway (I-294);
- system-wide roadway, interchange and bridge work to keep the existing infrastructure in good repair; and
- investing in system-wide pavement and bridge repairs and improvements, maintenance facility upgrades, information technology projects and program support activities.

The Illinois Tollway is a user-fee system, which means that no state or federal tax dollars are used to support maintenance and operations. Only those who use the Tollway system pay for it. The projected 2017 revenues for the Tollway are \$1.38 billion.

The Illinois Tollway's operations, improvements and expansions are funded by revenues from toll collection, toll evasion recovery, the issuance of revenue bonds, permit fees and investment income. Additional income is generated from concessions and fuel sales at oases, which are the Tollway's commercialized rest areas.

Agency Budget Detail

CAPITAL PROGRAM HIGHLIGHTS

Elgin O'Hare Western Access Project

The Elgin O'Hare Western Access Project includes the conversion of the existing portion of IL-390 (formerly known as the Elgin O'Hare Expressway) from US-20 to I-290 to a tollway, as well as extension of the IL-390 tollway from I-290 to the west side of O'Hare International Airport. The project also includes construction of the new I-490 tollway from the Jane Addams Memorial Tollway (I-90) to the Tri-State Tollway (I-294). These improvements will provide access to O'Hare from the west and improve travel efficiency by reducing congestion on the local street network. The Tollway expects to spend \$374.5 million on the project in 2017.

In 2017, work includes continuing the eastward extension of the IL-390 tollway to York Road, on the western edge of O'Hare. Preliminary design of the IL-390/I-490 interchange will continue. Pending land acquisition, preliminary design for the southern portion of the new I-490 tollway may continue.



Workers pour concrete for the new I-290 Interchange on the new IL-390 Tollway in Itasca.

Construction in 2017 will also include the completion of the new I-290 interchange and extension of the new IL-390 tollway from Park Boulevard and Arlington Heights Road to IL-83, including construction of the new Wood Dale Road bridge. Site preparation for the IL-390/I-490 interchange will begin in 2017 on the western perimeter of O'Hare to support future embankment needs for construction of the I-490 tollway. Work is also planned to begin on the interchange ramp bridges that span York Road and adjacent railroads. Other 2017 projects include completion of the new interchange on the Jane Addams Memorial Tollway (I-90) at Elmhurst Road and right-of-way acquisitions and utility relocations in support of the I-490 tollway project.

Jane Addams Memorial Tollway (I-90)

In 2017, \$165.3 million will be expended on the Jane Addams Memorial Tollway on construction and implementation of a new SmartRoad tollway. The SmartRoad technology is the first of its kind in Illinois. It will provide real-time information to motorists about road conditions to ease congestion and promote safety. The system consists of overhead digital signs positioned every half-mile connected to sensors and cameras that detect traffic and weather conditions.

Rebuilding and widening the eastern segment of the project from the Elgin Toll Plaza to the Tri-State Tollway (I-294) was completed in 2016. Scheduled work includes completing multi-year projects such as interchange improvement at Roselle Road, Meacham Road and Barrington Road. Construction will also be completed on a pedestrian overpass bridge at the Barrington Road interchange for access to Pace bus services and new Park-n-Ride and Kiss-n-Ride stations.



Roselle Road Bridge reconstruction – Schaumburg

Agency Budget Detail

SmartRoad



The Tollway is planning for the future by investing in new technologies to improve traffic management practices as part of the Jane Addams Memorial Tollway project. The extensive reconstruction project enabled the Tollway to install electrical wiring and fiber optic cable to support a new system of sensors and displays. The system will be able to sense congestion and incidents in the roadway, then relay relevant information to motorists via overhead gantries. The displays will offer

drivers advice on speed based on congestion, notification of lane closures and other information to allow drivers to make wise decisions about lane usage. Sensors are being installed to allow the system to communicate with smart cars in the future. In a first for the Tollway, the reconstructed expressway will integrate with Pace bus service to create a new transit option. Pace buses will be able to take advantage of the traffic management systems and be routed around congestion and given priority on the road using the inside hard shoulder.

