

State of Illinois



CAPITAL BUDGET • FISCAL YEAR 2019

BRUCE RAUNER, GOVERNOR



Celebrating

200 Years

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CAPITAL BUDGET

Governor Bruce Rauner

Fiscal Year 2019
July 1, 2018 – June 30, 2019

Illinois State Capital Budget Fiscal Year 2019

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NOTICE
For Release at 12:00 Noon, Wednesday,
February 14, 2018

There is a total embargo on the budget for fiscal year 2019 until 12:00 noon, Wednesday, February 14, 2018. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2019*. 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 14, 2018.

Hans Zigmund, Director
Governor's Office of Management and Budget

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

February 14, 2018

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 2019 capital budget.

Illinois is a great state with many economic advantages. Our location in the center of our nation and our transportation infrastructure and logistical systems for road, rail, water and air transportation make Illinois an ideal hub for both American and global business. Maintenance of our state's roads, bridges and transit systems is critically important to our state's economy. The fiscal year 2019 budget includes \$2.2 billion for the Illinois Department of Transportation's road program.

In addition, the budget proposes \$1.2 billion in new spending authorization and \$2 billion in new bond authorization. For years, underinvestment has resulted in a significant backlog in maintenance at facilities statewide. This budget aims to fix that with \$600 million in investment for deferred and emergency maintenance projects. In addition to investing in our existing infrastructure, it also thinks boldly ahead and introduces \$500 million to fund The Discovery Partners Institute. This one-of-a-kind institution will partner with Illinois' top academic institutions to catalyze growth in our state, focusing on key technology growth areas.

This plan continues to invest in updating the state's outdated and uncoordinated technology systems. Cyber security and liability risk are significant concerns for state government. The capital budget includes funding to support ongoing modernization of our state's technology systems.

The fiscal year 2019 capital plans supports investments critical to the future of Illinois. Working together, our great state can benefit from this capital program and strengthen its prominence as a national and global economic force.

Sincerely,

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

Bruce Rauner
Governor, State of Illinois

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CHAPTER 1

CAPITAL READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2019

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Reader's Guide

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.

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 long-term 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.

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. This capital budget book contains high-level descriptions and aggregate data to convey the proposed fiscal year 2019 capital plan. More detailed information regarding individual capital appropriation lines can be accessed on the Governor's Office of Management and Budget [website](#).

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.

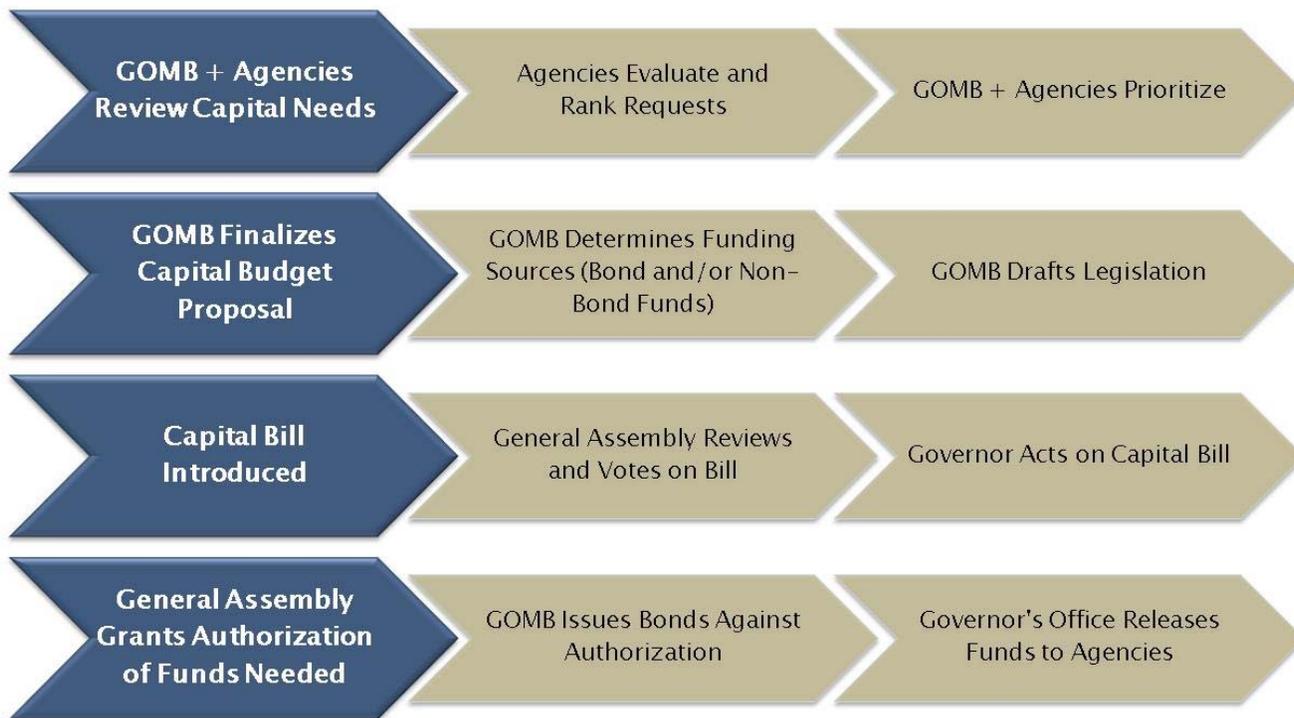
Reader's Guide

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>

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HOW IS A CAPITAL BUDGET CREATED?



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

To improve or construct new 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. Statutory maximums, referred to as bond authorization and set by the General Assembly, limit the total amount of bonds the state may issue for each authorized bonding category. Bonded capital projects begin when there is adequate bond authorization to completely fund a given phase of the project. Due to the extensive design work and multiple years of construction associated with capital projects, fully funding a project at the beginning of its life cycle is not necessary. Therefore, the sale of bonds does not necessarily correlate with the full costs of capital projects but focuses instead on current phases.

The primary vehicle for capital market financing for the state is the GO bond program, which is governed by the GO 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.

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CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2019

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Capital Budget Overview

FISCAL YEAR 2019 CAPITAL BUDGET

The fiscal year 2019 capital budget emphasizes funding for deferred maintenance needs, continuing projects and also features new initiatives. Proposed spending authority restores prior years' projects that have not been enacted in recent years. The infrastructure projects laid out in this capital book, both new and continuing are designed to support the state, allowing it to be more effective and attractive.

The fiscal year 2019 recommended capital budget includes:

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

DEFERRED MAINTENANCE

Agencies under the Governor occupy nearly 101 million square feet of state owned space. This space includes various agency facilities such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential-care facilities, garages, state park lodges and historic structures. Due to the diversity of facilities and their purposes, agencies experience a variety of maintenance needs. Deferred maintenance refers to repairs and upkeep needs that have been frequently postponed due to other pressing expenses and priority projects. Over time, the backlog of repairs has accumulated for the state and continues to escalate. The estimated deferred maintenance for state facilities totals just under \$7.4 billion. Facility preservation is necessary, as state facilities touch the lives of every Illinois citizen.

The fiscal year 2019 budget includes funding to address the deferred maintenance backlog. This spending authority is included both in the restoration of prior years' appropriations and in continuing projects. In addition to appropriations addressing maintenance, upkeep and other projects, the proposed budget also features five new lines specifically regarding deferred maintenance and emergency repairs:

Project Description	Amount (\$ millions)
Deferred Maintenance - Statewide	400.0
Deferred Maintenance - Higher Education	75.0
Emergency Repairs - Statewide	100.0
Emergency Repairs - Higher Education	25.0
Illinois State Fair Coliseum	30.0
Total	630.0

Note: The detailed breakdown of all appropriations can be accessed on the Governor's Office of Management and Budget (GOMB) website.

Capital Budget Overview

Deferred maintenance funds will be used for repairs and upgrades to assist in the improvement of state owned building infrastructure. This includes facilities operated by the departments of Human Services, Veterans' Affairs, Juvenile Justice and Corrections. Some of the deferred maintenance projects include, but are not limited to:

- Roof Repair, Roof Replacement and 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 environments for the occupants. These upgrades also address safety issues and strive for energy efficiency.



DEFERRED MAINTENANCE COSTS HAVE LARGELY AFFECTED HIGHER EDUCATION INSTITUTIONS CAUSING BOILER FAILURES (ABOVE LEFT), LEAKY ROOFS (ABOVE CENTER) AND DETERIORATING LABORATORIES AND CLASSROOMS (ABOVE RIGHT). OTHER FACILITIES AND AREAS STATEWIDE HAVE ALSO DETERIORATED OVER TIME WITHOUT ADEQUATE FUNDING FOR MAINTENANCE AND UPKEEP (BELOW).

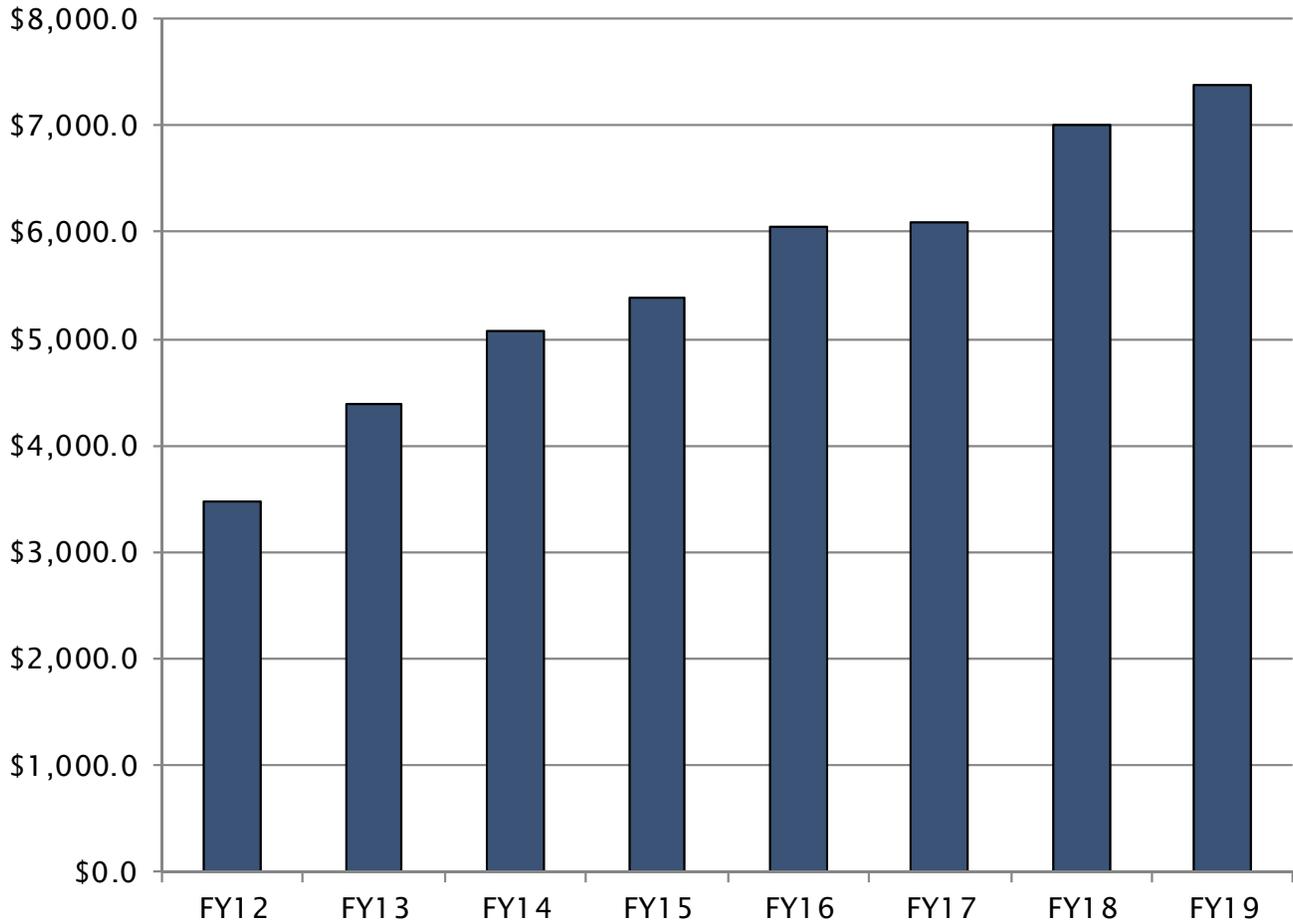


Deferred maintenance has become a visible need at locations statewide. \$400 million in spending authority from the Capital Development Fund will allow the Capital Development Board (CDB) to address the mounting needs for agencies across the state. An additional \$100 million is proposed for CDB to attend to the needs of higher education facilities and the critical repairs and upgrades they require. These projects represent the start of a continuous maintenance initiative that will benefit students and begin reversing the cycle of postponing maintenance needs.

Capital Budget Overview

The chart below shows the growth of estimated deferred maintenance needs for state facilities. Since fiscal year 2012, 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 2012-2019 (\$ 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.

Capital Budget Overview

NEW STATEWIDE INITIATIVES

In addition to deferred maintenance, the fiscal year 2019 capital budget also features new initiatives to enhance Illinois’ existing potential by encouraging streamlined and enhanced infrastructure and offering opportunities to citizens, businesses and visitors. The chart below outlines the major new initiatives proposed for fiscal year 2019.

Project Description	Amount (\$ millions)
General Obligation Bonds	
Deferred Maintenance - Statewide and Higher Education	475.0
Emergency Repairs - Statewide and Higher Education	125.0
CDB - Quincy Veterans' Home	50.0
DMA - Support Facilities	5.0
Build Illinois Bonds	
DCEO - U of I Discovery Partners Institute	500.0
DCEO - Office of Minority Economic Empowerment	15.0
DCEO - Cairo Port Development	1.0
DPH - Statewide Lead Initiative	15.0
Pay-as-you-go Resources	
IDOT - Annual Road Program	2,200.0
IEPA - Water Revolving Loan	1,137.0
DMA - Revolving Construction Fund	50.0
DNR - Open Space Lands Acquisition and Development (OSLAD)	15.0
Total	4,588.0

GO bond funds will go toward facility projects, including new construction and maintenance statewide. New appropriations from the Build Illinois Bond Fund are allocated to support economic development initiatives as well as lead remediation. Finally, agency pay-as-you-go funding will ensure the continued success of programs and new projects, from state roads and infrastructure to park grants and municipal loans. More detail about these projects can be found in the subsequent agency detail chapters.

DIVESTMENT OF THE JAMES R. THOMPSON CENTER



INTERIOR OF THE ATRIUM AT THE 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. The building is ineffective for government use in its current condition. With 17 stories of open space and massive glass panels, it is expensive to heat, cool and maintain. Additionally, the complex layout is difficult to maneuver and makes the building rather noisy due to its open nature.

If the building is sold, the rebuild or repair could generate up to 8,000 construction jobs and increase sales for the businesses that are located in the area. Relocating state employees to other existing state offices is intended to increase efficiency as well by centralizing portions of the existing workforce.

By divesting itself of the property, the state expects to save millions annually in operational and maintenance costs.

Capital Budget Overview

TRANSPORTATION

The Illinois Department of Transportation (IDOT) has proposed a new \$2.2 billion pay-as-you-go road program for fiscal year 2019. The department is undertaking a number of major projects, including several that will allow Illinois to improve commercial and public travel nationwide. These initiatives will continue through future fiscal years and will aid in the reshaping of transportation statewide.



CONSTRUCTION OF A SLIDE-IN BRIDGE IN BOND COUNTY, IN 2017

In 2017, IDOT continued its focus on exploring innovative strategies and solutions to strengthen the state's status as the central transportation hub of North America. Throughout the year, IDOT completed almost 750 highway projects alone, ranging from minor resurfacings to interstate and bridge reconstructions. Investments in transit and passenger rail in 2018 will continue to provide jobs and facilitate long-term growth in communities across Illinois. The Governor's proposed fiscal year 2019 budget will allow further progress on new and ongoing initiatives.



AERIAL VIEW OF THE I-57/70 RECONSTRUCTION PROJECT

Capital Budget Overview

INFORMATION TECHNOLOGY AND ENTERPRISE RESOURCE PLANNING (ERP)

In fiscal year 2018, capital funding was allocated for information technology (IT) upgrades, including an Enterprise Resource Planning (ERP) system. This solution will deliver a modern, integrated IT platform across finance, human capital management and procurement for all state agencies. ERP is a single, statewide technology system that will encourage transparency, efficiently manage state government functions and reduce redundancy in IT systems. ERP also provides a path to timely financial reporting and audits that are clean of findings related to outdated IT infrastructure. Complete implementation will allow state government to be significantly more efficient and save millions of dollars each year. Subsequently, ERP will bring Illinois back to a level that is competitive with other states. ERP is estimated to cost \$250 million over five to six years. The proposed fiscal year 2019 budget will continue to build on the progress of the prior year by including full funding for ERP, as well as an additional \$150 million for other information technology projects. This represents the largest capital investment in information technology in the state's history.



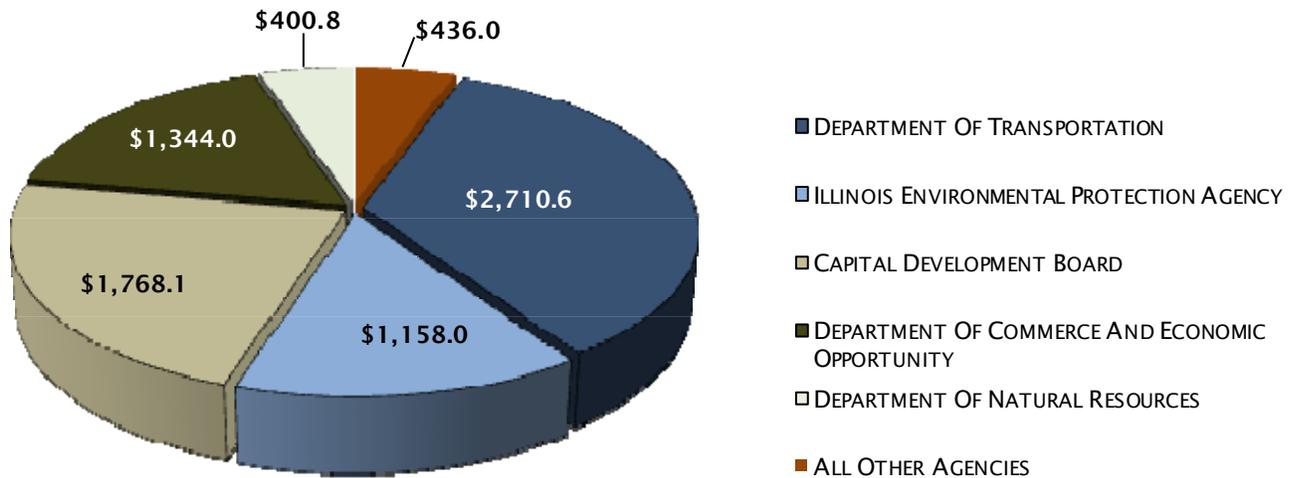
REMAINING CORDS OF A SERVER ROOM IN THE ILLINOIS STATE ARMORY - SPRINGFIELD

Capital Budget Overview

FISCAL YEAR 2019 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Nearly 35 percent of new spending authority is generated in the proposed budget by restoring projects that have gone unappropriated in recent years. 35 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 nearly \$1.7 billion to CDB for state facilities and deferred maintenance and \$436.0 million to other agencies.