Each overhead gantry will have several displays. Some will be general message boards to give information such as travel times to motorists. Others will display lane use indicators. Based on current plans, there will be four indicators: a green arrow indicating a free-flowing lane, a yellow arrow cautioning for lower speed, a red X indicating a closed lane, and a white diamond indicating high occupancy vehicle (HOV) or bus usage. The gantries are placed every half-mile from Barrington Road to the Kennedy Expressway.

The SmartRoad system is expected to become active in spring 2017. Future expansion to other parts of the Tollway system is possible, though currently unplanned.

System-wide Projects

In 2017, \$295 million will fund system-wide infrastructure and safety improvements including bridge, pavement and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures include program support activities such as project management, materials engineering, utility relocation and land acquisition.

The Tollway also expects to spend \$56.5 million to continue planning and design for bridge and roadway reconstruction on the central Tri-State Tollway (I-294).

Other system-wide improvements include:

- \$65.3 million in capital and operating funds for open road tolling technology;
- \$33.0 million to continue improvements to Tollway maintenance facilities system-wide; including new facility construction at the Rockford maintenance site in compliance with Leadership in Energy and Environmental Design (LEED) certified building standards; and
- \$14.7 million to support the development and implementation of an Enterprise Resource Planning (ERP) system to enable the Tollway to maximize resources and manage its business functions more efficiently and effectively; and
- \$3.3 million for roadway equipment, including Intelligent Transportation Systems (ITS) that support the Tollway's traffic and incident management system and operation of the new I-90 SmartRoad.

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for the Illinois Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	-	75,568.8	75,568.8
Transportation Bond, Series B Fund	-	1,894,618.8	1,894,618.8
Transportation Bond, Series D Fund	-	667,822.4	667,822.4
Pay-as-you-go			
Downstate Transit Improvement Fund	30,000.0	21,997.0	51,997.0
Federal High Speed Rail Trust Fund	-	1,198,867.1	1,198,867.1
Federal Mass Transit Trust Fund	20,000.0	68,258.6	88,258.6
Federal/State/Local Airport Fund	100,000.0	100,000.0	200,000.0
Grade Crossing Protection Fund	39,000.0	59,689.0	98,689.0
Rail Freight Loan Repayment Fund	250.0	4,762.7	5,012.7
Road Fund	1,960,860.0	2,477,741.6	4,438,601.6
State Construction Account Fund	462,000.0	955,457.9	1,417,457.9
State Rail Freight Loan Repayment Fund	1,700.0	21,402.8	23,102.8
Working Capital Revolving Loan Fund	2,000.0	2,500.0	4,500.0
South Suburban Airport Improvement Fund	1,000.0	-	1,000.0
Total	2,616,810.0	7,548,686.7	10,165,496.7

Agency Budget Detail

Fiscal Year 2018 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2018 Recommended New Appropriations
Downstate Transit Improvement Fund	30,000.0
Downstate Transit Capital Grants	30,000.0
Federal Mass Transit Trust Fund	20,000.0
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	20,000.0
Federal/State/Local Airport Fund	100,000.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	100,000.0
Grade Crossing Protection Fund	39,000.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0
Rail Freight Loan Repayment Fund	250.0
Statewide - Rail Freight Loan Repayment Program (Federal)	250.0
Road Fund	1,960,860.0
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 - Motorist Damage to Highway Structures	16,500.0
Statewide - Permanent Improvements to IDOT Facilities	16,660.0
Statewide - Road Improvements - Local Share of Road Fund/Road Program	606,185.7
Statewide - Township Bridges	15,000.0
Statewide - Transportation and Related Construction	1,081,000.0
Managed Lanes P3 Consultant Services	10,000.0
High Speed Rail Maintenance Costs	20,000.0
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	4,000.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	37,500.0
Statewide Disposal of Hazardous Materials	6,600.0
Statewide - Maintenance, Traffic & Physical Research/Formal Contracts (A)	79,600.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)	14,000.0
P3 Consultant Services	18,000.0
South Suburban Airport Improvement Fund	1,000.0
South Suburban Airport Expenses, Including Public-private Partnerships	1,000.0
State Construction Account Fund	462,000.0
Statewide - Transportation and Related Construction	462,000.0
State Rail Freight Loan Repayment Fund	1,700.0
Statewide - Rail Freight Loan Repayment Program (State)	1,700.0
Working Capital Revolving Loan Fund	2,000.0
Disadvantaged Business Revolving Loan Program	2,000.0
Grand Total	2,616,810.0

Agency Budget Detail



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

PROGRAM HIGHLIGHTS

The wastewater, stormwater and drinking water loan programs, also called the Illinois Clean Water Initiative (CWI), provide low-interest loans through the State Revolving Fund (SRF). These programs administer loans to local governments using federal funding, state matching funds, interest earnings and loan repayments. IEPA provides the state matching funds by working with the Illinois Finance Authority to issue bonds secured by local loan repayment revenues. The most recent bonds issued were the State of Illinois Clean Water Initiative Revolving Fund Revenue Bonds, Series 2016, which are rated AAA by both S&P Global Ratings and Fitch Ratings. The primary source of revenue for the SRF is the repayment of outstanding loans; the money from these repayments allows issuance of new loans. For fiscal year 2018, \$500 million in new appropriations for wastewater, \$327 million for drinking water and \$100 million for stormwater infrastructure projects in local communities are proposed.

Wastewater and Stormwater Loan Program

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

Agency Budget Detail



Construction of the base of the 1.5 million gallon first flush tank at the Riley Creek CSO Satellite Treatment Facility in the City of Mattoon

One of the communities receiving a loan was the City of Mattoon, which received a \$6.1 million low-interest loan from IEPA's wastewater program. The funding was used for Phase I of the city's Long Term Control Plan (LTCP) to address Combined Sewer Overflow (CSO). Mattoon used this loan to construct their Riley Creek CSO Satellite Treatment Facility in 2016. The city is planning a second phase of its LTCP, which will include an estimated \$8.5 million project through an additional loan.

U.S. EPA recognizes CSOs as a major source of pollution, as they collect both stormwater and wastewater into a single pipe. Under normal conditions, one of these pipes transports all of the wastewater it collects to a sewage plant for treatment and then discharges to a body of water. However, during periods of heavy rainfall or snowmelt, stormwater and untreated wastewater

may discharge directly to nearby rivers and other bodies of water. Contaminants from CSOs can cause a variety of surface water problems, impair aquatic habitats and pose a threat to drinking water. Approximately 860 communities across the country have CSOs, and more than half can be found in four states: Illinois, Indiana, Ohio and Pennsylvania. Illinois has nearly 200 communities with these systems.



Raw sewage being filtered through bar filters at the Fox Metro Water Reclamation Plant

The Fox Metro Water Reclamation District secured more than \$100 million in loans from the SRF for the construction of an expansion of its wastewater treatment plant. The upgrades to the plant will reduce the phosphorous released into the Fox River, into which the district discharges. The river is part of the Mississippi Watershed, which drains into the Gulf of Mexico. Phosphorus, a key contributor to Gulf Hypoxia, which is a low-oxygen zone, enters the Fox River through fertilizer runoff and the sanitary sewer system. These zones can destroy the ecosystem for aquatic plants, animals and other organisms within the Fox River, the entire watershed and the Gulf. Within four years, the new plant is slated to eliminate 67 percent of phosphorous discharged from the plant, helping to alleviate the negative consequences of Gulf Hypoxia.

Agency Budget Detail

Drinking Water Loans

The 1996 amendments to the federal Safe Drinking Water Act required states to develop and implement a source water assessment program. Source water protection is a proactive approach to protecting sources of public water supply and assuring that the best source of water is available to the public. It involves implementation of pollution-prevention practices to protect public water quality. Along with treatment, it establishes a multi-barrier approach to assuring clean and safe drinking water to the citizens of Illinois.



Flood damage to the former Jacksonville Water Treatment Plant in 2011

IEPA has implemented a source water assessment program to assist with wellhead and watershed protection of public drinking water supplies. More than 11 million people in Illinois rely on public water supplies. Assessments have been conducted for virtually all public water supplies in Illinois, including approximately 1,800 community water supplies and more than 4,100 non-community water supplies.