EXHIBIT 1: FISCAL YEAR 2019 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY (\$ MILLIONS)



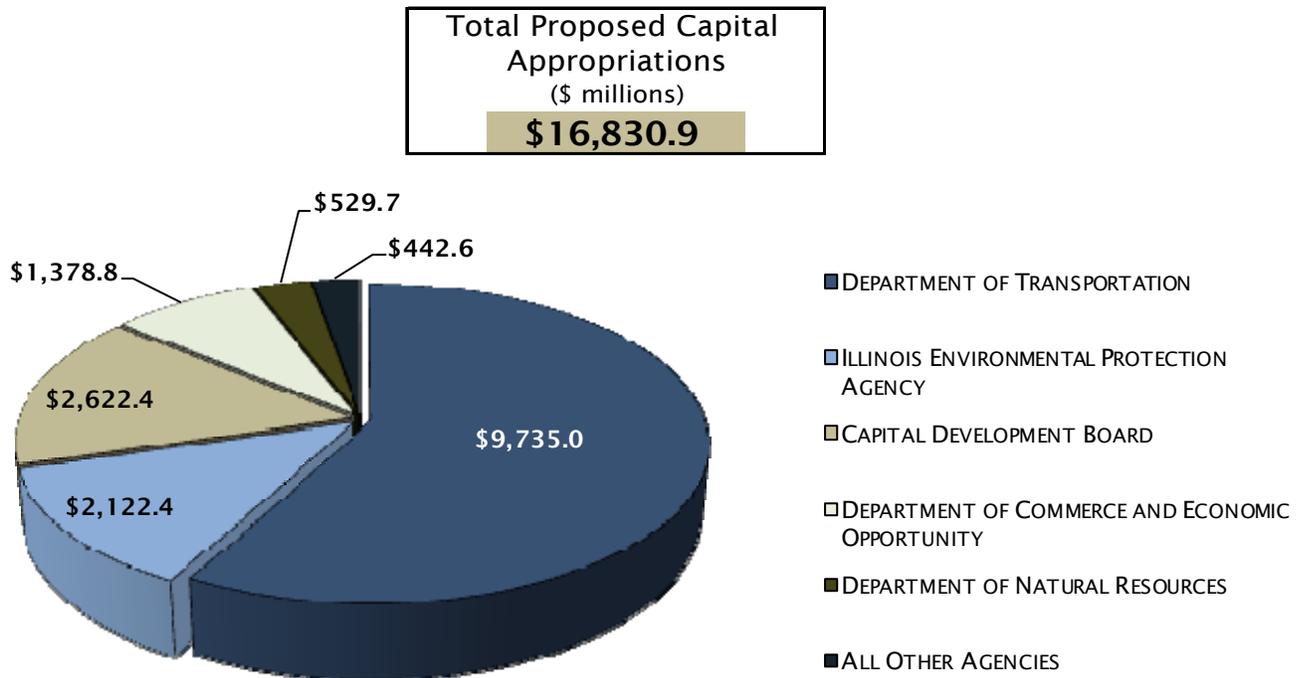
New Capital Appropriations By Agency (\$ millions)	
Department Of Transportation	2,710.6
Illinois Environmental Protection Agency	1,158.0
Capital Development Board	1,768.1
Department Of Commerce And Economic Opportunity	1,344.0
Department Of Natural Resources	400.8
All Other Agencies	436.0
Total New Appropriations	7,817.4

Capital Budget Overview

FISCAL YEAR 2019 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

Exhibit 2 depicts the total reappropriations (\$9 billion) and the recommended new appropriations (\$7.8 billion) by agency. The chart aggregates bonded and pay-as-you-go capital; the table shows the breakout of the two categories.

EXHIBIT 2: FISCAL YEAR 2019 RECOMMENDED CAPITAL APPROPRIATIONS BY CLASSIFICATION (\$ MILLIONS)



Agency (\$ millions)	Bonded	Pay-as-you-go	Total
Department Of Transportation	2,209.2	7,525.7	9,735.0
New Appropriations	-	2,710.6	2,710.6
Reappropriations	2,209.2	4,815.1	7,024.4
Illinois Environmental Protection Agency	125.8	1,996.6	2,122.4
New Appropriations	16.0	1,142.0	1,158.0
Reappropriations	109.8	854.6	964.4
Capital Development Board	2,607.4	15.0	2,622.4
New Appropriations	1,753.1	15.0	1,768.1
Reappropriations	854.3	-	854.3
Department Of Commerce And Economic Opportunity	1,377.8	1.0	1,378.8
New Appropriations	1,343.0	1.0	1,344.0
Reappropriations	34.8	-	34.8
Department Of Natural Resources	244.4	285.3	529.7
New Appropriations	176.7	224.1	400.8
Reappropriations	67.8	61.2	129.0
All Other Agencies	349.5	93.1	442.6
New Appropriations	342.9	93.1	436.0
Reappropriations	6.6	-	6.6
Total	6,914.2	9,916.7	16,830.9

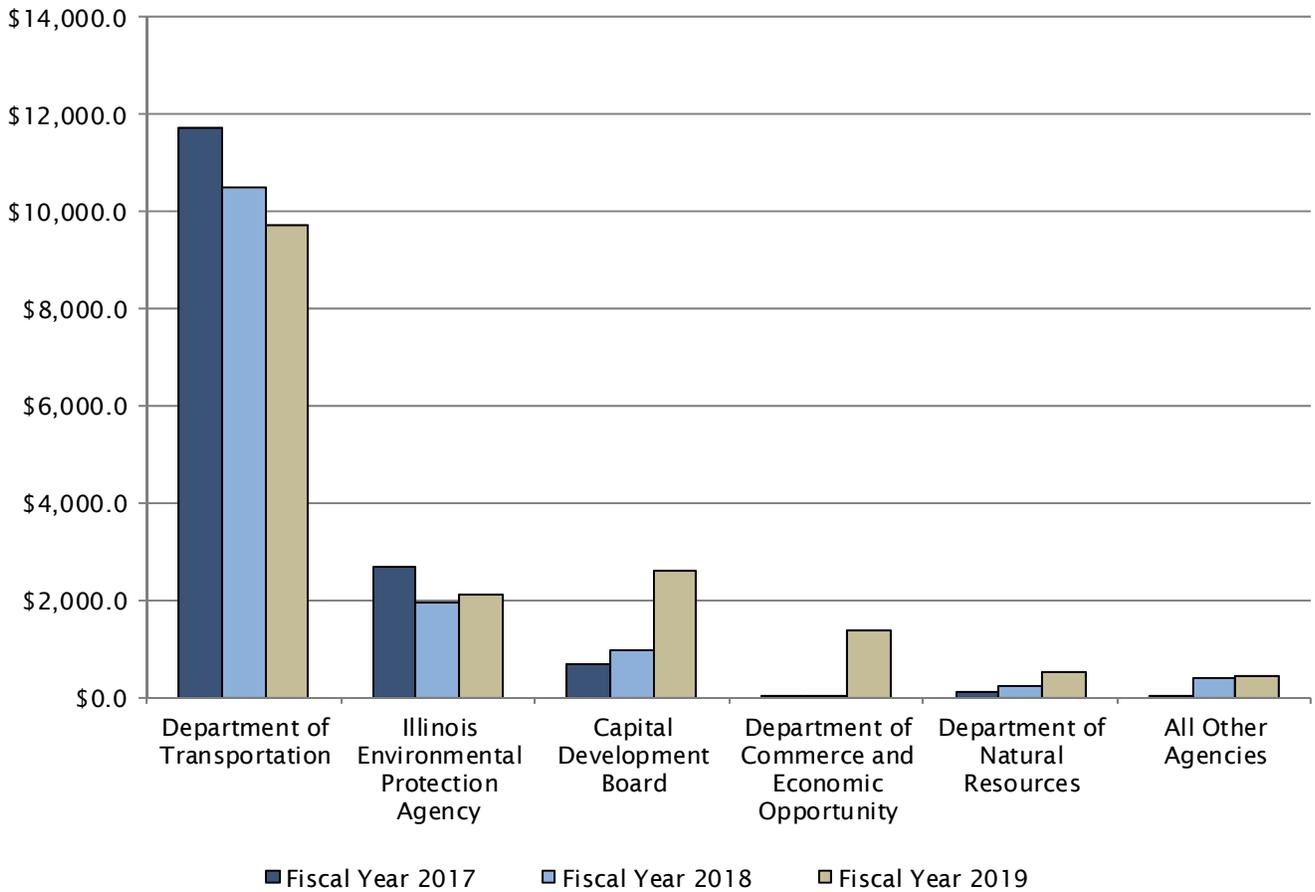
Note: Fiscal year 2019 proposed new appropriations include restoration of prior years' unappropriated projects.

Capital Budget Overview

FISCAL YEARS 2017 - 2019 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 shows the capital plans by agency across fiscal years 2017, 2018 and 2019.

EXHIBIT 3: FISCAL YEARS 2017 - 2019 CAPITAL APPROPRIATIONS BY AGENCY (\$ 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 2017, 2018 and 2019.

Agency (\$ thousands)	FY 2017 Enacted Appropriation	FY 2018 Enacted Appropriation	FY 2019 Recommended Appropriation
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	0	10,110	2,240
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	10,110	2,240
Federal Funds - Pay-as-you-go	0	0	0
Elected Officials And Elections	0	10,110	2,240
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	10,110	2,240
Federal Funds - Pay-as-you-go	0	0	0
GOVERNOR'S AGENCIES			
Department Of Agriculture	2,550	0	2,550
Other State Funds - Pay-as-you-go	2,550	0	2,550
Other State Funds - Bonded	0	0	0
Federal Funds - Pay-as-you-go	0	0	0
Department Of Commerce And Economic Opportunity	12,000	34,819	1,378,813
Other State Funds - Pay-as-you-go	0	0	1,000
Other State Funds - Bonded	12,000	34,819	1,377,813
Federal Funds - Pay-as-you-go	0	0	0
Department Of Natural Resources	123,634	223,390	529,740
Other State Funds - Pay-as-you-go	68,634	93,848	252,053
Other State Funds - Bonded	55,000	94,282	244,427
Federal Funds - Pay-as-you-go	0	35,260	33,260
Department Of Innovation and Technology	0	0	290,000
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	0	290,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Military Affairs	0	0	55,539
Other State Funds - Pay-as-you-go	0	0	50,539
Other State Funds - Bonded	0	0	5,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Public Health	0	0	16,092
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	0	16,092
Federal Funds - Pay-as-you-go	0	0	0
Department Of Transportation	11,716,844	10,482,642	9,734,953
Other State Funds - Pay-as-you-go	7,287,495	7,363,885	7,206,894
Other State Funds - Bonded	3,561,343	2,810,925	2,209,227
Federal Funds - Pay-as-you-go	868,006	307,831	318,831
Capital Development Board	685,095	986,527	2,622,382
Other State Funds - Pay-as-you-go	0	0	15,000
Other State Funds - Bonded	685,095	986,527	2,607,382
Federal Funds - Pay-as-you-go	0	0	0

Capital Budget Overview

Agency (\$ thousands)	FY 2017 Enacted Appropriation	FY 2018 Enacted Appropriation	FY 2019 Recommended Appropriation
Illinois Environmental Protection Agency	2,688,965	1,952,394	2,122,394
Other State Funds - Pay-as-you-go	2,579,420	1,835,209	1,996,564
Other State Funds - Bonded	109,545	117,186	125,831
Federal Funds - Pay-as-you-go	0	0	0
Illinois Emergency Management Agency	0	0	6,815
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	0	6,815
Federal Funds - Pay-as-you-go	0	0	0
Governor's Agencies	15,229,087	14,079,773	16,759,278
Other State Funds - Pay-as-you-go	9,938,098	9,292,942	9,524,599
Other State Funds - Bonded	4,422,983	4,443,739	6,882,587
Federal Funds - Pay-as-you-go	868,006	343,092	352,092
ELEMENTARY AND SECONDARY EDUCATION			
State Board Of Education	4,391	4,391	69,391
Other State Funds - Pay-as-you-go	0	0	40,000
Other State Funds - Bonded	4,391	4,391	29,391
Federal Funds - Pay-as-you-go	0	0	0
Elementary And Secondary Education	4,391	4,391	69,391
Other State Funds - Pay-as-you-go	0	0	40,000
Other State Funds - Bonded	4,391	4,391	29,391
Federal Funds - Pay-as-you-go	0	0	0
GRAND TOTAL	15,233,478	14,094,274	16,830,910
Other State Funds - Pay-as-you-go	9,938,098	9,292,942	9,564,599
Other State Funds - Bonded	4,427,374	4,458,240	6,914,219
Federal Funds - Pay-as-you-go	868,006	343,092	352,092

Note: Fiscal year 2019 proposed new appropriations include restoration of prior years' unappropriated projects.

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 2016	Actual FY 2017	Estimated FY 2018	Projected FY 2019
State Taxes				
Motor Fuel Tax.....	1,354.0	1,348.4	1,356.1	1,366.9
Telecommunications Tax.....	69.1	57.5	58.8	67.3
Cigarette Tax.....	45.8	14.7	14.6	0.0
Real Estate Transfer Tax.....	38.5	38.3	42.5	42.5
Other Taxes.....	0.4	0.4	0.4	0.4
Total State Taxes	1,507.8	1,459.2	1,472.5	1,477.1
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	1,437.6	1,458.5	1,466.0	1,477.5
Water Revolving Fund Loan Repayment.....	188.8	213.2	163.4	188.7
Bond Issue Proceeds.....	1,083.4	1,584.3	1,380.4	1,221.0
Licenses, Fees and Registrations.....	59.4	59.9	59.3	61.0
Sale of Property, Other Earnings and Net Transfers.....	263.0	255.0	251.8	269.6
Total Non-Tax State Sources	3,032.1	3,571.0	3,321.0	3,217.7
Federal Receipts	2,063.8	2,291.2	2,167.4	2,193.5
TOTAL RECEIPTS ALL SOURCES	6,603.7	7,321.5	6,960.8	6,888.3

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 2016	Actual 2017	Estimated 2018	Projected 2019
Receipts				
State Sources				
Motor Vehicle and Operators License Fees	889.1	911.5	909.1	918.2
Transfers from Motor Fuel Tax Fund	307.3	303.3	305.1	307.1
Other Earnings, Reimbursements and Transfers	175.1	178.2	178.2	174.9
Total State Sources	1,371.5	1,392.9	1,392.4	1,400.1
Total Federal Sources	1,537.5	1,558.4	1,589.6	1,669.2
TOTAL RECEIPTS	2,909.0	2,951.3	2,982.0	3,069.3
Disbursements				
Expenditures*				
Department Of Transportation - Construction	1,483.4	1,075.8	1,494.5	1,270.5
Department Of Transportation - Operations	745.8	1,017.8	907.6	885.3
Department Of Transportation - All Other	100.9	241.4	200.3	192.6
Secretary Of State	1.4	1.2	1.4	1.3
Department Of Central Management Services - Group Insurance	0.0	231.9	137.1	117.6
All Other Agencies	0.5	7.7	5.7	4.7
Total Expenditures	2,331.9	2,575.7	2,746.7	2,472.1
Transfers				
Transfers to Workers' Compensation Revolving Fund	28.1	19.7	20.4	15.7
Transfers for Debt Service	333.7	305.2	348.6	342.8
Other Transfers	1.6	3.3	238.3	238.4
Total Transfers	363.5	328.1	607.3	596.8
TOTAL DISBURSEMENTS	2,695.4	2,903.9	3,354.0	3,068.9
SAMS Adjust ment.	(3.7)	(32.3)	(2.4)	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	213.6	47.5	(372.0)	0.4
plus: CASH BALANCE AT BEGINNING OF YEAR	916.5	1,133.8	1,213.5	843.9
equals: CASH BALANCE AT END OF YEAR	1,133.8	1,213.5	843.9	844.3

*These figures reflect cash basis expenditures

Capital Budget Overview

TABLE III-B: MOTOR FUEL TAX FUND

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

(\$ millions)	Actual 2016	Actual 2017	Estimated 2018	Projected 2019
GROSS RECEIPTS	1,278.0	1,275.4	1,285.6	1,294.6
Non-allocable Receipts				
Refunds on Nontaxable Motor Fuel	(1.4)	(34.8)	(20.4)	(21.0)
International Fuel Tax Agreement (IFTA) to Other States ..	(13.5)	(19.5)	(21.1)	(21.5)
Total Allocable Receipts	1,263.1	1,221.1	1,244.1	1,252.2
Disbursements				
Transfers Out				
State Construction Account Fund	212.6	222.8	224.2	225.6
Road Fund	307.3	303.3	305.1	307.1
MFT Counties Fund	203.7	201.1	203.5	205.4
MFT Municipalities Fund	285.7	282.0	285.5	288.1
MFT Townships and Road Districts Fund	92.5	91.3	92.4	93.2
Grade Crossing Protection Fund	42.0	42.0	42.0	42.0
State Boating Act Fund	5.0	5.0	5.0	5.0
Vehicle Inspection Fund	0.0	0.0	0.0	0.0
Other Funds	0.0	0.1	0.1	0.0
Total Transfers Out	1,148.8	1,147.5	1,157.8	1,166.5
Expenditures*				
Department Of Revenue (net IFTA and Refunds)	38.1	47.9	43.9	44.3
Secretary Of State	1.3	1.3	1.3	1.3
Department Of Transportation	13.3	12.6	12.3	12.6
Illinois Environmental Protection Agency ¹	0.0	60.0	30.0	23.0
Refunds on Nontaxable Motor Fuel	1.4	34.8	20.4	21.0
International Fuel Tax Agreement to Other States	13.5	19.5	21.1	21.5
Total Expenditures	67.6	176.1	129.1	123.6
TOTAL DISBURSEMENTS	1,216.3	1,323.7	1,286.8	1,290.1
SAMS Adjust ment	(0.0)	(0.0)	(0.0)	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	61.7	(48.3)	(1.2)	4.5
plus: CASH BALANCE AT BEGINNING OF YEAR	92.0	153.7	105.5	104.3
equals: CASH BALANCE AT END OF YEAR	153.7	105.5	104.3	108.8

¹Appropriated fund deposit established in fiscal year 2016. Fiscal year 2017 represents two fiscal years of deposits.