The City of Jacksonville used a \$34.7 million low-interest loan from the Drinking Water Loan Program for the construction of a new water treatment plant. The groundbreaking was held in the fall of 2015 and is expected to be completed in the fall of 2017. The old water treatment plant was prone to flooding and suffered a significant

flood in 2011. The new plant is being constructed outside of the flood plain and the project will keep the city in compliance as well as help provide safe drinking water.

Lead Initiative - Drinking Water Loan Expansion



The City of Galesburg was the recipient of IEPA's first lead abatement loan.

Until it was outlawed, lead had been commonly used in drinking water pipes. In Illinois, lead pipes were installed as late as the 1980s. Consumption of lead in humans can have a number of negative health effects. In response, IEPA is expanding its drinking water loan program to include funding for lead abatement. The first community to receive a loan for this purpose is the City of Galesburg. A \$4 million loan from the Drinking Water Loan Program was awarded to the city to assist with the cost to replace approximately 2,000 lead service lines. Work is anticipated to begin in May 2017 and is slated to be completed by mid-2018.

Agency Budget Detail

Hazardous Waste Remediation



IEPA is working in partnership with the Historic Preservation Agency (HPA) and the National Park Service (NPS) to perform a thorough environmental assessment and cleanup at the 12-acre site of the former Pullman Palace Car Company. The site is located at 111th and Cottage Grove in Chicago and includes the former clock tower administrative building now designated as a national monument.

Since 2013, IEPA has used its federal brownfields grant to collect samples and delineate the extent of contamination from past industrial use at the Pullman site. In March 2016, IEPA completed its Comprehensive Site Investigation Report, confirming soil contamination including lead, chromium and arsenic. The report also found certain areas in need of further evaluation, including an abandoned underground storage tank. In August 2016, a draft Remediation Objectives Report and Remedial Action Plan were completed. The plan proposes a combination of active remediation, off-site disposal of contaminated soils, and barriers to manage contamination.

In December 2016, NPS requested further evaluation of potential ecological receptors at the site and collection of additional sampling data by IEPA prior to taking full ownership of the 12-acre site. In January 2017, IEPA and NPS discussed the scope of the ecological risk assessment and specific sampling needs. IEPA expects to return to the site in March to collect the additional samples and will provide the raw data to NPS for its evaluation. IEPA expects to begin site cleanup in fall 2017.

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for the
Illinois Environmental Protection Agency
(\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	5,973.6	49,447.1	55,420.7
Build Illinois Bond Fund	14,619.6	62,166.4	76,786.0
Capital Development Fund	500.0	2,488.1	2,988.1
Pay-as-you-go			
Water Revolving Fund	832,000.0	1,812,003.3	2,644,003.3
Total	853,093.2	1,926,104.9	2,779,198.1

Agency Budget Detail

**Fiscal Year 2018 Recommended New Appropriations for the
Illinois Environmental Protection Agency
(\$ thousands)**

Project Description	FY 2018 Recommended New Appropriations
Anti-Pollution Fund	5,973.6
Statewide-Grants to Local Governments for Various Wastewater and Drinking Water Projects, Deposits into the Water Revolving Fund and Other Designated Purposes	5,973.6
Water Revolving Fund	832,000.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	5,000.0
Illinois Water Works - Wastewater Loan Program	500,000.0
Illinois Water Works - Drinking Water Loan Program	327,000.0
Build Illinois Bond Fund	14,619.6
Protection, Preservation and Conservation of Environmental and Natural Resources, for Deposits into the Water Revolving Fund, and Other Purposes Authorized in Subsection (d) of Section 4 of the BIBF Act and Grants to State Agencies for Such Purposes	9,619.6
Grants for Sewer Systems, Wastewater Treatment Facilities, and Drinking Water Infrastructure Programs	5,000.0
Capital Development Fund	500.0
IEPA-Statewide-River Edge Municipal Brownfields Grant Program	500.0
Grand Total	853,093.2

Agency Budget Detail

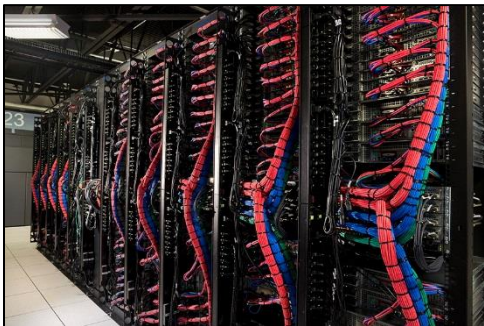
OTHER AGENCIES



General Jones Armory in Chicago

NEW APPROPRIATION REQUESTS

Enterprise Resource Planning (ERP)



The state currently operates over 420 different financial, human resource, procurement and grant management technology systems. These outdated systems have many limitations that breed inefficiency and limit important reporting capabilities. Furthermore, state agencies may not be equipped with the data needed for timely decision making or strategic analysis. Thirty five other states currently have or are in the process of implementing a centralized system to negate these issues.

Illinois is transforming to an Enterprise Resource Planning (ERP) platform, which will enable the state to realize efficiencies in financial reporting; streamline accounts receivable and accounts payable by automating interactions among the State Treasurer's Office, the Office of the Comptroller and state agencies; and improve cash management by increasing transparency of revenue and disbursements within the state. ERP requires an upfront investment to realize significant long-term savings. The recommended fiscal year 2018 budget includes a \$400 million appropriation for information technology (IT) upgrades across the state, \$250 million of which is allocated to ERP.

This past year, under the guidance of the Department of Innovation and Technology (DoIT), the state's new ERP system was piloted by the Department of Veterans Affairs, the Illinois Environmental Protection Agency, and the Department of Employment Security. Already, the ERP system has been used to pay over \$100 million in disbursements, process 2,000 payment vouchers and track roughly \$50 million of state assets. An additional ten agencies are set to implement the new system during calendar year 2017. When all agencies under the Governor implement ERP by calendar year 2019, the state will have an integrated system that will allow Illinois to stop using its antiquated legacy systems.

Agency Budget Detail

Information Technology Transformation

The state's IT infrastructure consists of a wide array of systems, many of which no longer meet modern-day business needs. These decentralized systems are complex and fragmented and are challenging to maintain securely. In addition, these systems often cannot effectively work and communicate with each other. The program is pursuing IT opportunities and investments that meet the following strategic priorities:

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

Cybersecurity and Compliance

For all the benefits of the digital revolution, cyberterrorism and cybercrime are real threats. The state obtains and stores sensitive, private information about millions of people, including Social Security numbers, addresses, bank account and protected health information, and other personal information. The state relies on technology to serve its citizens and provide public safety services.

The risk is worsened by the multitude of systems and the lack of central responsibility and controls in the state to prevent a breach or thwart other attacks. The consolidation of technology functions will enable the department to prioritize cybersecurity. This reduces risks to the state's associated processes and enhances data and critical system security across all agencies.

Department of Military Affairs – Construction of Illinois National Guard Facilities

The fiscal year 2018 budget recommendation includes \$5 million in new bonded appropriations to the Department of Military Affairs (DMA) to start a revolving construction fund. The department receives reimbursement from the federal government on all of its capital projects, often full reimbursement. Some projects, like the Kankakee Aviation and Support Facility, can leverage more federal funding than the amount the state provides. The department intends to use the new \$5 million in seed money to continue work on its aging facilities. With these funds, DMA would be able to pursue projects that have lower federal match rates than the department is currently able to reconcile with other budget priorities. This new revolving fund will enable DMA to consistently provide support to those currently serving in the military and those who have served our country in the manner they deserve.

The average age of DMA Readiness Centers is more than 47 years and the department is responsible for 4.2 million square feet of space. Currently, the number of projects and their expected costs greatly exceed available funding levels. For this reason, the department is requesting a \$50 million appropriation for the Illinois National Guard Construction Fund to allow the timely and full expenditure of the federal reimbursements to update the aging facilities to meet current military standards. This funding will ensure that Readiness Centers are in compliance with federal standards so that the Illinois National Guard is provided with the proper resources and training to respond effectively and preserve public safety during an emergency situation.