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2019

Table IV-A lists all appropriated capital funds by fund group for fiscal year 2019.

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS	1,572,148	2,942,504	1,669,186	1,161,444	7,345,281	1,766,684	3,892,253	1,686,343
SPECIAL STATE FUNDS	425,316	656,862	401,526	292,049	1,775,753	297,964	1,124,014	353,775
BOND FINANCED FUNDS	687,040	1,085,451	0	0	1,772,491	0	1,121,328	651,163
FEDERAL TRUST FUNDS	7,064	4,648	118,914	0	130,626	0	123,334	7,291
STATE TRUST FUNDS	62,292	2,747	6,500	0	71,539	0	12,035	59,504
GRAND TOTAL	2,753,859	4,692,212	2,196,125	1,453,493	11,095,689	2,064,648	6,272,964	2,758,077

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2019

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2019.

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS								
Grade Crossing Protection	73,487	0	0	42,000	115,487	3,001	24,999	87,487
Motor Fuel Tax	104,218	1,294,645	0	0	1,398,863	1,166,502	123,590	108,771
Motor Fuel Tax Counties	0	0	0	205,410	205,410	0	205,410	0
Motor Fuel Tax Municipalities	0	0	0	288,078	288,078	0	288,078	0
Motor Fuel Tax Townships and Road Districts	0	0	0	93,229	93,229	0	93,229	0
Road	843,904	1,095,251	1,669,186	307,094	3,915,435	597,105	2,474,034	844,296
State Construction Account	550,538	552,607	0	225,633	1,328,778	76	682,913	645,789
TOTAL HIGHWAY FUNDS	1,572,148	2,942,504	1,669,186	1,161,444	7,345,281	1,766,684	3,892,253	1,686,343

Capital Budget Overview

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
SPECIAL STATE FUNDS								
Adeline Jay Geo-Karis Illinois Beach Marina	36	141	0	0	177	60	43	74
Agricultural Premium	1,332	1,705	0	23,765	26,803	19	23,771	3,013
Downstate Transit Improvement	26,740	0	0	0	26,740	0	5,199	21,541
Federal High Speed Rail Trust	1,471	0	250,477	0	251,948	10	251,572	366
Illinois Forestry Development	399	1,849	1,467	0	3,715	0	3,546	169
Illinois Habitat	8,094	1,245	0	0	9,339	125	1,832	7,382
Illinois National Guard Construction	160	16,000	0	0	16,160	0	0	16,160
Illinois Wildlife Preservation	2,293	244	0	127	2,663	0	337	2,326
Natural Areas Acquisition	19,762	12,765	0	0	32,526	97	12,230	20,199
Off-Highway Vehicle Trails	1,923	414	0	0	2,337	0	750	1,587
Open Space Lands Acquisition and Development	22,987	29,750	0	0	52,737	16	23,159	29,562
Park and Conservation	33,351	27,284	1,090	10,000	71,725	505	48,525	22,696
Partners for Conservation Projects	1,424	0	0	0	1,424	0	285	1,139
Plugging and Restoration	1,547	1,188	0	0	2,736	10	1,601	1,125
Port Development Revolving Loan	409	0	0	0	409	0	0	409
Rail Freight Loan Repayment	1,589	265	0	0	1,854	0	807	1,047
School Infrastructure	23,864	67,338	0	253,002	344,204	272,469	1,829	69,906
Snowmobile Trail Establishment	392	136	0	0	528	0	323	205
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	5,645	4,496	1,526	5,040	16,707	102	13,850	2,755
State Furbearer	384	83	0	25	492	0	47	445
State Migratory Waterfowl Stamp	5,861	1,073	0	0	6,934	0	1,002	5,932
State Parks	4,000	9,851	0	0	13,850	52	12,752	1,047
State Pheasant	3,280	435	0	90	3,806	0	455	3,351
State Rail Freight Loan Repayment	9,592	2,237	0	0	11,829	0	200	11,629
Underground Storage Tank	96,110	74,023	0	0	170,132	23,993	40,923	105,217
Water Revolving	130,743	359,968	130,702	0	621,413	0	618,552	2,861
Wildlife and Fish	21,465	44,370	16,265	0	82,099	506	60,426	21,168
Working Capital Revolving Loan	462	3	0	0	465	0	0	465
TOTAL SPECIAL STATE FUNDS	425,316	656,862	401,526	292,049	1,775,753	297,964	1,124,014	353,775
BOND FINANCED FUNDS								
Anti-Pollution	2,039	0	0	0	2,039	0	1,895	144
Build Illinois Bond	171,398	250,051	0	0	421,449	0	243,323	178,126
Capital Development	223,455	350,000	0	0	573,455	0	381,587	191,868
School Construction	14,729	0	0	0	14,729	0	6,000	8,729
Transportation Bond, Series A	8,788	20,400	0	0	29,188	0	25,000	4,188
Transportation Bond, Series B	48,022	290,000	0	0	338,022	0	300,023	37,999
Transportation Bond, Series D	218,609	175,000	0	0	393,609	0	163,500	230,109
TOTAL BOND FINANCED FUNDS	687,040	1,085,451	0	0	1,772,491	0	1,121,328	651,163

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2019

Cash Basis Fund Group and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation Council Federal Trust	2,217	0	17,146	0	19,363	0	15,795	3,568
Federal Mass Transit Trust	0	0	25,000	0	25,000	0	25,000	0
Federal Title IV Fire Protection Assistance	451	0	525	0	976	0	899	77
Federal/State/Local Airport	3,672	3,757	76,243	0	83,672	0	80,200	3,472
Flood Control Land Lease	222	890	0	0	1,112	0	940	172
Forest Reserve	503	0	0	0	503	0	500	3
TOTAL FEDERAL TRUST FUNDS	7,064	4,648	118,914	0	130,626	0	123,334	7,291
STATE TRUST FUNDS								
AML Reclamation Set Aside	48,612	371	4,500	0	53,483	0	0	53,483
Capital Development Board Contributory Trust	13,368	2,375	0	0	15,743	0	10,085	5,658
Land and Water Recreation	313	0	2,000	0	2,313	0	1,950	363
TOTAL STATE TRUST FUNDS	62,292	2,747	6,500	0	71,539	0	12,035	59,504
GRAND TOTAL	2,753,859	4,692,212	2,196,125	1,453,493	11,095,689	2,064,648	6,272,964	2,758,077

Capital Budget Overview

FISCAL YEAR 2019 SOURCES AND USES OF APPROPRIATIONS

CHART 1: SOURCES OF FISCAL YEAR 2019 NEW APPROPRIATIONS

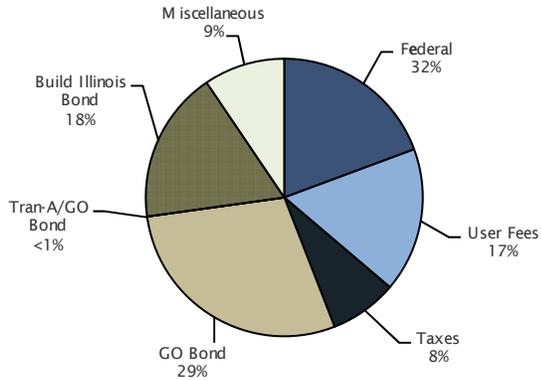
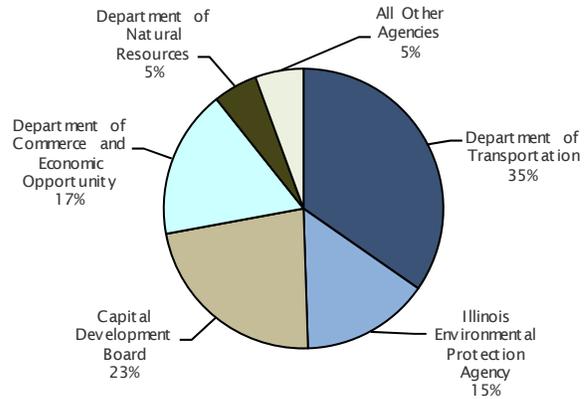


CHART 2: USES OF FISCAL YEAR 2019 NEW APPROPRIATIONS



(\$ thousands)	Department of Transportation	Illinois Environmental Protection Agency	Capital Development Board	Department of Commerce and Economic Opportunity	Department of Natural Resources	All Other Agencies	Total
Federal	986,439	496,083	6,943	0	24,174	50,000	1,513,639
User Fees	1,219,980	1	0	0	95,893	181	1,316,055
Taxes	477,885	0	0	0	95,760	42,342	615,987
GO Bond	0	0	1,722,794	62,427	140,528	320,000	2,245,749
Tran-A/GO Bond	0	0	0	0	0	0	0
Build Illinois Bond	0	16,000	30,301	1,280,567	36,135	22,907	1,385,910
Miscellaneous	26,296	645,917	8,057	1,000	8,272	565	740,107
Total	2,710,600	1,158,000	1,768,095	1,343,994	400,762	435,996	7,817,446

Miscellaneous include loan repayments, investment income and settlements.

CHART 3: SOURCES OF FISCAL YEAR 2019 REAPPROPRIATIONS

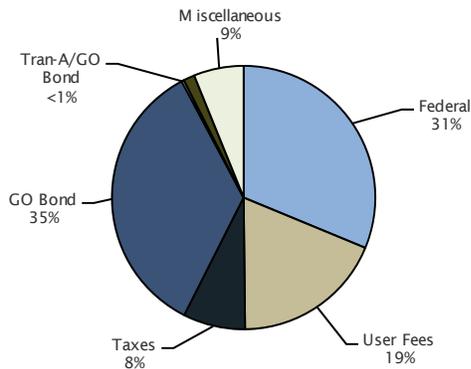
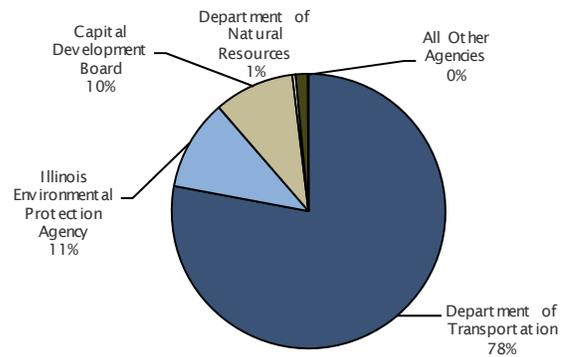


CHART 4: USES OF FISCAL YEAR 2019 REAPPROPRIATIONS



(\$ thousands)	Department of Transportation	Illinois Environmental Protection Agency	Capital Development Board	Department of Commerce and Economic Opportunity	Department of Natural Resources	All Other Agencies	Total
Federal	2,426,286	371,221	0	0	17,881	0	2,815,388
User Fees	1,668,182	1	0	0	7,487	0	1,675,670
Taxes	667,206	0	0	0	20,807	0	688,014
GO Bond	2,181,036	53,995	852,912	0	38,433	4,391	3,130,767
Tran-A/GO Bond	28,192	0	0	0	0	0	28,192
Build Illinois Bond	0	55,836	1,375	34,819	29,331	2,240	123,601
Miscellaneous	53,451	483,342	0	0	15,039	0	551,833
Total	7,024,353	964,394	854,287	34,819	128,978	6,631	9,013,463

Miscellaneous include loan repayments, investment income and settlements.



CHAPTER 3

AGENCY BUDGET DETAIL



Illinois State Capital Budget Fiscal Year 2019

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Agency Budget Detail: Capital Development Board

CAPITAL DEVELOPMENT BOARD

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

MAJOR RESPONSIBILITIES

- The Capital Development Board (CDB) oversees the construction and major renovations of state facilities such as prisons, universities, mental health hospitals and state parks.
- CDB is responsible for renovation and rehabilitation projects at the state's more than 8,700 buildings, which contain more than 101 million square feet of floor space.
- CDB provides construction grants for schools through the School Construction Grant Program.

FISCAL YEAR 2019 CAPITAL BUDGET

CBD plays a critical role in the fiscal year 2019 capital budget which emphasizes maintenance of its current assets and the backlog of repairs that cannot be overlooked:

- Illinois has significant deferred maintenance needs.
 - The 2009 Illinois Jobs Now! (IJN!) program focused on new construction and grants. CDB only received approximately \$300 million for deferred maintenance.
- Deferred maintenance needs at state facilities grow by an average of approximately \$550 million per year.
- Deferred maintenance needs at state facilities totals just under \$7.4 billion with the majority being at the Department of Correction's (DOC) and the Department of Human Services (DHS) facilities.

BUDGET HIGHLIGHTS

The recommended fiscal year 2019 capital budget allows CDB to address critical deferred maintenance capital projects at state owned facilities while having the flexibility to address any emergency situation that arises in fiscal year 2019. The total spending authority represents a full capital budget, restoring prior years' appropriations for projects, including:

- Deferred maintenance for state owned facilities: \$400 million;
- Appropriations for higher education facilities and emergency projects: \$100 million; and
- Emergency spending authority for statewide use: \$100 million.

FISCAL YEAR 2019 DEFERRED MAINTENANCE NEEDS

The backlog of deferred maintenance for state facilities, preK-12 facilities, and colleges and universities is approaching \$20 billion. Some of the preK-12 projects awaiting state funding date back to 2004. Most of the state facilities projects are likewise many years old.

Agency Budget Detail: Capital Development Board

STATE FACILITIES

Critical repairs needed at state owned facilities have long been delayed. Postponed repairs to state facilities and equipment are categorized as deferred maintenance. The deferred maintenance for state facilities totals just under \$7.4 billion. The capital budget requests only a portion of that estimated total to be used for deferred maintenance repairs and upgrades that directly affect the health, life and safety of the public. The work needed includes replacing heating, ventilation and air conditioning (HVAC) systems, plumbing, mechanical and electrical systems, and improvements and repairs necessary to meet code requirements. If addressed in a timely manner, repairing building shell elements such as roofs, windows and doors will reduce internal damage to state owned buildings, ultimately reducing the overall cost of repairs. Addressing the backlog of deferred maintenance issues would 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.

Agencies under the Governor occupy approximately 96 million square feet of space. The diversity of these facilities is significant, with various building types such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages, state park lodges and historic structures. The state is responsible for keeping these structures safe for the public and ensuring that they can be used in the manner that the state requires.

CDB oversees projects that are necessary for the safety of Illinois' citizens and provides needed repairs and upgrades to state owned facilities. It serves other state agencies by facilitating repairs, maintenance and upgrades to state facilities. Projects include addressing life safety, code and accessibility requirements, upgrading electrical, mechanical, roofing and plumbing systems; and performing minor remodeling of facilities through repairs of building interiors and exteriors. The proposed capital plan is expected to provide an economic boost to the state. It is estimated that for every \$1 million spent on construction, approximately 14.3 jobs are created.

Operations appropriations to agencies for repair and maintenance have effectively disappeared over the years. With what little has been appropriated to the agencies for repair and maintenance project, CDB has become the primary agency responsible for overseeing the state facility upkeep. The Governor is recommending \$600 million of bonded capital lump sums: \$400 million for deferred maintenance and cost escalation, \$100 million for emergencies and \$100 million for higher education facilities' deferred maintenance and emergencies. These lump sums provide CDB the flexibility to begin addressing an agency's repair backlog, as well as emergency situations.



SHERIDAN CORRECTIONAL CENTER C-3 SHIFT
COMMANDERS OFFICE

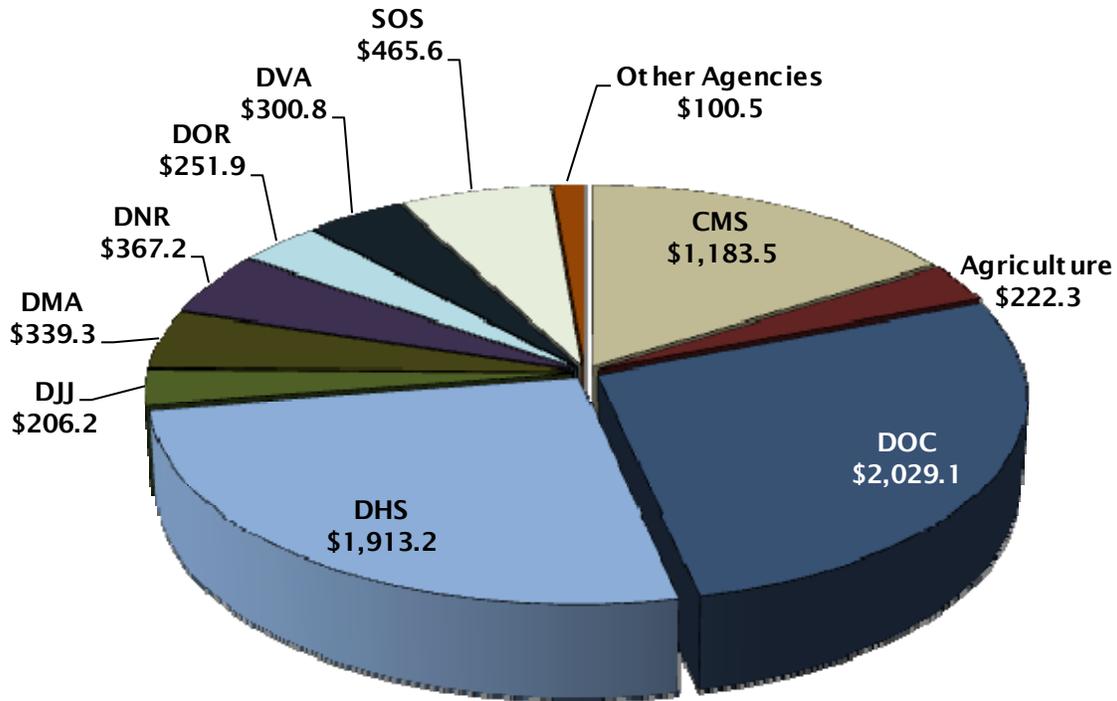
CDB will continue to prioritize any new deferred maintenance capital appropriations for locations that house people 24 hours a day, seven days a week. Most of the deferred maintenance needs are for facilities operated by the Department of Human Services (DHS) and the Department of Corrections (DOC).

- Exhibit 1 shows the fiscal year 2019 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 statewide from \$3.5 billion for fiscal year 2012 to over \$7.4 billion for fiscal year 2018. The needs have increased at an average of nearly \$556.5 million per year.
- Exhibit 3 shows the data from Exhibit 2 broken out by user agency.