Agency Budget Detail

Statewide Lead Initiative - Department of Public Health - Comprehensive Lead Education, Reduction and Window Replacement Program

In 2007, the General Assembly passed legislation that established the Comprehensive Lead Education, Reduction and Window Replacement Program (CLEAR-Win). The Department of Public Health (DPH) implemented this program, which is designed to assist homeowners in reducing lead paint hazards through the removal of tainted windows. CLEAR-Win's pilot phase lasted until 2015, when the last grant was extended. This program was piloted in the neighborhoods of Englewood and West Englewood on Chicago's south side and the City and County of Peoria because more than 80 percent of homes in these areas were built during or prior to the 1940s. Homes from this timeframe are the most likely to have lead contaminated windows.

As of December 2014, the program had spent approximately \$3.5 million to replace 7,747 windows in 466 housing units. As a result, DPH helped to protect 1,412 residents from the harmful impacts of lead. Of these individuals, 251 were children under the age of six, who are most susceptible to the catastrophic impacts of lead on brain development. In the long term, these grants are expected to generate a savings of nearly \$3.6 million dollars in health benefits alone. Other benefits include improved energy efficiency, and increased home market value. Overall, the net benefit is over \$3.3 million.

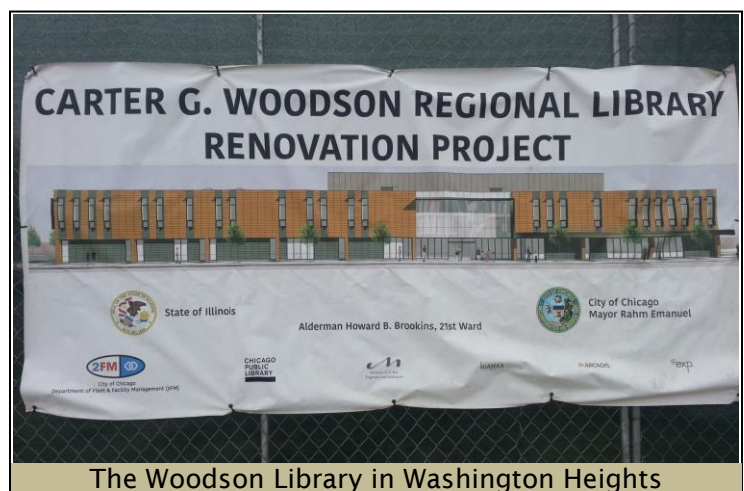
Since the end of the CLEAR-Win pilot in fiscal year 2015, lead has become a prominent public health issue in the collective consciousness through coverage of Flint, Michigan and, more locally, the City of Galesburg. Recently the Governor signed PA 99-922 into law which allows DPH, in conjunction with the Illinois Environmental Protection Agency (IEPA), to test for traces of lead in the drinking water of high-risk schools and daycare centers. DPH will lower the elevated blood action level (EBL) from 10 to 5 micrograms per deciliter in order to determine which children have had substantial exposure to lead. Children that test within this lower range of EBL will not only receive the appropriate medical care, but DPH will partner with local contractors to remove the source of lead exposure from the residence of these children. The fiscal year 2018 budget recommends a \$30 million capital appropriation to fund removal projects.

PROGRAM HIGHLIGHTS

Public Library Construction Grant Program

The Secretary of State's Public Library Construction Grant Program addresses deferred maintenance at public libraries and provides new facilities to continue fostering growth in education. The grant program was initially funded at \$50 million in fiscal year 2010. To date, the program has achieved most of its objectives.

One of the ongoing projects is the Carter G. Woodson Library in Washington Heights. The project was granted \$10 million in state funds, with \$4 million of that amount remaining to be paid to complete the project. The Woodson Library houses the Vivian G. Harsh Collection, which is the largest collection of black literature in the Midwest and receives its name from Chicago's first African-American librarian. The library also possesses rare historical documents such as African-American geneological records, slave records and original manuscripts from notable African-American authors. This building is currently in the midst of the direly needed renovations to its façade.