Agency Budget Detail: Capital Development Board

EXHIBIT 1 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2019 (\$ MILLIONS)

Total Deferred Maintenance
for State Facilities
(\$ millions)
\$7,379.6



- 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
- Department of Agriculture
- Department of Human Services (DHS)
- Department of Military Affairs (DMA)
- Department of Revenue (DOR)
- Secretary of State (SOS)

Agency Budget Detail: Capital Development Board

EXHIBIT 2 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2012-2019 (\$ MILLIONS)

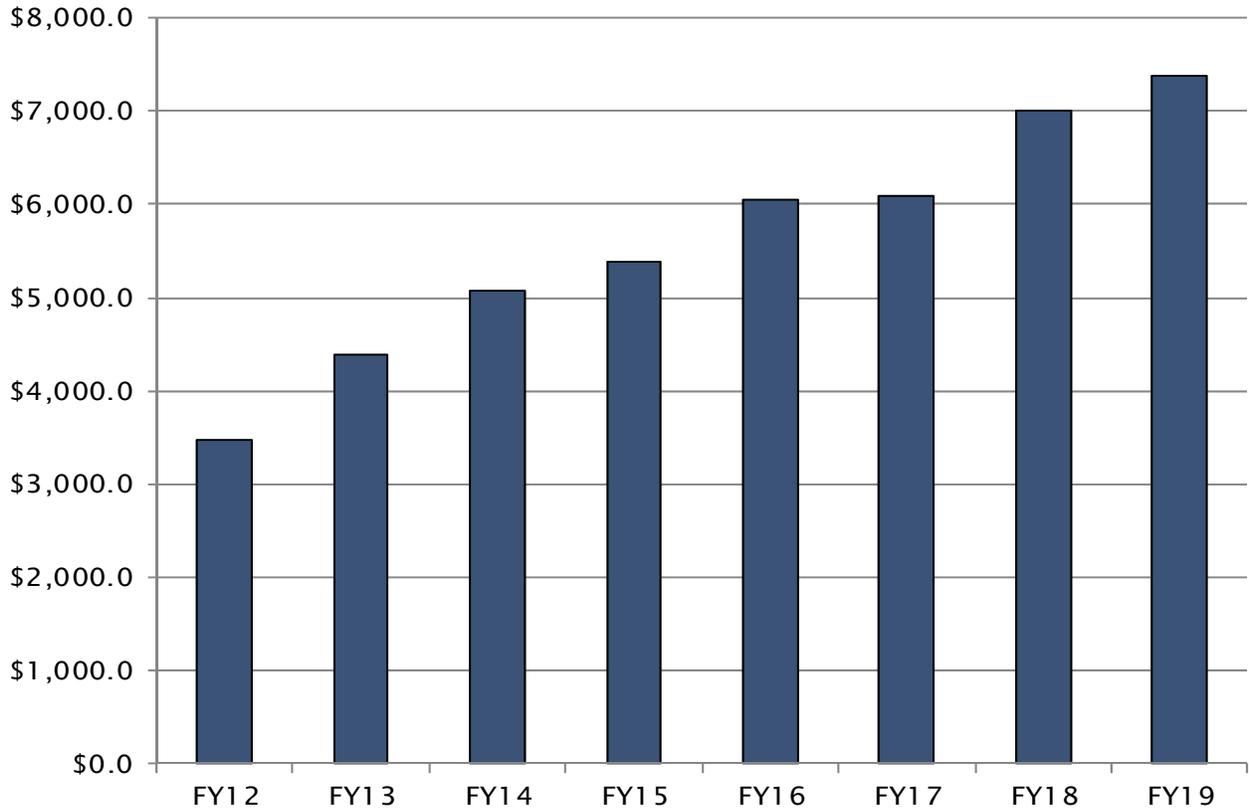
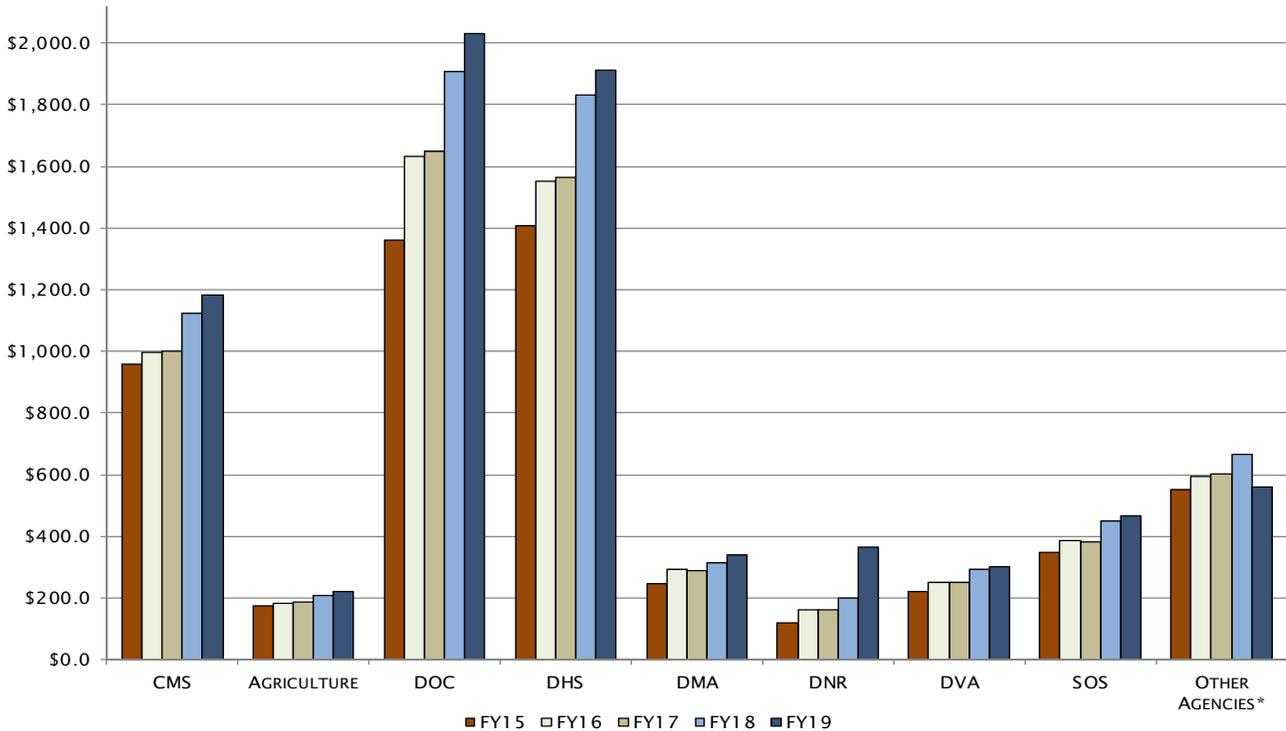


EXHIBIT 3 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEARS 2015-2019 (\$ MILLIONS)



*Other agencies include Department of Juvenile Justice, Department of Revenue, Department of Public Health, Illinois State Police and Illinois courts.

Agency Budget Detail: Capital Development Board

DEPARTMENT OF CORRECTIONS DEFERRED MAINTENANCE NEEDS

The Department of Corrections (DOC) 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 \$2 billion in estimated needs. The needs vary from minor tuck-pointing to health and safety concerns. Correctional facilities 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:



SHERIDAN C-3 HEALTH CARE STORAGE AND BREAK AREA

- **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 alarms
- **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 alarms and lock controls; upgrade boilers and chillers

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 needs for the department.

Agency Budget Detail: Capital Development Board

DEPARTMENT OF HUMAN SERVICES DEFERRED MAINTENANCE NEEDS

The Department of Human Services (DHS) operates numerous mental health and developmental centers statewide that house persons in the care of the state who cannot care for themselves due to mental illness or developmental disabilities. DHS also operates the Illinois School for the Deaf and the Illinois School for the Visually Impaired. In total, the department has estimated deferred maintenance needs of more than \$1.9 billion. DHS facilities encounter obsolete systems that increase operating costs and may present potential health and safety concerns. There are deferred maintenance needs at every DHS facility in the state. Some examples of DHS's deferred maintenance projects include:

- **Alton** - replace roofs; upgrade fire alarms
- **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 needed repairs.



SHAPIRO DEVELOPMENT CENTER ENGINEERING BUILDING DAMAGE

Agency Budget Detail: Capital Development Board

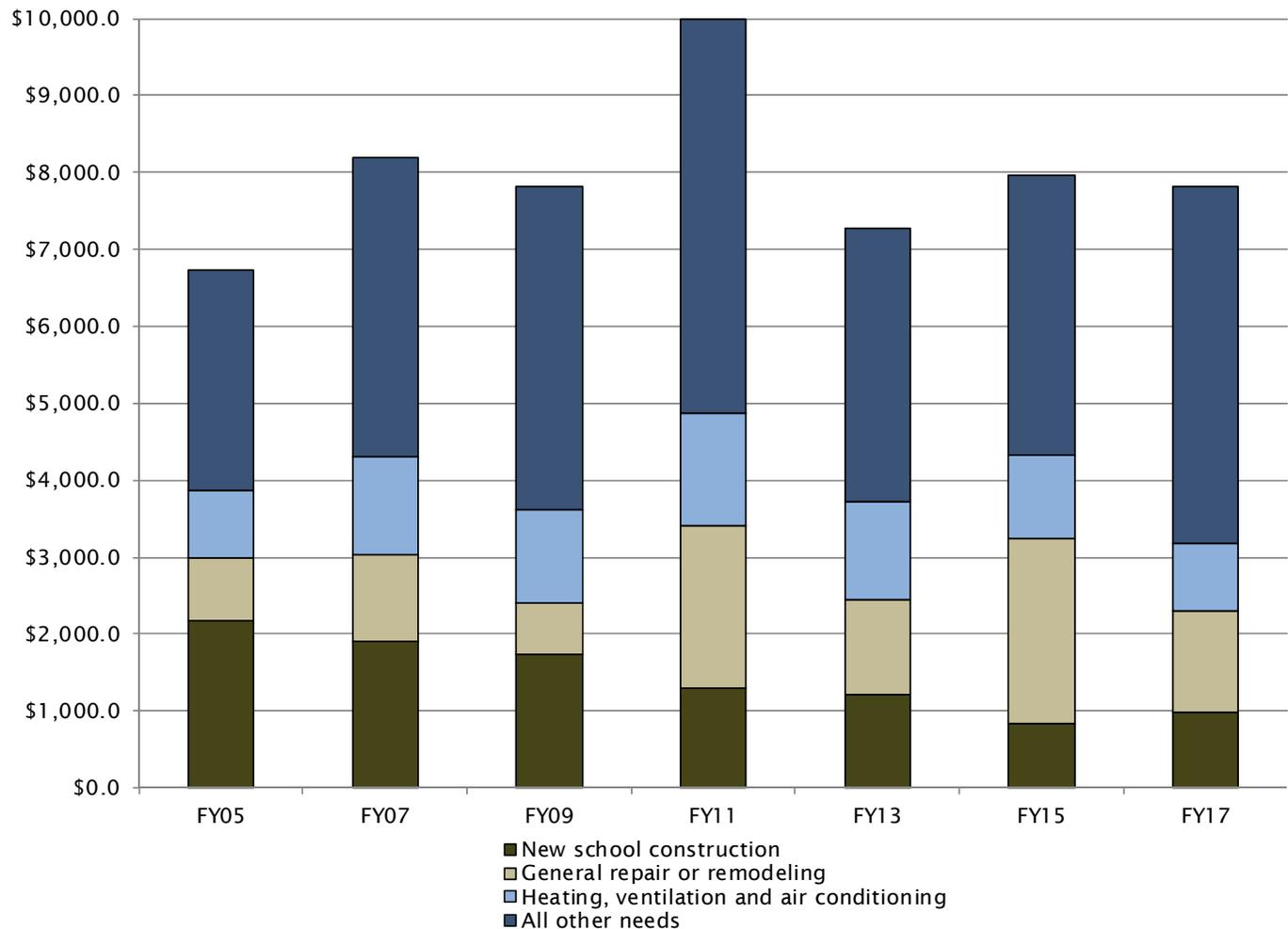
PREK-12 DEFERRED MAINTENANCE NEEDS

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

Illinois Jobs Now! included approximately \$1.5 billion in grants for school construction projects. The projects funded through Illinois Jobs Now! were requested by school districts during fiscal year 2003. While the funding was beneficial to upgrading facilities, the amount allocated to schools was not sufficient to stem the increase in deferred maintenance needs.

Exhibit 4 shows historical capital needs reported by ISBE and CDB by type of need. The next survey will be completed during fiscal year 2019. Please note, the data is incomplete, as many school districts do not participate in the report. The number of respondents has ranged between 385 and 618 of the 852 districts. Therefore, it can be easily inferred that capital needs in primary and secondary schools are significantly greater than what the capital needs assessment reports.

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



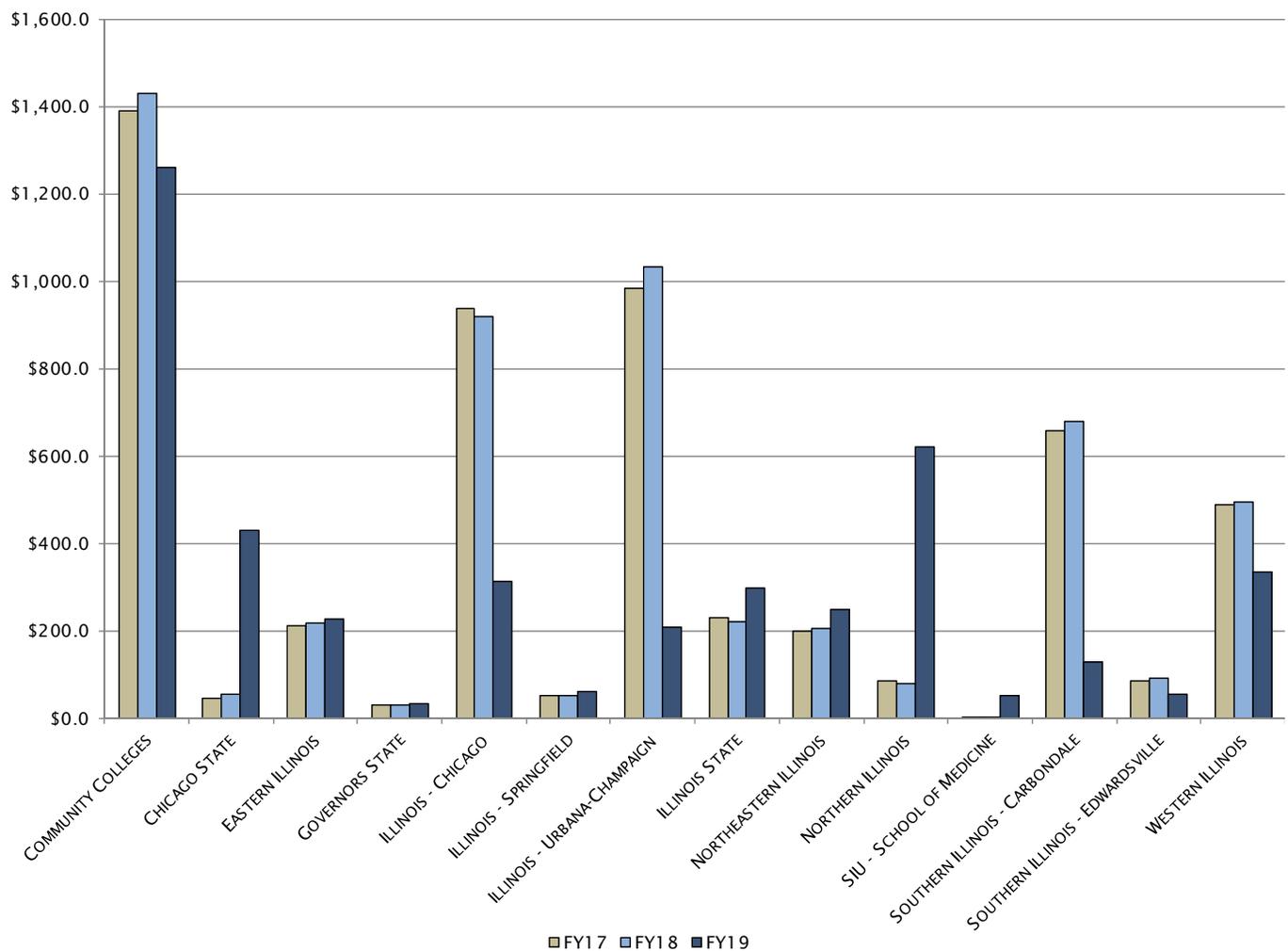
Agency Budget Detail: Capital Development Board

HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS

Illinois institutions of higher education have more capacity to fund their own capital projects than state agencies. However, many universities and community colleges still facing issues meeting the high volume of maintenance demands. Fiscal year 2019 capital needs for public universities are estimated at \$3 billion.

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

EXHIBIT 5 – TOTAL STATEWIDE HIGHER EDUCATION CAPITAL NEEDS FISCAL YEARS 2017-2019 (\$ MILLIONS)



Agency Budget Detail: Capital Development Board

AGENCY PROJECT DETAIL

Capital appropriations enacted in fiscal year 2018 have supported prior year and current projects for critical state agencies and facilities. The recommended fiscal year 2019 CDB capital appropriations will continue to provide funding for existing and new priority projects statewide.

EDUCATION

NORTHERN ILLINOIS UNIVERSITY – DEKALB – RENOVATE/EXPAND STEVENS BUILDING

The Northern Illinois University will be constructing an approximately 33,000 square-foot addition to the east side of the Stevens Building, including an approximately 18,000 square-foot black box theater and support space for the Department of Theater Arts. The project also provides for renovating approximately 67,000 square feet in the Stevens Building, including demolishing partitions and walls, upgrading the HVAC, electrical, mechanical and lighting systems, replacing the windows, ceilings and flooring, tuck-pointing the exterior and abating asbestos-containing materials. The project's estimated completion time will be in February 2018.



UNIVERSITY OF ILLINOIS URBANA-CHAMPAIGN – CONSTRUCT INTEGRATED BIORESEARCH LAB

The University of Illinois Urbana-Champaign is planning and beginning the construction of an approximately 60,000 square-foot Post-Harvest Processing Center, including biotechnology, fermenting, corn milling and soybean processing laboratories and equipment. This project also provides for site improvements including extending utilities and roadways. The center will be Leadership in Energy and Environmental Design (LEED) certified and is projected to be completed in April 2018.

COLLEGE OF LAKE COUNTY – GRAYSLAKE – CONSTRUCT CLASSROOM BUILDING



COLLEGE OF LAKE COUNTY SCIENCE EXTERIOR

The College of Lake County constructed an approximately 99,950 square-foot classroom building on the Grayslake campus, including 40,000 square feet for classrooms, 15,000 square feet of laboratory space and 9,050 square feet for offices, general use and support space. It has also provided utility upgrades and site work, including sidewalks, roadways, parking and landscaping. The project was completed in November 2017.

Agency Budget Detail: Capital Development Board

SOUTHERN ILLINOIS UNIVERSITY – EDWARDSVILLE – EXPAND AND RENOVATE SCIENCE LABORATORY BUILDING

This completed project provided for the construction of an approximately 107,884 square-foot Science Laboratory Building, including research and instructional laboratory space, classrooms, offices and common areas. It also included renovating and reconfiguring approximately 60,000 square feet in the existing science laboratory for offices, classrooms and laboratories, including upgrading the HVAC, mechanical, plumbing and electrical systems, replacing windows and abating asbestos-containing materials. This project is LEED certified.

DEPARTMENT OF CORRECTIONS

RASHO V. WALKER MENTAL HEALTH PROJECTS

In 2007, inmates 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 who 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.

DOC will be constructing a \$150 million new in-patient treatment center. This facility will provide treatment and care for psychiatric patients and general medical care for patients under custody of DOC. In addition to the new facility, work has been completed or is underway at facilities that will provide residential treatment units for DOC's psychiatric residents. The five facilities are: Elgin Treatment Facility, Joliet Treatment Facility, Logan Correctional Center, Pontiac Correctional Center and Dixon Correctional Center. Construction has been completed at the Illinois Youth Center at Joliet (IYC Joliet), which DOC reopened as the Joliet Treatment Center (JTC).



JTC Joliet originally opened as IYC Joliet in 1959 and was used to house some of the most dangerous youths in the custody of the Department of Juvenile Justice (DJJ). 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, and lighting and electrical upgrades. In addition to serving the residential treatment population, JTC will also serve the sub-acute and behavioral management populations.

Agency Budget Detail: Capital Development Board

DEPARTMENT OF MILITARY AFFAIRS

ARMY AVIATION SUPPORT FACILITY AND READINESS CENTER – KANKAKEE AVIATION SUPPORT FACILITY



KANKAKEE AVIATION SUPPORT FACILITY INTERIOR

The project at the Kankakee Airport being constructed by the Department of Military Affairs (DMA) through CDB has three components. The first is a flight facility which is being paid for with 100 percent federal funds. The second is the readiness center which is being paid for with 75 percent federal funds. The remaining 25 percent and all costs associated with change orders are the responsibility of the state. The third component is an unheated storage hangar and a military owned vehicle parking area, which are mainly funded from federal funds but do have a limited state matching requirement.

This project provides for the construction of an approximately 185,200 square-foot, two-story LEED silver Aviation Support and Army Readiness Center, with administrative space, classrooms, locker rooms, restrooms and maintenance space and a 104,000 square-foot aviation support facility, including helicopter hangars for storage and maintenance.

Other components of this project include site improvements, such as exterior lighting, fencing, parking areas, roadway and installing helicopters' fuel storage and dispensing system.



KANKAKEE AVIATION SUPPORT FACILITY EXTERIOR

CAPITAL IMPROVEMENTS TO LINCOLN'S CHALLENGE ACADEMY

Three new buildings will be constructed for the Lincoln's Challenge Academy (LCA):

- 17,000 square-foot, two-story education building which includes eight classrooms (50 students each), two computer labs (50 students each), two multi-purpose rooms, two medical exam rooms, 13 private offices, security posts, conference room, library, photo lab, print shop, storage rooms, restrooms and common areas;
- 30,000 square-foot gym and logistics building which includes an auditorium and athletic facility of sufficient size for graduation ceremonies, physical training, basketball, weightlifting, aerobics, and male and female locker and shower facilities. This building also includes material receiving and storage spaces, workshops and facility maintenance staff offices; and
- 90,000 square-foot residential building, which includes a two-story center wing housing reception area, administrative offices, kitchen, dining, dock areas, medical services and common spaces. The two-story center administrative wing is flanked by two-four story dormitory wings.

Site work includes asbestos abatement and demolition of two existing administrative units, site utility upgrades (electric, gas, water, storm sewer, sanitary sewer and data/communication), parking lots, sidewalks, exterior site lighting and landscaping. The project was designed to achieve a minimum of LEED Silver Certification. There will be a series of partial substantial completions so that buildings may be occupied as soon as possible by LCA. The project is scheduled for completion in the fall of 2018.

Agency Budget Detail: Capital Development Board

DEPARTMENT OF AGRICULTURE

ILLINOIS STATE FAIR COLISEUM



ILLINOIS STATE FAIR COLISEUM EXTERIOR

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 other events. The facility is used throughout the year and attracts high-profile events to Springfield. Its closure creates a loss of revenue for the Department of Agriculture, which owns and operates the facility, and negatively impacts the local economy.

In November of 2016, a structural inspection and report were provided with recommendations for repairs and system replacements related to structural framing and roof related conditions at the Coliseum. The scope of the inspection included visual observations of the wooden roof structure and a portion of the steel columns near the grandstand seating floor. The fiscal year 2019 proposed budget includes \$30 million for repairs at the Coliseum.

Fiscal Year 2019 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	30,301.0	1,374.9	31,675.9
Capital Development Fund	1,672,794.0	610,222.2	2,283,016.2
School Construction Fund	50,000.000	242,690.2	292,690.2
Pay-as-you-go			
Capital Development Board Contributory Trust Fund	15,000.0	-	15,000.0
Total	1,768,095.0	854,287.3	2,622,382.3

Agency Budget Detail: Department of Commerce and Economic Opportunity

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

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

MAJOR RESPONSIBILITIES

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

FISCAL YEAR 2019 CAPITAL BUDGET

The proposed budget fully funds DCEO capital projects and grants at historical levels, reintroducing prior year spending authority. A key component of the budget includes \$33.5 million for a Prime Sites program intended to encourage business development throughout the state. Additionally, the recommended budget features \$500 million in new funding for a public-private research partnership focused on the University of Illinois Discovery Partners Institute.

BUDGET HIGHLIGHTS

The recommended fiscal year 2019 capital budget includes a continuation of prior year projects and also features new authority for capital programs and projects such as:

- Office of Minority Economic Empowerment (OMEE) capital and infrastructure investments for minority owned businesses: \$15 million
- University of Illinois - Discovery Partners Institute: \$500 million
- Cairo Port Development: \$1 million

AGENCY PROJECT DETAIL

Capital appropriations enacted in fiscal year 2018 have supported prior year and current projects for critical state agencies and facilities. The proposed fiscal year 2019 DCEO capital appropriations will continue to provide funding for existing and new priority projects statewide.

NEW INITIATIVES

In order to expand DCEO's reach of economic advancements, there are new capital appropriations in place to stimulate and strengthen the economy.

OFFICE OF MINORITY ECONOMIC EMPOWERMENT

Capital access remains the most important factor limiting the establishment of minority-owned businesses. It also inhibits the ability of economic growth in minority and underserved communities. The Office of Minority Economic Empowerment (OMEE) promotes opportunities for all minority communities across the state through targeted programs, resources and advocates. The goal is to ensure minority enterprises have an equal opportunity to contribute to the growth of Illinois' economy

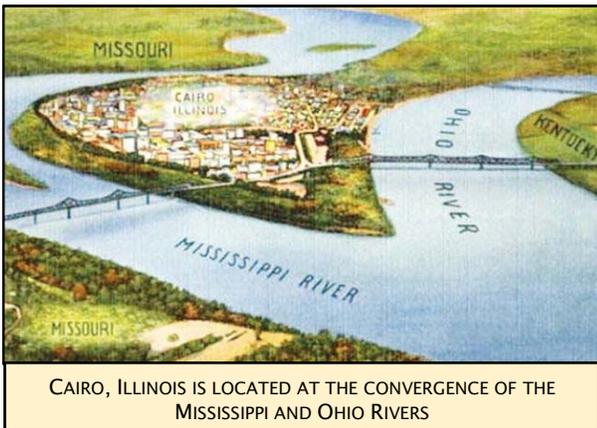
Agency Budget Detail: Department of Commerce and Economic Opportunity

and serve as an advocate for businesses, entrepreneurs and start-ups in traditionally economically-disadvantaged groups.

The Minority-Owned Business Capital and Infrastructure Program features \$15 million in new spending authority in fiscal year 2019 and will support minority-owned businesses and communities with significant minority populations. The program will provide grants to units of local government, economic development organizations and businesses for capital and infrastructure expenditures. Specific projects may include:

- The renovation or expansion of existing buildings;
- Acquisition of real property and new construction;
- Purchase of essential equipment;
- Rehabilitation of publicly owned real property; and
- Installation of public facilities (including street, sidewalk and other site improvements).

CAIRO PORT DEVELOPMENT



In an effort to revitalize the Cairo area, a \$1 million appropriation to DCEO to kick start a port redevelopment effort in Cairo. It is vital that this town capitalize on the market that exists, as it is situated at the confluence of two high-traffic waterways, the Ohio and Mississippi Rivers. The port is anticipated to create new jobs and regenerate the workforce in the area. Companies have already expressed interest in utilizing the port. This will allow Cairo to flourish through new opportunities for trade and exchange created by this port development.

UNIVERSITY OF ILLINOIS – DISCOVERY PARTNERS INSTITUTE

The proposed fiscal year 2019 budget includes \$500 million in spending authority to provide a state match for private donations from individuals, corporations and other entities. This funding would contribute to the University of Illinois for design and construction of an institute in Chicago’s South Loop. The institute will foster public-private research partnerships, resulting in new products and companies. This initiative will yield great economic benefits for the state and opportunities for students to gain academic credit and work experience. The Discovery Partners Institute will also attract new employees, as it is expected 90 new faculty members will be hired.



The efforts by the University of Illinois are also intended to attract other Chicago-area colleges, including Northwestern University and the University of Chicago. Conceptually, Illinois universities will be able to work in conjunction with the private sector to increase the economic reach of Illinois, while also creating opportunities for students to find work within the state.

Agency Budget Detail: Department of Commerce and Economic Opportunity

OFFICE OF BUSINESS DEVELOPMENT

The Office of Business Development assists 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 and locate in Illinois. The office enhances the economic competitiveness of the state with incentive financing of bondable development costs, including the purchase of land, construction or rehabilitation of buildings and utilities, and the acquisition of equipment. The Office of Business Development makes grants to businesses to reduce the cost of financing public or private improvements to stimulate job growth. In addition, the office has provided grants to businesses and localities to revitalize designated brownfield redevelopment zones.

As more global companies look to relocate or expand in Illinois, the Prime Sites grant program is a useful tool in landing large-scale expansions in the state and addresses a funding need not accounted for in other DCEO-administered incentive programs. The grant program provides incentive funding to encourage large companies to locate in Illinois and existing Illinois companies to undertake major job expansion or retention projects. The program also assists communities and businesses with public infrastructure improvements that will result in the creation and retention of jobs.

URBAN WEATHERIZATION INITIATIVE

The Urban Weatherization Initiative aims to increase energy efficiency for homeowners and renters in disadvantaged communities. Grantees conduct energy audits on eligible homes to identify potential cost saving measures. Homes are then weatherized, which can include the installation or repair of insulation, weather-stripping, furnaces, cooling units, windows, doors and other building components. Public, private or nonprofit 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 train, increase skills and create career opportunities for the unemployed or underemployed in economically distressed communities.



UPDATING WINDOW INSULATION WILL REDUCE ENERGY COSTS

Fiscal Year 2019 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	1,280,567.3	34,819.0	1,315,386.3
Capital Development Fund	62,426.7	-	62,426.7
Pay-as-you-go			
Port Development Revolving Loan Fund	1,000.0	-	1,000.0
Total	1,343,994.0	34,819.0	1,378,813.0

Agency Budget Detail: Department of Natural Resources

DEPARTMENT OF NATURAL RESOURCES

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

MAJOR RESPONSIBILITIES

- 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.
- The department oversees various recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces.
- DNR's Office of Water Resources is a leader in state floodwater management plans and urban flood damage reduction projects, and the Office of Mines and Minerals operates the state's Abandoned Mined Lands reclamation program.

FISCAL YEAR 2019 CAPITAL BUDGET

The fiscal year 2019 proposed budget provides funding for a complete DNR capital program. This includes:

- The continuation of prior year outdoor grant projects, flood hazard mitigation buyouts, mined lands reclamation, recreational trail and water resources programming;
- Additional spending authority to finish previously awarded projects; and
- Pay-as-you-go appropriations allowing the department to carry out projects and programming that are both core to its mission and can allow for federal match or reimbursement.

BUDGET HIGHLIGHTS

- The recommended fiscal year 2019 capital budget continues to fund grants and programs that were included in the fiscal year 2018 budget.
- Additional spending authority to finish out prior year obligations is included, such as:
 - \$25 million in authority to fund previous years' awards for the Museum Grant Program; and
 - \$64 million to continue prior year grants from the Park and Recreational Facilities (PARC) program.
- \$30.5 million is included for Open Space Lands Acquisition and Development (OSLAD) projects, including \$15.0 million for new projects in fiscal year 2019.

AGENCY PROJECT DETAIL

DNR is responsible for providing recreational grants and the oversight of the state's natural resources, including parks, waterways and maintenance of facilities and sites. The proposed fiscal year 2019 budget provides full funding for new, ongoing and prior year projects and grants.

MAINTENANCE NEEDS

The 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. A full capital budget in fiscal year 2019 will allow the department to carry out a number of maintenance, repair and upkeep projects.

Agency Budget Detail: Department of Natural Resources

The department has identified over \$24 million in needed improvements to allow the citizens of Illinois to continue using and enjoying the park system safely. This includes an outstanding need for over \$3 million in roofs at structures throughout Illinois. Key buildings include the Civilian Conservation Corps (CCC) constructed Starved Rock and Pere Marquette Lodges and the Visitor Center at Illinois Beach State Park. These projects are vital to maintain the structural integrity of the facilities, prevent the loss of state assets, and preserve valuable and irreplaceable historic structures. DNR is the largest single operator of wastewater treatment plants in the state, and a wide range of potable and waste water treatment facilities need repair, renovation or replacement. Projects include replacement of sewage treatment plants, repairs to water towers and handling systems, and connection of sites to available municipal water supplies, totaling more than \$16 million.

Additionally, the state park and historic sites systems contain thousands of miles of internal roads and numerous bridges that range from limited vehicle use to railroads. At this time, the department estimates more than \$26 million in outstanding bridge and road construction is needed. The deteriorating campground infrastructure at Illinois' parks is impacting the function and utility of these facilities. Upgrades are needed in electrical service, water lines, sewage collection and overall campground layout and structure to accommodate camper load demands, hookups and turning radius requirements.



OUTDOOR GRANTS

The department manages several recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces. In fiscal year 2018, appropriations continue to fund these programs, allowing for resumed progress on previously awarded grants and projects through fiscal year 2019.

OPEN SPACE LANDS ACQUISITION AND DEVELOPMENT

Open Space Lands Acquisition and Development (OSLAD) grants, funded through pay-as-you-go resources from the Real Estate Transfer Tax (RETT), are tailored toward active outdoor recreational opportunities and support projects from small neighborhood parks to large community and county parks and nature areas. A \$15.5 million OSLAD appropriation in fiscal year 2019 is reintroduced to sustain outdoor recreational opportunities awarded in prior years. Additionally, \$15 million is included in the fiscal year 2019 proposed budget to support new projects statewide. The Mattoon Township Park District was awarded an OSLAD grant in December 2017 which will allow for the development of its Lytle Park. Upgrades include a new picnic shelter, edible gardens, nature-based playground and native

Agency Budget Detail: Department of Natural Resources

plantings. The park will also feature a specialized seniors area, incorporating a New Active Green Environment (NewAGE) design that merges therapeutic recreational offerings with greenscapes.



LYTLE PARK IN MATTOON WAS THE RECIPIENT OF AN OSLAD GRANT FOR DEVELOPMENTS INCLUDING A NEW PICNIC AREA AND GREEN SPACE

PARK AND RECREATIONAL FACILITY CONSTRUCTION



UPGRADES AT THE MAINE PARK LEISURE CENTER IN PARK RIDGE ALLOWED FOR NEW RECREATION ROOMS

The fiscal year 2019 introduced budget features more than \$64 million in authority to complete all prior year Park and Recreational Facility Construction (PARC) project. 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. In fiscal year 2018, a PARC grant assisted the Park Ridge Park District with the reconfiguration of the 35,000 square-foot Maine Park Leisure Center by replacing the facility HVAC system and modifying interior spaces for new multi-purpose recreation rooms.

LAND AND WATER CONSERVATION FUND

The Land and Water Conservation Fund (LWCF) grants support acquisition of new lands for public parks and open space by providing up to 50 percent of project costs. In fiscal year 2019, \$2.5 million in federal LWCF grant funding will be available for new projects in addition to funding for prior year awards for projects that will continue in the upcoming years.

New projects announced in fiscal year 2018 include acquisition of nearly three acres of property in Cook County adjacent to the Grove National Historic Landmark. This critical parcel is needed to reassemble the original acreage owned by the Kennicott family and preserve the ecosystem on the property. Additionally, the Forest Preserve District of Kane County will be able to acquire almost 150 acres adjacent to the Binnie Forest Preserve to add further protections to the wetlands on site and the Kishwaukee River headwaters. Finally, the Champaign Park District will be acquiring the Human Kinetics Park, a 5.6 acre park that is privately owned but currently leased to the Champaign Park District. It will be developed into soccer fields, a multi-purpose field, a multi-purpose path and parking.

Agency Budget Detail: Department of Natural Resources

STEWARDSHIP OF NATURAL RESOURCES

The department manages and maintains more than 330 parks, fish and wildlife areas, state forests, state trails, natural areas and recreational sites totaling over 376,000 acres of land and water. Many of these sites are in need of capital improvements just to maintain the existing facilities and continue use by the citizens of the state.

SAHARA WOODS STATE FISH AND WILDLIFE AREA



THE SPOIL RIDGES LEFT BEHIND BY THE COAL MINING SHOVELS AT SAHARA WOODS ARE HIGHLY SUITABLE FOR OFF HIGHWAY VEHICLE ORIENTED REDEVELOPMENT AS PART OF THE NATIONWIDE RECREATIONAL TRAILS PROGRAM

Sahara Woods Fish and Wildlife Area in Southern Illinois is a former mine site that was donated to the State of Illinois by the Sahara Coal Company. Mined land reclamation efforts at Sahara Woods, directed by the DNR Office of Mines and Minerals, have included grading, covering and planting vegetation on eroded mine refuse piles located throughout the site; reclaiming mine roads; removal of mine buildings and other structures and tree planting to control erosion and enhance wildlife habitat.

The department is actively seeking to develop a designated off-highway vehicle (OHV) area at Sahara Woods that will utilize about one-third of the total acreage of the site in an area that currently has no public access. This project will be funded through the federal Recreational Trails Program, using the motorized trail development portion of the apportionment that previously had been unused in Illinois. In fiscal year 2018, nearly \$14.5 million in appropriation authority was enacted,

allowing the department to spend federal and local match dollars on recreational trail projects such as those at Sahara Woods. That authority will carry into future years and allow for the much needed development of this recreational area.

ILLINOIS BEACH STATE PARK

Illinois Beach State Park stretches 6.5 miles along the sandy shore of Lake Michigan in northeastern Illinois. It is the only remaining beach ridge shoreline left in the state, with dunes, sprawling marshes, forests of oak and vast arrays of animal life and vegetation.