The Woodson Library in Washington Heights

Agency Budget Detail

Fiscal Year 2018 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	30,000.0	8,007.0	38,007.0
Capital Development Fund	405,000.0	25,000.0	430,000.0
School Construction Fund	-	4,391.1	4,391.1
Pay-as-you-go			
Agricultural Premium Fund	2,550.0	-	2,550.0
Illinois National Guard Construction Fund	50,000.0	538.6	50,538.6
School Infrastructure Fund	-	40,000.0	40,000.0
Total	487,550.0	77,936.8	565,486.8

Agency Budget Detail

Fiscal Year 2018 Recommended New Appropriations for Other Agencies (\$ thousands)

Project Description	FY 2018 Recommended New Appropriations
Department Of Military Affairs	55,000.0
Capital Development Fund	5,000.0
Statewide - Construction of Illinois National Guard Facilities	5,000.0
Illinois National Guard Construction Fund	50,000.0
Statewide - Construction of Illinois National Guard Facilities	50,000.0
Department Of Agriculture	2,550.0
Agricultural Premium Fund	2,550.0
Illinois State Fairgrounds - Springfield - Sangamon County - Various Projects	1,800.0
DuQuoin State Fairgrounds - Perry County - Various Projects	750.0
Department Of Innovation And Technology	400,000.0
Capital Development Fund	400,000.0
Enterprise Resource Planning (ERP), Information Technology and Telecommunications Projects	400,000.0
Department Of Public Health	30,000.0
Build Illinois Bond Fund	30,000.0
Statewide Lead Initiative - Clear-Win	30,000.0
Grand Total	487,550.0



CHAPTER 4

GLOSSARY



Illinois State Capital Budget Fiscal Year 2018

This page intentionally left blank.

Glossary

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.

Apron - The extensive paved part of an airport immediately adjacent to the terminal area or hangars.

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 fiscal year.

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

Bituminous - A coal product in which the hydrocarbons are mixed with non-metallic derivatives.

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

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

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

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

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

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

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

Capital Renewal - Deferred maintenance at institutions of higher education.

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

Community Water Systems - Drinking water that is provided to the public through a treatment and delivery process. An example would be city water provided to a home.

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.

Delamination - Separation of an object into layers.

Glossary

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

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

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

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

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

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

Fenestration - The arrangement, proportioning and design of a building's windows and doors.

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

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

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.

Gantry - A frame structure raised on side supports to span over a roadway.

General Obligation Bonds - State bonds issued that are 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.

Kiss-n-ride - A space at transportation stations provided for drop offs that usually occur in less than ten minutes.

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

Glossary

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

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

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

Non-Community Water Systems - These sites are served by their own water supply (usually a well) and are required to meet the same quality standards as a community water system. Examples include systems used by schools, churches, restaurants and camp sites.

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

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

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

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

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

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

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

Sally port - A secure entryway that consists of a series of doors or gates. An example would be entryways at a prison.

Seed - Initial revenues or principal placed into a revolving fund. As projects are completed, the fund collects investment income, federal reimbursement and other resources. These funds are reinvested in other projects.

Service lines - The infrastructure through which drinking water is delivered into homes or wastewater is removed to be processed.

Spalling - The fragmentation or chipping of concrete, stone, etc. over time.

Statute - A law passed 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.

Glossary

Tax Increment Financing (TIF) District - A public financing method that is used as a subsidy for redevelopment, infrastructure and other community-improvement projects. This subsidy comes from the local government freezing property assessment tax levels within the district, as allowed by statute. As the real estate in the district increases in value, the revenues from the property tax above the frozen level are placed in a special TIF fund to be spent by the local government within the district. This method of investment in infrastructure is especially important in blighted areas, where private investments are less likely to occur without a subsidy.

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

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

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

Voucher - Document submitted to the comptroller requesting payment.

Warrant - Check issued by the comptroller to a third party who cashes it with the treasurer.

This Page Intentionally Left Blank

Illinois CAPITAL BUDGET

Fiscal Year 2018

Bruce Rauner, Governor