DNR and its predecessor agency, the Illinois Department of Conservation, have completed numerous studies over the years to identify why some areas erode more than others and how the coastal transportation of sand can be minimized. While Illinois Beach State Park provides a unique geological setting, provides a protected habitat for many rare and endangered plant species, DNR has determined some shoreline protection is needed before too much of the habitat is lost into the lake. The ongoing Offshore Erosion Assessment and Design Study seeks to develop a recommendation for future funding of a major offshore erosion control project. This project is primarily funded through federal funds associated with the Coastal Management Program.



SHORELINE AT ILLINOIS BEACH STATE PARK

Agency Budget Detail: Department of Natural Resources

ROCK ISLAND TRAIL



WATERWAYS HAVE FLOODED OUT PORTIONS OF ROCK ISLAND TRAIL AND ARE SLATED FOR RESTORATION USING FEDERAL FUNDS

Rock Island Trail, in Peoria County, is set in a vast plain surrounded by tall prairie grasses just south of a lush nature preserve. Hardwood trees and wildflowers can be found along the streams and rivers which cross the trail.

Torrential flooding in 2013 caused extensive damage to the Rock Island Trail in several areas. Using federal Recreational Trails Program funds, the department is planning for the restoration of some of these damages to reopen a long-closed section to public use.

WATERWAYS, LOCKS AND DAMS, AND FLOODPLAIN MANAGEMENT

The department undertakes projects to improve publicly owned locks and dams, navigation channels and pumping stations, which assure adequate dam safety and maintenance. The department issues permits for work along Illinois waterways, including Lake Michigan, and assists local officials with floodplain management needs. One dam project underway is the Stratton Lock and Dam in McHenry County. The \$17 million reconstruction of the extensive lock and dam and water control gate system located on the Fox River is proceeding toward completion following appropriation of capital funds in the fiscal year 2018 budget. Phase one work to the lock and dam is mostly finished. The water control gate system is moving forward in 2018.



THE LOCK GATE DURING CONSTRUCTION AT THE STRATTON LOCK AND DAM

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2019 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	36,134.8	29,330.7	65,465.5
Capital Development Fund	140,528.3	38,433.3	178,961.7
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	15,000.0	17,760.4	32,760.4
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0	-	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	4,010.3	-	4,010.3
Forest Reserve Fund	500.0	-	500.0
Illinois Forestry Development Fund	6,515.9	-	6,515.9
Illinois Habitat Fund	10,658.9	-	10,658.9
Illinois Wildlife Preservation Fund	2,813.0	-	2,813.0
Land and Water Recreation Fund	2,500.0	14,998.2	17,498.2
Natural Areas Acquisition Fund	29,335.8	-	29,335.8
Off-Highway Vehicle Trails Fund	2,605.0	-	2,605.0
Open Space Lands Acquisition and Development Fund	15,000.0	15,477.4	30,477.4
Park and Conservation Fund	93,159.9	12,478.5	105,638.4
Partners for Conservation Projects Fund	3,142.5	-	3,142.5
Plugging and Restoration Fund	250.0	-	250.0
Snowmobile Trail Establishment Fund	442.4	-	442.4
State Boating Act Fund	23,141.0	-	23,141.0
State Furbearer Fund	346.1	-	346.1
State Migratory Waterfowl Stamp Fund	4,636.0	-	4,636.0
State Parks Fund	3,994.9	500.0	4,494.9
State Pheasant Fund	3,095.2	-	3,095.2
Wildlife and Fish Fund	1,452.0	-	1,452.0
Total	400,761.8	128,978.5	529,740.3

Agency Budget Detail: Illinois Department of Transportation

ILLINOIS DEPARTMENT OF TRANSPORTATION

2300 South Dirksen Parkway
Springfield, IL 62764
217.482.7820
www.idot.illinois.gov

MAJOR RESPONSIBILITIES

- 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.
- IDOT's core mission is to provide safe and cost-effective transportation options throughout the state, which serves as the transportation hub of North America.

FISCAL YEAR 2019 CAPITAL BUDGET

The recommended fiscal year 2019 capital budget for IDOT is \$9.7 billion including new and continuing investments in the state's infrastructure.

BUDGET HIGHLIGHTS

The proposed capital budget includes \$2.7 billion in new spending authority, which primarily consists of a \$2.2 billion Road Program. It also features \$7 billion in appropriations for ongoing infrastructure improvements, including:

- Rail passenger and rail freight: \$0.8 billion;
- Public transportation: \$1.5 billion;
- Roads and bridges: \$4.3 billion; and
- Highways and other improvements: \$0.4 billion.

AGENCY PROJECT DETAIL

IDOT annually produces a multi-year, multimodal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

ROADS AND HIGHWAYS

Illinois is located at the center of the U.S. interstate highway system with three coast-to-coast interstates (I-70, I-80 and I-90) passing through the state. 2,169 miles of interstate highway serves Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a nearly 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interstate-to-interstate interchanges. In order to maintain these vast roadway systems, the department's fiscal year 2019 Road Program features nearly \$2.2 billion of pay-as-you-go spending. This includes:

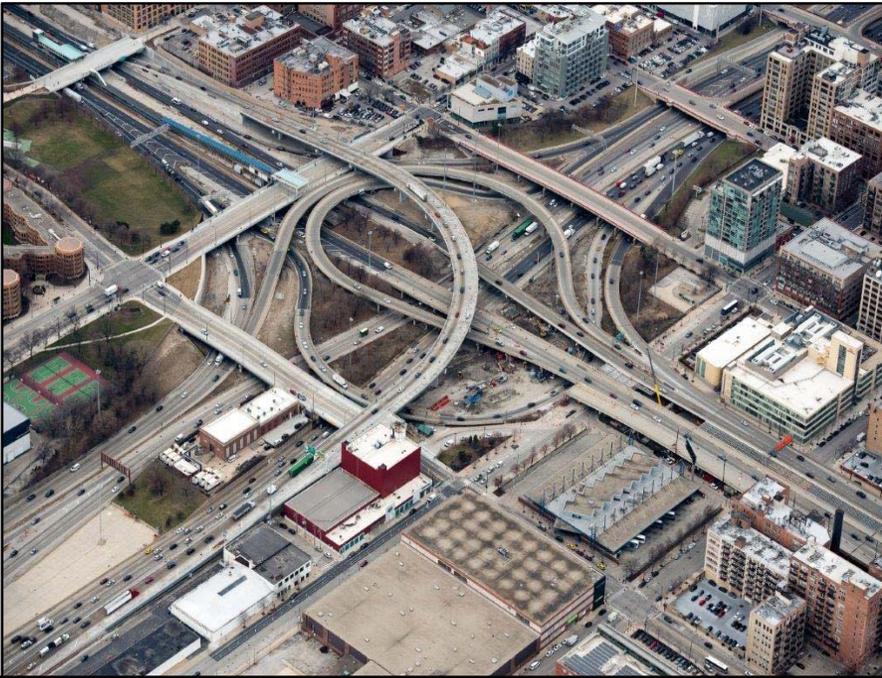
- \$1,543.0 million for general transportation-related construction;
- \$606.2 million for the local share of road improvements;
- \$21.8 million for counties under one million in population;
- \$15.0 million for township bridges;
- \$10.0 million for road districts and townships; and
- \$4.0 million for high growth cities.

Agency Budget Detail: Illinois Department of Transportation

JANE BYRNE INTERCHANGE

IDOT has begun work on the reconstruction of the Circle Interchange in Chicago. Interstates 55, 90 and 94 experience severe congestion and are unable to accommodate the existing traffic demands, resulting in unreliable travel times and increased costs for delivery of goods and services. The main features of this reconstruction project include the replacement of 50-year old bridges and the provision of four lanes in each direction on I-90/94 to correct a lane balance issue.

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 the lifecycle for a facility of its type. The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on the 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, according to the American Transportation Research Institute and the Federal Highway Administration.



JANE BYRNE INTERCHANGE IN CHICAGO

Consistently ranked as one of the nation's worst bottlenecks, the reconstruction of the interchange at the confluence of Interstates 90/94 at Interstate 290/Congress Parkway in Chicago made significant progress over the last year. One of the centerpieces, the new Northwest Flyover Ramp, links northbound Interstate 90/94 with westbound Interstate 290 and was completed and opened to traffic in late 2016. The \$600 million interchange project is anticipated to be complete in 2022, providing improved safety, traffic flow and travel times.

Other significant features of the project include: 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 the downtown exit ramps; and a new C-D road from southbound I-90/94 to the Taylor Street exit that will improve safety by eliminating weaves and forced merges. Three new flyover ramps will also help improve mobility throughout the interchange.

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

Agency Budget Detail: Illinois Department of Transportation

IDOT anticipates to let projects in fiscal year 2019 that include new interchange ramps, the Adams Street Bridge, the eastbound I-290/Congress Parkway flyover ramp to northbound I-90/94 and the westbound I-290/Congress Parkway flyover ramp to I-90/94.

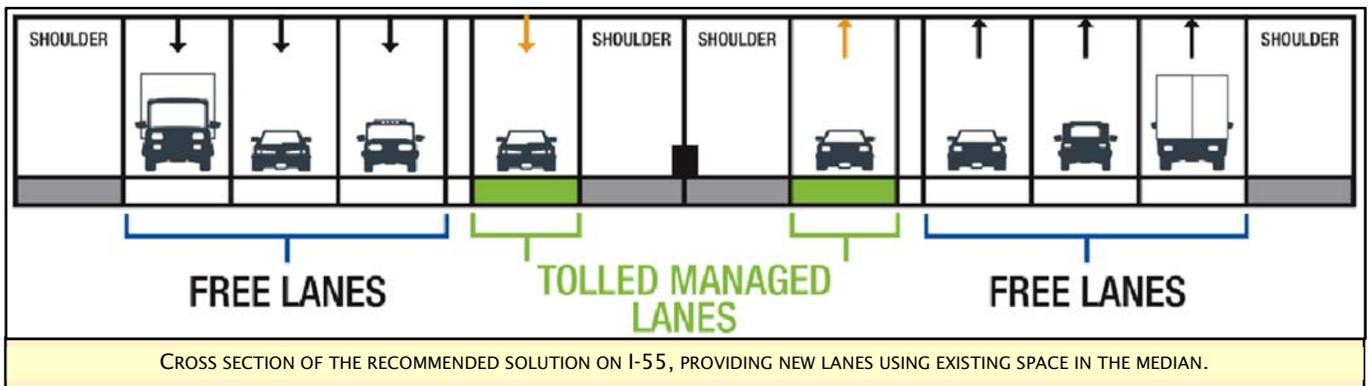
These improvements are expected to produce a 50 percent reduction in delays, which will result in up to five million fewer hours of drivers sitting in congested traffic annually. Reduced idle time will save up to 1.6 million gallons of gasoline per year. It will also save more than \$185 million per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

I-55 MANAGED LANES

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 will add at least one lane in each direction within the existing median to a critical travel corridor between Interstate 355 and Interstate 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 also includes structure rehabilitation and widening, drainage improvements, noise walls, improved signage and Intelligent Transportation System elements to achieve 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 for construction is \$425 million.



In late 2017, IDOT revised the project to propose the addition of second managed lane north of the Tri-State Tollway within the existing IDOT right-of-way. The additional capacity will make it easier to maintain consistent, reliable speeds and travel times for all I-55 users. Approval from the Federal Highway Administration (FHWA) is anticipated this year.

A 2011 state law allows IDOT to design, build, finance, operate and maintain highway projects using Public-Private Partnerships (P3). In 2016, 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. Toll revenues from the project and P3 financing sources would be available to pay for construction, operation and maintenance costs. Construction is estimated at \$700 million and could begin as early as calendar year 2019.

Agency Budget Detail: Illinois Department of Transportation

HOUBOLT ROAD BRIDGE

A first-of-its-kind agreement in Illinois between the state, local governments and CenterPoint Properties was reached in 2016 to rebuild Houbolt Road Bridge, linking Interstate 80 and the intermodal facilities in Will County that make up the country's largest inland port. The project is estimated to cost up to \$190 million and will 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 toll bridge on Houbolt Road over the Des Plaines River and the BNSF Railroad tracks at a cost of approximately \$150 million to \$170 million.

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 is working 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, answer the safety concerns expressed by local communities and make the intermodal facilities more efficient. Construction could start as early as mid-2018, with the bridge opening to traffic in late 2019 or early 2020.

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. The project will improve the flow of goods and services throughout the region, relieving the congestion and addressing the safety issues that are impacting many surrounding communities.

INTERSTATE 74 BRIDGE

The I-74 corridor serves as a principal highway route through the Quad Cities region, accommodating 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 via two historic two-lane bridges. Both bridges are currently classified as functionally obsolete due to their narrow width and high traffic volumes.

Construction started in 2017 on the new Interstate 74 Mississippi River Bridge, a joint Iowa-Illinois project that is on an expedited schedule and due to be complete in 2020. The Illinois share of the project is estimated at \$478.4 million.



I-74 BRIDGE

Agency Budget Detail: Illinois Department of Transportation

The project is designed to increase capacity throughout the area by:

- Upgrading approximately seven miles of the existing four-lane interstate, which includes the new bridge;
- Improving six existing interchanges;
- Enhancing the connecting arterial roadway system; and
- Improving opportunities for transit, bicycle/pedestrian and intermodal connections.

NORTH LAKE SHORE DRIVE FROM GRAND AVENUE TO HOLLYWOOD AVENUE IN CHICAGO



NORTH LAKE SHORE DRIVE IN CHICAGO

North Lake Shore Drive in Chicago is a critical transportation artery in Chicago. Today, it carries as many as 155,000 vehicles per day as well as almost 70,000 bus riders. Additionally, the Lakefront Trail is one of the most heavily used trails of its kind in the country, accommodating as many as 31,000 users per day on a summer weekend. Unfortunately, the drive also averages nearly 1,200 total traffic incidents per year.

Most bridges and tunnels on this route are more than 80 years old. More than half of the pedestrian tunnels do not accommodate today's peak demands and most access facilities are not compliant with federal guidelines to accommodate those with disabilities.

Led by IDOT, studies are ongoing to receive public input and develop a series of proposed improvements. These preliminary studies are anticipated to be completed in 2020.

METRO EAST BRIDGES

IDOT recently completed a new ramp connecting eastbound Martin Luther King Bridge to south/west Interstate 55/64 and southbound Illinois 3 in East St. Louis. This ramp replaces the movement from westbound Interstate 44 to the Poplar Street Bridge that was removed to allow the Missouri Department of Transportation (MoDOT) to construct a dual-lane exit ramp from the Poplar Street Bridge to southbound/westbound Interstate 55/44. The \$27.7 million project has been ongoing since January 2015.

The Missouri Department of Transportation, in cooperation with IDOT, is leading a project to rehabilitate the Poplar Street Bridge, construct dual-lane entrance and exit ramps from the bridge to I-55/44, and construct an additional eastbound lane on the bridge. Construction in the westbound direction has been completed, with construction in the eastbound direction expected to be complete in 2018.

INTERSTATE 270 OVER THE MISSISSIPPI RIVER IN MADISON COUNTY

Preliminary engineering and environmental studies are ongoing to analyze the replacement of the bridge that carries Interstate 270 over the Mississippi River, connecting Madison County in Illinois and St. Louis, Missouri. This structure is known locally as the Chain of Rocks Bridge. About 51,000 vehicle trips are made each day across the bridge, with approximately 17 percent of these trips being truck traffic.

With the Missouri Department of Transportation as a partner, this process will take a detailed look at the replacement of the existing structure carrying I-270 over the Mississippi River and the construction of a new structure or structures. The study may also include a modification of the interchange at I-270 and Riverview Drive in St. Louis.

The current preferred alternative consists of constructing new twin bridges, one on the same alignment

Agency Budget Detail: Illinois Department of Transportation

as the existing Chain of Rocks Bridge and one directly south. The new bridge will accommodate up to six lanes and include wider shoulders. The new bridge will be striped for four lanes initially but will be constructed to be compatible with six lanes of traffic in the future when the connecting roads are widened to six lanes. In fiscal year 2019, \$3 million has been identified for engineering to proceed but funding for construction has not been identified.

INTERSTATE 90 (KENNEDY EXPRESSWAY) REVERSIBLE LANES: INTERSTATE 94 (EDENS EXPRESSWAY) TO OHIO STREET

The Kennedy Reversible Lane Access Control System in Chicago was built as part of the Kennedy Expressway Reconstruction more than 20 years ago. The system is comprised of 117 swing gates, six arresting barriers and 15 rotating signs that advise motorists on the status of the reversible lanes. Two lanes in the median of the expressway will flow toward or away from the city. All of these devices are controlled and monitored around the clock to provide additional capacity to either direction of the expressway in a very short timeframe and help manage congestion.

Unfortunately, the system is aging, with the rotating signs being in the worst condition. The company that manufactured the original signs is no longer in business and replacement parts are unavailable. A current contract is replacing these signs with full color, digital message boards that will be easier to read, more reliable and easier to maintain, as well as compliant with current federal interstate sign standards. Construction under this contract is mostly complete.

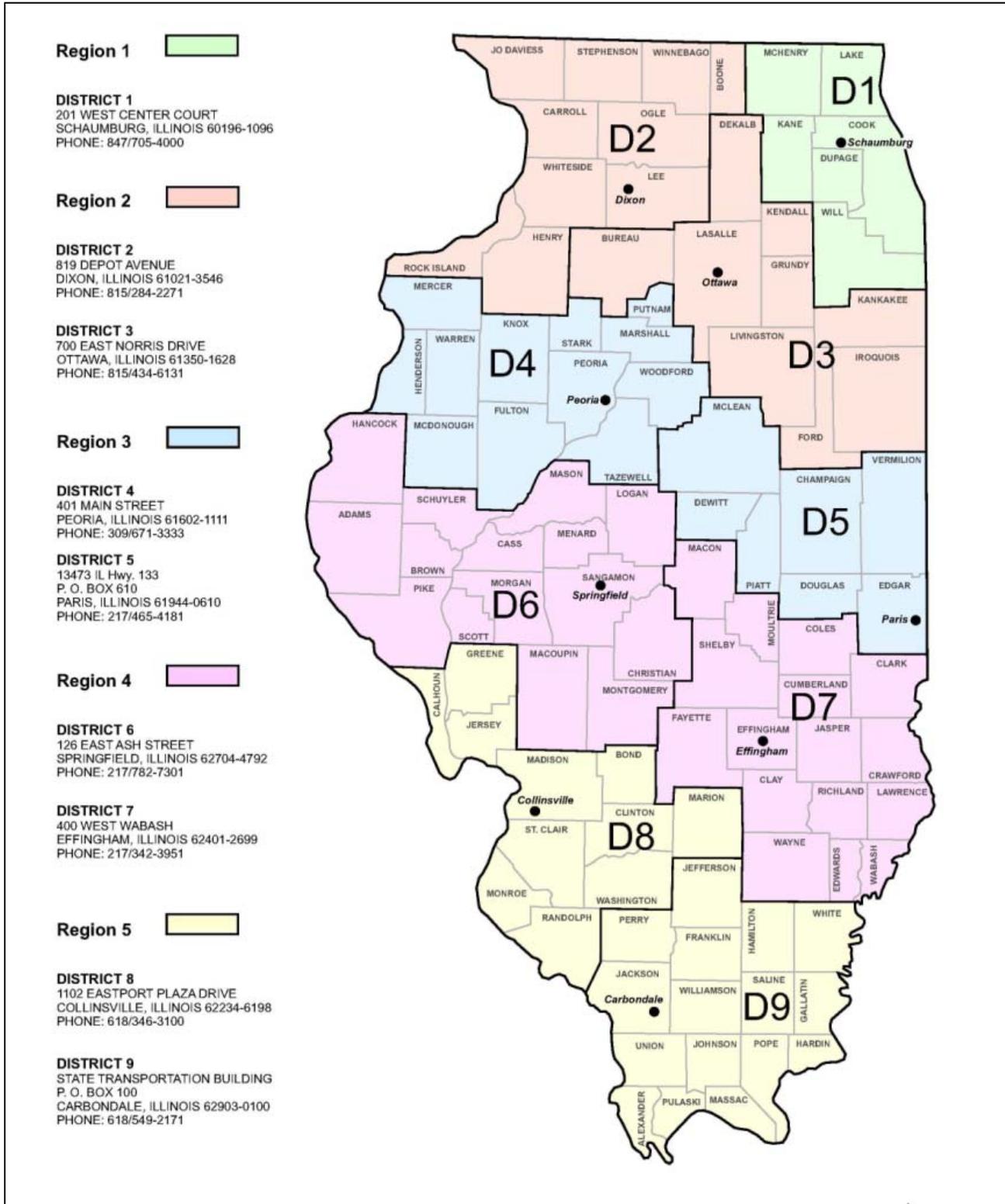


SWING GATES ON THE OUTBOUND SECTION OF KENNEDY EXPRESSWAY

Agency Budget Detail: Illinois Department of Transportation

REGIONAL ROAD AND HIGHWAY PROJECT EXAMPLES

The following map and tables demonstrate the ongoing and proposed projects by region across the state:



Agency Budget Detail: Illinois Department of Transportation

ROAD AND HIGHWAY PROJECT EXAMPLES

REGION 1

FY 2018 AND CONTINUING PROJECTS

- Intersection reconstruction and bridge reconstruction to provide modernized traffic signals and flood protection at Illinois 47 and Main Street in Blackberry and Campton Townships in Kane County.
- Bridge and box culvert replacement at Hastings Creek on Illinois 132 from Sheehan Drive to Munn Road in Lake County.
- Replacement of the bridge carrying Hanks Road over Illinois 56 and Lake Run Creek in Kane County.
- Replacement of the bridge at Illinois 83 (Torrence Avenue) over Little Calumet River in Cook County.
- Reconstruction and widening on Wolf Road from Illinois 21 to Hintz Road in Cook County.

REGION 2

FY 2018 AND CONTINUING PROJECTS

- Bridge replacement on Illinois 89 over the Illinois River in Spring Valley.
- Reconstruction and widening of Illinois 5 in Moline from Interstate 74 to 70th Street.
- Reconstruction and widening of Illinois 2 (North Main) in Rockford between Auburn Street and Riverside Boulevard.
- Bridge replacement on Illinois 178 over the Illinois River in Utica.
- Additional lanes and reconstruction, including bridge replacements, along U.S. 34 between Eldamain Road and Center Parkway in Yorkville.
- Additional lanes and reconstruction along U.S. 34 between Yorkville and Orchard Road.
- Construction of a new interchange and structure along I-57 at 6000 N Road near Bourbonnais.
- Resurfacing and structure repairs along Interstate 57 from the Ford County line to the Iroquois County line.
- Bridge replacement on U.S. 34 over Indian Creek west of Illinois 78.
- Reconstruction and resurfacing of Illinois 75 from Rock River to Illinois 2 in Rockton.
- Resurfacing, bridge repairs and patching along Interstate 88 between Sand Road and Illinois 78.
- Additional lanes and reconstruction along Illinois 71 between Illinois 47 and Illinois 126 in Yorkville.

REGION 3

FY 2018 AND CONTINUING PROJECTS

- Painting and steel repairs to the bridge carrying Interstate 474 over the Illinois River west of Creve Coeur.
- Replacement of the bridge carrying I-74 over the BNSF Railroad and Lincoln Street, south of Galesburg.
- Replacement of structure carrying U.S. 150 over the BNSF Railroad just east of Galesburg.
- Paving of the Northwest Macomb Bypass: U.S. 67 to U.S. 136 - the northbound lanes only, including two ramps to U.S. 67 and U.S. 136 (northwest interchange), including structures over the East Fork of the Lamoine River.
- Replacement of the structures carrying I-74 over Pope Creek in Knox County.
- Resurfacing I-74 in Tazewell County.
- Resurfacing U.S. 34 in Warren County.
- Resurfacing and new culvert on I-74 from University Avenue in Urbana to two miles east of St. Joseph.
- Bridge replacement on U.S. 150 over the Illinois River in Peoria County

REGION 4

FY 2018 AND CONTINUING PROJECTS

- Bridge replacement of U.S. 54 over the Mississippi River (Champ Clark Bridge) at Louisiana, Mo., with MoDOT as the lead agency.
- Resurfacing of I-55/I-72 from north of Southwind Road to north of Stevenson Drive in Springfield.
- Bridge deck overlay on I-55 over Brush Creek in Sangamon County.
- Resurfacing of Illinois 4 and Illinois 104 at Auburn in Sangamon County.
- Bridge deck replacement along I-72 at Second Street and over I-55 Business Loop, as well as resurfacing of I-72 from the MacArthur Interchange to the 6th Street Interchange in Springfield.
- Resurfacing of I-72 from the Mississippi River to the I-172 Interchange.
- Resurfacing and adding paved shoulders on Illinois 125 from Pleasant Plains to Illinois 97 in Sangamon County.
- Bridge replacement on Illinois 96 over Sheridan Creek in Hancock County. Bridge replacement on Illinois 133 over Jonathan Branch, 2.5 miles east of Lovington in Moultrie County.
- Bridge replacement on Illinois 16 over Little Wabash Creek, two miles west of Mattoon in Coles County.
- Bridge replacement on Illinois 1 south of Birds Road in Lawrence County.

Agency Budget Detail: Illinois Department of Transportation

REGION 5

FY 2018 AND CONTINUING PROJECTS

- Resurfacing on I-70 from the CSX Railroad to the BNSF Railroad in Bond County.
- Bridge replacement on Illinois 143 over Shoal Creek in Bond County.
- Bridge replacement on I-57 over Illinois 146 in Union County.
- Bridge repair on the Joe Page Bridge in Calhoun and Greene counties.
- New Illinois 13 frontage road from Campground Road to Greenbriar Road near Carterville.
- Bridge replacement on Illinois 143 over Indian Creek in Madison County.
- Bridge deck replacement on Interstate 55 over the MCT Bike Trail, five miles south of Illinois 140.
- Bridge deck replacement on Illinois 15 over Richland Creek in St. Clair County.
- Illinois 154 resurfacing from Panther Drive in Pinckneyville to U.S. 51.
- Illinois 37 safety project to construct Hot Mix Asphalt shoulders from Yellow Banks Road to the south city limit of Benton.
- Bridge replacement on Illinois 161 over Crooked Creek in Clinton County.
- Resurfacing on I-70 from just west of Sugar Loaf Road to the CSX Railroad.
- Illinois 13 bridge replacement and widening, four total structures, from east of Giant City Road to west of Reed Station Road in Carbondale.

PUBLIC TRANSIT

The main focus of the state's public transportation capital funding efforts is to keep the current infrastructure in a state of good repair, with system modernization and expansion funded when appropriate. Infrastructure projects address statewide capital needs and include constructing or expanding transit facilities, replacing buses and passenger rail cars that have exceeded their useful lives, replacing maintenance equipment, reconstruction of tracks, improving stations, and upgrading security and communications systems.

NORTHEASTERN ILLINOIS TRANSIT

The Regional Transportation Authority (RTA) is the body that oversees the finances and operations for the three transit agencies in northeastern Illinois. These primary local and regional transit providers are the Chicago Transit Authority (CTA), Metra and Pace.

CHICAGO TRANSIT AUTHORITY

The CTA operates the nation's second largest transportation system serving the city and 35 area suburbs with elevated and subway trains and buses.

95TH STREET TERMINAL

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

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



RENDERING OF THE 95TH STREET TERMINAL

Agency Budget Detail: Illinois Department of Transportation

in 2018 and the north terminal will open in 2019. The total cost of the project is \$280 million, of which \$90 million is being provided through IDOT.

WILSON STATION RECONSTRUCTION

The \$206 million Wilson Station reconstruction will be one of the largest 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 Red and Purple Line Express train service and will provide station access to persons with disabilities in accordance with the Americans with Disabilities Act.

More than 80 percent of the funding for the \$206 million project comes from IDOT, with the remaining funding provided by the Federal Transit Administration and a tax-increment financing district. The main station is substantial complete and open for use.



ARTIST'S RENDERING OF THE WILSON STATION

BLUE LINE IMPROVEMENTS

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.

Your New Blue includes state-funded components of track and station improvement projects along the 12.5 mile stretch of the O'Hare Branch between the Grand and O'Hare station. This includes rehabilitation projects at the Western, Damen and California stations, which were completed in 2015. The Peoria Street station was also completed in 2015. Funding for Your New Blue is being provided by a variety of local, state and federal sources, with \$90 million provided by the state.

The state has also provided approximately \$37 million for components of the Addison, Irving Park, Montrose, Harlem and Cumberland station renewal projects as well as approximately \$15 million for the rehabilitation of the Jefferson Park station. The contribution of state funds is tentative for the Grand, Chicago and Division stations.

Agency Budget Detail: Illinois Department of Transportation

RAILCARS

The state is providing approximately \$53 million for the CTA 3200 Series railcar overhaul project. This overhaul provides the replacement of major components of the rail cars, including Heating, Ventilation and Air Condition, and the auxiliary power supply units. In addition, signage and interior lighting will be upgraded to LEDs, seats and doors will be replaced and rebuilt, as well as the railcar trucks, braking systems, batteries, propulsion systems and undercar cabling. State funding provided for this project will allow for 58 rail cars to be fully overhauled. The project is slated for completion in 2018.

METRA

Metra is the commuter railroad in the Chicago metropolitan area. It is the fourth biggest commuter rail system in the United States. 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 upwards of \$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. Metra has committed to implementing PTC by the end of 2019.

In addition, a public-private partnership between Metra and the Union Pacific Railroad will construct two new segments of the third mainline track on the UP-West Line. The improvements along both segments (Vale Interlocking in River Forest to 25th Avenue Interlocking in Melrose Park and Kress Interlocking in West Chicago to Peck Interlocking in Geneva) will include track work, signal infrastructure improvements, interlocking upgrades and all other work necessary at highway 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. State funding of \$44.5 million will fund the design, environmental study, potential land acquisition and construction for both segments of the new third mainline.

PACE

Pace is the suburban bus division of the RTA. IDOT continues to support Pace 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 48 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 center, which includes the construction of a canopy structure.

DOWNSTATE ILLINOIS PUBLIC TRANSIT

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

Currently, construction is underway for the multimodal station project in Rock Island as well as a bus storage facility in Rockford. The process of administering these projects is being managed by IDOT, with approximately \$10 million in funding made available from the Downstate Transit Improvement Fund.

CONSOLIDATED VEHICLE PROCUREMENT

The Consolidated Vehicle Procurement (CVP) Program is IDOT's chief capital program for equipping service providers with accessible vehicles. Service providers include private, not-for-profit agencies and public entities charged with meeting the transportation needs of Illinois' disabled, senior and transit-

Agency Budget Detail: Illinois Department of Transportation

dependent populations. Throughout 2017, the CVP program completed awards to more than 100 individual grantees comprised of 215 vehicles, purchased with approximately \$10 million in combined federal and state funds.

RAIL

Illinois is at the center of the nation's rail system with a comprehensive network consisting of nearly 10,000 miles of railroad tracks. A total of 41 railroads currently operate in Illinois. They range in size from a short one-mile intrastate carrier to larger railroads extending from Illinois to the west and east coasts, Gulf of Mexico, Canada and Mexico.

HIGH-SPEED RAIL

The Illinois High-Speed Rail project is upgrading the Chicago-St. Louis rail corridor to provide passenger service at speeds up to 110 mph, leading to shorter travel times, increased reliability and safety, as well as upgraded or new stations. Work has continued throughout the corridor over the last year, including siding reconstructions, grade crossing upgrades, new fencing and signal improvements. In 2017, IDOT made major safety upgrades at 203 grade crossings by installing four-quadrant gates and loop detectors to detect vehicles on the tracks when trains are approaching. In addition, 39 crossings deemed at-risk have been permanently closed.

Within the last year, in conjunction with partner communities, IDOT has opened new stations that are part of the project in Dwight, Pontiac, Lincoln, Alton and Carlinville. Improvements to the existing station in Normal are nearing completion and upgrades are planned for the Springfield station. A separate project will be a new multimodal station in Joliet that is set to open in 2018. These facilities will provide better customer experience, with amenities like free Wi-Fi and connections to bicycle and pedestrian facilities.

New rolling stock is also a large part of the improvements being made to the Chicago-St. Louis corridor as well as Amtrak corridors throughout the Midwest. New locomotives have already been put into service. A total of 33 will be received for use in the Midwest by early 2018. The states are also working with the Federal Railroad Administration and the State of California on revising the schedule for delivery of 88 new railcars to be used in Illinois, Missouri and Michigan.

The work scheduled to be completed in 2018 includes finalization of fencing and crossing upgrades in Springfield, construction of a new Kankakee River bridge, and the installation of Positive Train Control equipment by Amtrak on locomotives.



AMTRAK'S NEW STATIONS IN DWIGHT (LEFT) AND PONTIAC (RIGHT)

Agency Budget Detail: Illinois Department of Transportation

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 of Illinois, 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, 29 are complete, five are under construction, four are in the final engineering phase, 13 are in preliminary engineering and 19 have yet to be initiated.

A major CREATE project completed in 2017 was a grade separation of Illinois 19 (Irving Park Road) at the Canadian Pacific Railroad in Bensenville. The project included pavement reconstruction and widening, improved intersection geometry, additional auxiliary lanes, drainage system improvements, and signal modernization. The most significant component of the project includes lowering Illinois 19 and raising the Canadian Pacific Railroad Bridge to provide an improved vertical clearance.

Approximately 32,600 vehicles pass through the crossing daily. 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 constructed in conjunction with an O'Hare Modernization Program project to build a grade separation at Union Pacific Railroad over Irving Park Road.

In December 2016, IDOT, Cook County, the City of Chicago, the region's freight railroads, Metra and Amtrak submitted an Infrastructure For Rebuilding America (INFRA) grant application to the U.S. Department of Transportation for the 75th Street Corridor Improvement project and Argo Connections project. These projects comprise five inter-related infrastructure improvements that are central, both geographically and functionally, to reducing rail and highway delays and expanding freight, commuter and passenger railroad capacity in the region. The application seeks \$160 million in federal support to leverage public and private funding commitments to fix the most complex and congested segment of railroad in North America. The \$160 million request leverages two-thirds of the project cost being shared by private freight railroads, the State of Illinois, City of Chicago, Cook County, Metra and Amtrak. The federal grant will close the funding gap and allow these inter-related projects to proceed to construction.

The CREATE Program application effectively demonstrated how these projects would have substantial national and regional economic benefits as capacity and reliability are improved through the Chicago Rail Terminal; leverages significant private funding with minimal federal funding; demonstrates innovative techniques and practices; and incorporates performance measures and accountability.



Agency Budget Detail: Illinois Department of Transportation

CREATE PROGRAM PROJECT STATUS MAP



Agency Budget Detail: Illinois Department of Transportation

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.

PEORIA INTERNATIONAL

The existing Peoria Airport terminal is showing signs of extensive distress due to age and weather, resulting in joint and material failure. Replacement of both large lane sections and select panel replacement will be done to serve current traffic and will be staged accordingly to minimize inconvenience of existing commercial traffic. The \$4 million project will be complete in fiscal year 2019.



LEWIS UNIVERSITY AIRPORT, ROMEOVILLE



LEWIS UNIVERSITY AIRPORT CONSTRUCTION

The Lewis University Airport in the Village of Romeoville is currently undergoing complete site and pavement modifications for Runway 9/27, in accordance with the Federal Aviation Administration's Runway Safety Area Determination. This consists of various grading, pavement adjustment, drainage adjustments, electrical work and movement of navigational aids. The \$2.9 million project is nearing completion.

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2019 Recommended Appropriations for the Illinois Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	-	28,191.6	28,191.6
Transportation Bond, Series B Fund	-	1,609,610.8	1,609,610.8
Transportation Bond, Series D Fund	-	571,425.1	571,425.1
Pay-as-you-go			
Downstate Transit Improvement Fund	10,000.0	27,973.5	37,973.5
Federal High Speed Rail Trust Fund	20,000.0	609,984.8	629,984.8
Federal Mass Transit Trust Fund	20,000.0	64,517.6	84,517.6
Federal/State/Local Airport Fund	90,000.0	144,313.7	234,313.7
Grade Crossing Protection Fund	39,000.0	83,716.3	122,716.3
Rail Freight Loan Repayment Fund	-	2,000.0	2,000.0
Road Fund	1,630,600.0	3,058,461.1	4,689,061.1
State Construction Account Fund	898,000.0	814,158.5	1,712,158.5
State Rail Freight Loan Repayment Fund	-	10,000.0	10,000.0
Working Capital Revolving Loan Fund	2,000.0	-	2,000.0
South Suburban Airport Improvement Fund	1,000.0	-	1,000.0
Total	2,710,600.0	7,024,352.9	9,734,952.9

Agency Budget Detail: Illinois Toll Highway Authority

ILLINOIS TOLL HIGHWAY AUTHORITY

2700 Ogden Avenue
Downers Grove, IL 60515
630.241.6800
www.illinoistollway.com

MAJOR RESPONSIBILITIES

The Illinois State Toll Highway Authority (Illinois Tollway) provides and promotes a safe and efficient system of highways and ensures the highest possible level of service to its customers. User fees fund maintenance and operations of the 294 miles of interstate tollways in northern Illinois.

The Illinois Tollway's maintenance and operations are also funded by the issuance of revenue bonds for the expansion, reconstruction and improvement of the Tollway system. Additional income is derived from concessions and fuel sales at Illinois Tollway oases, permit revenue and investment income.

FISCAL YEAR 2019 CAPITAL BUDGET

The 2019 capital program addresses the needs of the Illinois Tollway's existing system and provides for new projects to improve regional mobility. The 2018 revenues for the Illinois Tollway are projected to be \$1.45 billion. The Illinois Tollway is not requesting state appropriations.

BUDGET HIGHLIGHTS

The Illinois Tollway plans to invest nearly \$1.2 billion this year to repair and rebuild roadways, bridges and interchanges across the 294-mile system. The Illinois Tollway is now in the seventh year of the *Move Illinois* program. *Move Illinois* is the largest capital program in the agency's history, nearing \$14 billion over 15 years. Projects include:

- Mobilization of design and advancing work for construction of the new I-490 Tollway and I-490 interchange connection to O'Hare International Airport;
- Reconstruction and congestion relief for the Central Tri-State Tollway (I-294); and
- System-wide roadway, interchange and bridge work to keep the existing system in good repair.

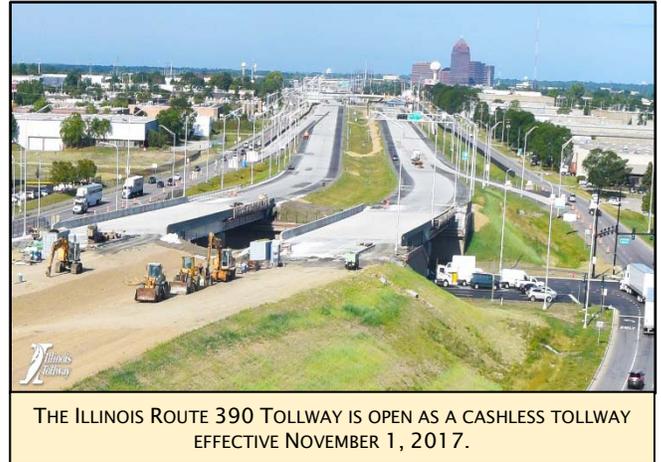
AGENCY PROJECT DETAIL

I-490 TOLLWAY PROJECT

The I-490 Tollway project includes construction of the I-490 interchange connecting the new Illinois Route 390 to the west side of O'Hare International Airport. The project also includes construction of the new cashless tollway from Jane Addams Memorial Tollway (I-90) to the Tri-State Tollway (I-294). These improvements will provide access to O'Hare International Airport from the west and improve travel efficiency by reducing congestion on the local street network.

Agency Budget Detail: Illinois Toll Highway Authority

The Illinois Tollway expects to spend \$375.9 million in 2018 on work to advance the new I-490 Tollway and the I-490 interchange connection to the Illinois Route 390 Tollway. An additional \$15.9 million of federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program grant funds and other local contributions will also be spent on work to support the new Tollway project. Engineering work in 2018 includes coordination and construction management efforts to extend the Illinois Route 390 Tollway and ramps to the east, design for the new interchanges connecting I-490 to Illinois Route 390, I-294 and I-90, as well as continued design for portions of the new I-490 Tollway from I-294 to Franklin Avenue/Green Street and between Devon Avenue and I-90. Construction in 2018 will include extension of the new Illinois Route 390 Tollway roadway and ramps between Illinois Route 83 and York Road for the new I-490 interchange, continued construction at the Illinois Route 19 interchange and advance work to prepare for a new interchange at I-490 and I-294. Right-of-way acquisitions and utility relocations will also continue in support of the new I-490 Tollway.



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



WORKERS PERFORM DRAINAGE IMPROVEMENTS ALONG THE IRVING PARK ROAD (ILLINOIS ROUTE 19) ENTRANCE RAMP TO THE CENTRAL TRI-STATE TOLLWAY (I-294)

As part of the *Move Illinois* Program, the Illinois Tollway will invest more than \$4.4 billion to reconstruct and improve the Central Tri-State Tollway from 95th Street to Balmoral Avenue. In 2018, the Tollway expects to spend \$238.1 million on the corridor. Design efforts will continue for roadway reconstruction and widening between 95th Street and Balmoral Avenue, with planned expenditures of \$72.5 million. Approximately \$7.1 million will be spent on continuing design services for reconstruction of the Mile Long Bridge and the BNSF Railroad Bridge over I-294. Prior to the start of bridge and mainline construction, right-of-way acquisition of \$42.4 million is anticipated to occur in 2018 along with \$34.0 million in utility relocation. Engineering and construction funds are also allocated for reconstruction of the Edens Spur,

located in Northbrook.

REAGAN MEMORIAL TOLLWAY (I-88)

Approximately \$175 million will be spent in 2018, which includes \$132 million for pavement rehabilitation between Illinois Route 251 and Illinois Route 56; \$27.7 million for roadway reconstruction between York Road and I-290; and \$13.5 million for reconstruction of the connector ramp between the Tri-State Tollway (I-294) and I-88.

Agency Budget Detail: Illinois Toll Highway Authority

SYSTEM-WIDE

In 2018, \$323.5 million will fund system-wide infrastructure and safety improvements. Other expenditures include:

- \$80.9 million for bridge, pavement and safety improvements;
- \$70.5 million for toll collection and information technology projects;
- Design for interchange improvements on the Reagan Memorial Tollway (I-88) at Illinois Route 47;
- Reconstruction of the Bradley Road Bridge over I-94 and the 159th Street Bridge over I-294;
- Tollway maintenance facility upgrades will continue in 2018 with more than \$59.3 million in improvements planned. Reconstruction will be completed at the Rockford (M-7) maintenance site and the Marengo (M-6) maintenance site, and funding is allocated for a new maintenance site;
- \$75.7 million is budgeted for non-roadway capital items including funding for general engineer and traffic engineer contracts, fleet purchases, ITS/TIMS, as well as information technology initiatives such as implementation of an Enterprise Resource Planning (ERP) system; and
- \$26.3 million is budgeted for project management office support activities, including project management services, materials engineering services, utility relocations, support staff and land acquisition support services.

Agency Budget Detail: Illinois Environmental Protection Agency

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

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

MAJOR RESPONSIBILITIES

- 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. The department oversees various recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces.
- Providing affordable capital financing for wastewater and drinking water systems in communities is a key component of IEPA's mission.

FISCAL YEAR 2019 CAPITAL BUDGET

The fiscal year 2019 proposed budget fully funds IEPA's state revolving fund loan programs, including new spending authority for low interest loans to municipalities across the state. It also includes the pay-as-you-go Water Revolving Fund grant programs designed to assist communities and municipalities with water supplies compliance and upgrades.

BUDGET HIGHLIGHTS

- The recommended fiscal year 2019 capital budget continues to fund grants and programs that were included in the fiscal year 2018 budget.
- Additional spending authority from the Water Revolving Fund is included, such as:
 - \$1.1 billion in new appropriations for drinking, storm and wastewater low-interest loans; and
 - \$5 million for grants and contracts to address nonpoint source water quality issues.
- \$10 million in authority is also included for hazardous waste remediation projects.

AGENCY PROJECT DETAIL

The IEPA carries out its low-interest water revolving loan program to assist municipalities with infrastructure improvements. Additionally, it provides funding for hazardous waste removal projects.

WATER LOAN PROGRAM

The wastewater, stormwater and drinking water loan programs provide low-interest loans through the State Revolving Fund (SRF). These programs administer loans using federal funding, state matching funds, interest earnings, loan repayments and leveraged bond proceeds. IEPA works with the Illinois Finance Authority to issue bonds backed by loan repayment revenues to fully leverage these programs. The loans provide the state matching funds required for some federal grants received as well as bond proceeds to expand funding capacity. The most recent bonds issued were the State of Illinois Clean Water Initiative Revolving Fund Revenue Bonds, Series 2017, which are rated AAA by both S&P Global Ratings and Fitch Ratings. For fiscal year 2019, \$1.1 billion in new authority for wastewater, stormwater and drinking water infrastructure loans in communities is proposed in addition to continued funding of prior year projects.

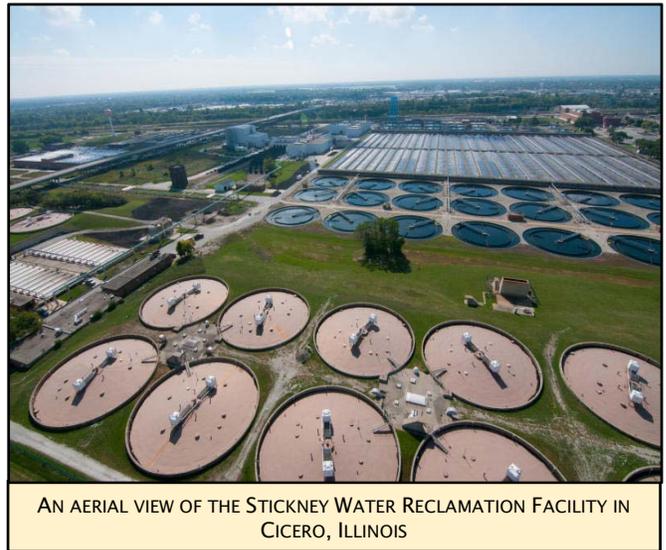
Agency Budget Detail: Illinois Environmental Protection Agency

GALESBURG LEAD INITIATIVE

IEPA has expanded its drinking water loan program to include funding for lead abatement. The first community to receive a loan for this purpose was the City of Galesburg. Approximately \$2 million in funds were awarded from the Drinking Water Loan Program to assist with the cost to replace over 400 lead service lines in 2017. This ongoing initiative in Galesburg for lead service line replacement includes principal forgiveness equivalent to grant funding. Approximately 2,000 homes in total will have their lead service lines replaced as future phases are completed in 2018 and beyond.

STICKNEY WATER RECLAMATION

In 2017, the largest phosphorous recovery system in the world at the Metropolitan Water Reclamation District of Greater Chicago's Stickney Water Reclamation Facility in Cicero was completed and put into operation. This project, which utilized nearly \$33 million in IEPA loans, received national recognition through the United State Environmental Protection Agency's Performance and Innovation in the SRF Creating Environmental Success (PISCES) program. This new technology harvests phosphorous from wastewater and transforms it into fertilizer. Phosphorus, a key contributor to Gulf Hypoxia, which is a low-oxygen zone, can destroy the ecosystem for aquatic plants, animals and other organisms. Each year 1,100 tons of phosphorus will be removed from the treated discharge and diverted from the Mississippi River Basin because of this technology.



HAZARDOUS WASTE REMEDIATION

The hazardous waste program in Illinois is the state's portion of the Federal Resource Conservation and Recovery Act (RCRA). This act was signed into law in 1976 and consisted of amendments to the Solid Waste Disposal Act of 1956. Revisions to RCRA, referred to as the Hazardous and Solid Waste Amendments (HSWA), were made in 1984 as more information became available about the amount and types of waste we generate. The intent of the hazardous waste program is to provide a cradle-to-grave management scheme for hazardous wastes to ensure that these wastes are not mismanaged in a manner that will impact human health or the environment. This includes hazardous waste remediation. The fiscal year 2019 introduced budget features a new \$10 million appropriation for hazardous waste remediation projects.

EAGLE ZINC SITE REMEDIATION

The Eagle Zinc site began smelting operations in 1923, and produced zinc, sulfuric acid, zinc oxide and leaded zinc oxide. Other entities owned the property over the years and the facility ceased operations in 2003. During the years of operation, large amounts of slag (a by-product of the smelting process) were produced and placed in waste piles or spread on the ground throughout the facility.

Agency Budget Detail: Illinois Environmental Protection Agency



FURNACE ROOM AND COOLING TOWERS AT THE EAGLE ZINC SUPERFUND SITE

IEPA has worked in partnership with the U.S. EPA to conduct investigations and perform cleanup at the Eagle Zinc site in Hillsboro under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as “Superfund”. This project is divided into two phases. The first phase was decontamination and removal of the buildings onsite and was completed in 2015. The second phase is the consolidation of the slag material and contaminated soil into a containment cell onsite. This work is ongoing and will continue into 2019.

SOUTHEAST ROCKFORD GROUNDWATER CONTAMINATION NATIONAL PRIORITIES LIST (NPL) SITE

IEPA, in coordination with the U.S. EPA, has also been investigating and cleaning up the Southeast Rockford Groundwater Contamination National Priorities List (NPL) site. The site is located in Rockford and consists of an area of groundwater contamination that is approximately three miles long by 2.5 miles wide. Industrial activities and unpermitted waste disposal have created four major source areas that have contaminated the groundwater. The boundaries of the Southeast Rockford Contamination Superfund Site are primarily defined by the extent of the groundwater contamination.

The remedial action includes groundwater containment with collection and treatment, multi-phase extraction wells for treatment of the groundwater and soil gas, monitoring and restrictions on groundwater usage. The in-ground portion (the multi-phase extraction wells, groundwater extraction wells and the piping and electrical services) began in late 2013 and was completed in 2015 while the procurement for the treatment building was initiated. In September 2017, construction of the building to house the treatment system began. Construction activities are expected to be completed by the end of 2018 with the treatment system up and running by early 2019.



INSTALLATION OF ELECTRICAL CONDUIT AROUND THE PERIMETER OF THE TREATMENT BUILDING FOUNDATION AT THE SOUTHEAST ROCKFORD SUPERFUND SITE

Agency Budget Detail: Illinois Environmental Protection Agency

**Fiscal Year 2019 Recommended Appropriations for the
Illinois Environmental Protection Agency
(\$ thousands)**

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	-	49,006.6	49,006.6
Build Illinois Bond Fund	16,000.0	55,835.9	71,835.9
Capital Development Fund	-	4,988.1	4,988.1
Pay-as-you-go			
Water Revolving Fund	1,142,000.0	854,563.6	1,996,563.6
Total	1,158,000.0	964,394.2	2,122,394.2

Agency Budget Detail: Other Agencies

FISCAL YEAR 2019 CAPITAL BUDGET FOR OTHER AGENCIES

This chapter provides an overview of other agencies that receive limited capital appropriations directly in their budget and are not dependent on CBD or another agency for administration of the project.

DEPARTMENT OF INNOVATION AND TECHNOLOGY

The Department of Innovation and Technology (DoIT) was created under an Executive Order in January 2016 and was given responsibility of managing the information technology functions of agencies under the jurisdiction of the Governor.

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 address these issues.

Illinois is transforming to an Enterprise Resource Planning (ERP) platform, which will enable the state to realize efficiencies in financial reporting and streamline accounts receivable and accounts payable by automating interactions among the State Treasurer's Office, the Office of the Comptroller and state agencies. The streamlined interactions should 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 2019 budget includes the reallocation of a \$400 million appropriation for information technology (IT) upgrades across the state, \$250 million of which is allocated to ERP.

During calendar year 2017, 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. An additional ten agencies are set to implement the new system during 2018. The state will have an integrated system that will allow Illinois to stop using its antiquated legacy systems after all agencies have implemented ERP in 2020.

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, fragmented and 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 electronic information resources.

Agency Budget Detail: Other Agencies

CYBERSECURITY AND COMPLIANCE

Despite 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, banking information, protected health information and other personal information. The state relies on technology to serve its citizens and provide public safety services.

The lack of centralized systems and controls in the state makes it difficult to prevent a breach or an attack. The consolidation of technology functions will enable DoIT 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 2019 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 reimbursements 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 also enable DMA to consistently provide support to those currently serving in the military and to those who have served our country.

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.



TOP: RENDERING OF THE KANKAKEE NATIONAL GUARD SUPPORT FACILITY
BOTTOM: PHOTO OF COMPLETED FACILITY

Agency Budget Detail: Other Agencies

DEPARTMENT OF PUBLIC HEALTH - STATEWIDE LEAD INITIATIVE - 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.

The program 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 exposure. In the long term, these grants are expected to generate a savings of nearly \$3.6 million in health benefits alone. Other benefits include improved energy efficiency and increased home market value.

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. In early 2017 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 ten to five micrograms per deciliter in order to determine which children have had substantial exposure to lead. Children who 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 2019 budget recommends a \$15 million capital appropriation to fund lead removal projects.



DPH WILL CONDUCT TESTING FOR TRACES OF LEAD IN DRINKING WATER

Agency Budget Detail: Other Agencies

Fiscal Year 2019 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	22,907.0	2,240.2	25,147.2
Capital Development Fund	320,000.0	-	320,000.0
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	50,538.6	-	50,538.6
School Infrastructure Fund	40,000.000	-	40,000.000
Total	435,995.6	6,631.3	442,626.9

Fiscal Year 2019 Recommended Appropriations for Other Agencies By Fund (\$ thousands)

Project Description	FY 2019 Recommended Appropriations
Department of Military Affairs	55,538.6
Capital Development Fund	5,000.0
Illinois National Guard Construction Fund	50,538.6
Department of Agriculture	2,550.0
Agricultural Premium Fund	2,550.0
Department of Innovation And Technology	290,000.0
Capital Development Fund	290,000.0
Department of Public Health	16,091.5
Build Illinois Bond Fund	16,091.5
State Board of Education	69,391.1
Capital Development Fund	25,000.0
School Infrastructure Fund	40,000.0
School Construction Fund	4,391.1
Illinois Emergency Management Agency	6,815.5
Build Illinois Bond Fund	6,815.5
Office of the Secretary of State	2,240.2
Build Illinois Bond Fund	2,240.2
Grand Total	442,626.9



CHAPTER 4

GLOSSARY



Illinois State Capital Budget Fiscal Year 2019

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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.

Arterial Roadway - A high-capacity urban road that is designed to divert traffic from freeways or expressways, and often has limited or private access.

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.

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

Black Box Theater - A performance space where the performer is surrounded by the audience in a square room.

BNSF - One of the largest freight railroad companies in North America.

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

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

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

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

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

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.

Cybercrime - Also called **computer crime**, the use of a computer as an instrument to further illegal ends, such as committing fraud, trafficking in child pornography and intellectual property, stealing identities or violating privacy.

Cyberterrorism - The politically motivated use of computers and information technology to cause severe disruption or widespread fear in society.

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.

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.

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

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

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

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

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

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

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

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

General Obligation Bonds - 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.

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

Let - To award a contract for a 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.

Glossary

Multimodal - Multiple modes of transport; for example, rail and bus.

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.

Procurement - The obtaining of supplies or goods by government.

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

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

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

Revolving Fund - A 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.

Rolling Stock - Any vehicle that moves on a railway.

Sally Port - A secure entryway that consists of a series of doors or gates.

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.

Statute - A law passed by the general assembly and signed by the Governor.

Storage Hangar - A closed building structure to hold aircraft or spacecraft.

Tax Incentives - An aspect of a tax code designed to encourage a particular economic activity.

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.

Tuck Pointing - 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.

State of Illinois



CAPITAL BUDGET • FISCAL YEAR 2019

BRUCE RAUNER, GOVERNOR

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