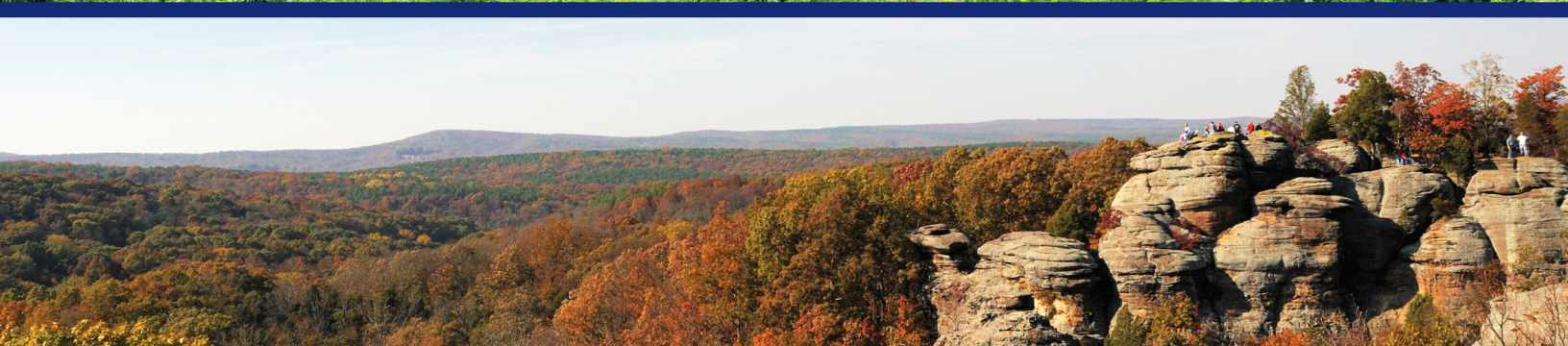


# State of Illinois



*Capital Budget | Fiscal Year 2021 | JB Pritzker, Governor*



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# ***CAPITAL BUDGET***



*Governor JB Pritzker*

**Fiscal Year 2021**  
**July 1, 2020 – June 30, 2021**

*Illinois State Capital Budget Fiscal Year 2021*

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**NOTICE**  
**For Release at 12:00 Noon, Wednesday,**  
**February 19, 2020**

There is a total embargo on the budget for fiscal year 2021 until 12:00 noon, Wednesday, February 19, 2020. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2021*. 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 19, 2020.

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

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

February 19, 2020

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 2021 capital budget.

In fiscal year 2020, we launched Rebuild Illinois, a historic, bipartisan \$45 billion capital plan to create and support jobs, repair Illinois' long-neglected infrastructure and invest in major projects that will transform universities and community colleges and deliver universal access to broadband throughout the state.

The fiscal year 2021 recommended capital budget funds the second year of the six-year program. Every part of the state will see investment from Rebuild Illinois, which will put \$33.2 billion into our aging transportation systems and support an estimated 540,000 jobs. Local governments will benefit from \$4 billion in transportation funds, their first increase in 20 years.

Investments such as statewide broadband expansion, state of the art educational facilities, clean water infrastructure, affordable housing, hospital and healthcare transformation, and economic and community development will create growth in communities across Illinois and strengthen our state for generations to come.

This comprehensive plan, the first in more than a decade, also will allow critical construction projects to move forward instead of continuing to languish due to years of inadequate funding.

These critical investments in our state's infrastructure are helping Illinois deliver better roads and bridges and schools and communities to our residents and businesses and keeping us competitive in the national and global economies.

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

Sincerely,

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

JB Pritzker  
Governor, State of Illinois

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## The Governor’s Letter of Transmittal

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# CHAPTER 1

## CAPITAL READER'S GUIDE



*Illinois State Capital Budget Fiscal Year 2021*

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# Fiscal Year 2021 Illinois State Capital Budget Reader's Guide

## WHAT IS THE CAPITAL BUDGET?

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

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

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

This chapter details how an annual capital budget is planned, determined and executed. This process applies to all capital projects, revenues and appropriations, including those enacted as part of the Rebuild Illinois plan in fiscal year 2020.

## WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor's Office presents a capital budget that details the current fiscal status of revenues and liabilities associated with the capital plan. By statute, the Governor's Office of Management and Budget (GOMB) is responsible for estimating revenues and developing recommendations that reflect the Governor's program and spending priorities. The *Fiscal Year 2021 State of Illinois Capital Budget* is available online at [www.budget.illinois.gov](http://www.budget.illinois.gov).

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

Key benefits of submitting a separate budget include:

- **Accountability and disclosure** which allow 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.

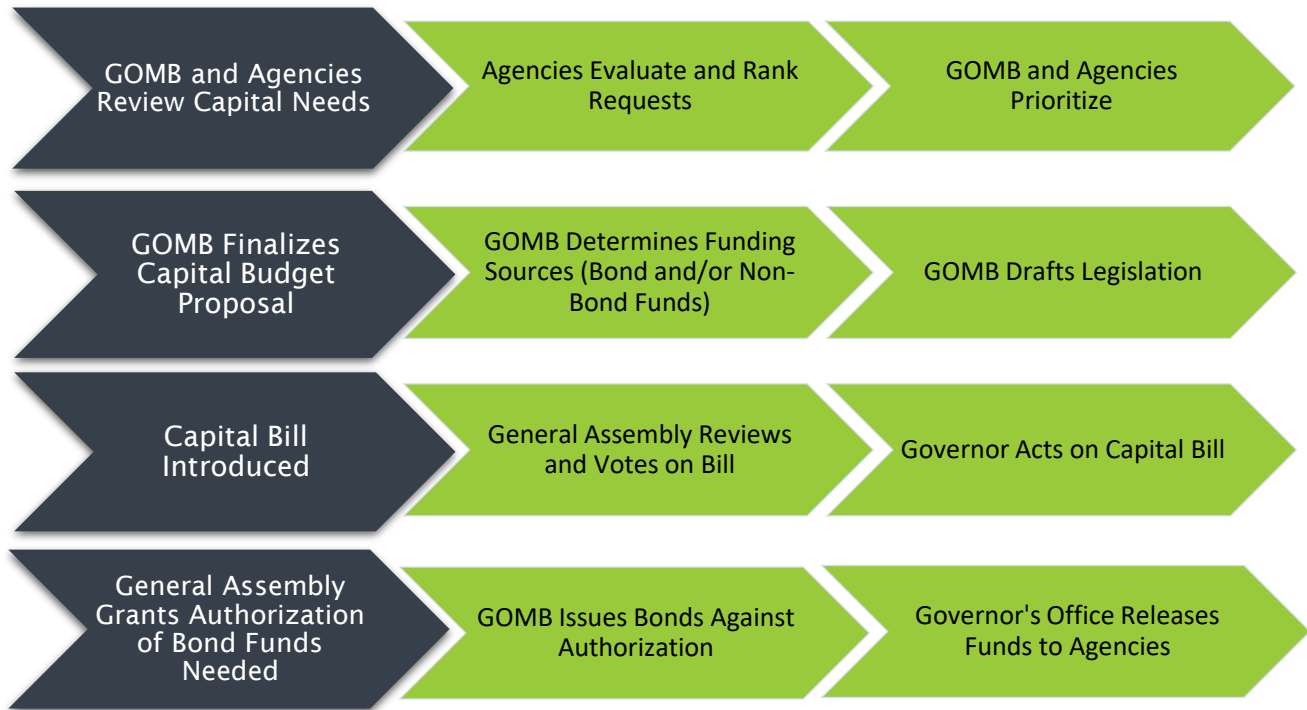
# Fiscal Year 2021 Illinois State Capital Budget Reader's Guide

## DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

| CAPITAL BUDGET  | OPERATING BUDGET   |
|---|--|
| <p><b>Appropriations</b> 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><b>Appropriations</b> 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><b>Spending</b> 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><b>Spending</b> typically occurs over the course of one fiscal year.</p>  |
| <p><b>Funding Sources</b> include both bond sales and current revenues (e.g. Motor Fuel Tax and federal grants).</p>  | <p><b>Funding Sources</b> include general (e.g. sales and income taxes) and dedicated (e.g. licensing fees) revenues.</p>  |
| <p><b>Financing</b> 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><b>Financing</b> 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><b>Impacts on the Operating Budget:</b><br/>Capital expenditures can decrease operating costs through the installation of more efficient systems. These improvements can include investing in more durable assets to improve handling of wear and tear, installing energy efficient lighting or windows to reduce utility bills, or changing a building layout to achieve more efficient staffing patterns.</p> <p>Capital expenditures can also increase operating costs by creating future maintenance, by requiring staff to operate a new facility or by increasing debt service payments.</p> | <p><b>Impacts on the Capital Budget:</b><br/>Operating expenditures can decrease future capital costs by allocating current year funds to annual maintenance, which decreases the need for major infrastructure investments. Additional savings can be achieved through the implementation of efficient staffing patterns, and the planned reduction of wear and tear on the facilities.</p> <p>Operating expenditures can also increase capital needs by requiring new facilities or program expansions that increase the wear and tear on existing facilities.</p> |

# Fiscal Year 2021 Illinois State Capital Budget Reader's Guide

## HOW IS A CAPITAL BUDGET CREATED?



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

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

# Fiscal Year 2021 Illinois State Capital Budget 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 General Obligation bond program, which is governed by the General Obligation Bond Act. These bonds are guaranteed by the full faith and credit of the state. The other major vehicle for capital market financing is the Build Illinois bond program, which is supported by dedicated sales tax revenues.

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



# Fiscal Year 2021 Illinois State Capital Budget 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 Illinois Office of the Comptroller (IOC) processes payments.

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## CHAPTER 2

# CAPITAL BUDGET OVERVIEW



*Illinois State Capital Budget Fiscal Year 2021*

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# Capital Budget Overview

## FISCAL YEAR 2021 CAPITAL AND THE REBUILD ILLINOIS CAPITAL PLAN



Fiscal year 2020 is the inaugural year of Rebuild Illinois, a historic, bipartisan \$45 billion capital plan designed to create jobs, fix Illinois' crumbling roads, bridges and buildings, and invest in major projects that are essential to Illinois' future, like robust mass transit, a modern state crime laboratory, high quality veterans' homes and world class universities.

Rebuild Illinois was designed as a six-year plan with a goal of making significant investments in the state's infrastructure on a consistent basis. The funding provided in the fiscal year 2020 budget for Rebuild Illinois will continue to be utilized in fiscal year 2021.

Through fiscal year 2021 and beyond, every part of the state will see investment from Rebuild Illinois, which will support an estimated 540,000 jobs. Rebuild Illinois addresses the unique assets and needs of each region of the state, ensuring northern, central and southern Illinois receive funding to begin to make significant infrastructure improvements and upgrades.

This plan will allow for the critical investments in Illinois' infrastructure that are needed since the state has not had a comprehensive, multi-year capital plan since 2009. The 2009 plan was not fully implemented due to challenges including revenues falling short of projections and a multi-year budget impasse that halted the majority of capital spending in the state. Overall, Illinois' infrastructure has a C rating, and deferred maintenance backlogs at state facilities and educational institutions alone have reached nearly \$25 billion. Businesses and residents alike have paid untold costs due to congestion delays, unrepaired roads and failure to maintain facilities for public use. In short, significant investments are needed to ensure Illinois' infrastructure is repaired, maintained and consistently prioritized year after year.

Rebuild Illinois included \$33.2 billion in investments for transportation infrastructure. Not only is this the largest investment in state history, but it is the first plan that is truly multi-modal, covering modes of transportation from roadways and railways to transit, aeronautics and waterways. As part of this investment, local governments will receive \$4 billion in transportation funds to meet their specific needs – their first increase in 20 years.

Rebuild Illinois included significant investments beyond transportation such as improvements in education, state laboratories, state parks and historic sites, clean water infrastructure, and conservation of natural resources. Initiatives like statewide broadband deployment, affordable housing, hospital and healthcare transformation, and economic and community development will create growth in communities across every region of Illinois and strengthen the state for generations to come. The plan provides capital for small businesses, invests in our community colleges and public universities, and supports large industries like agriculture and manufacturing.

## REBUILD ILLINOIS COMPONENTS

Rebuild Illinois will utilize state bonded and pay-as-you-go funding, as well as federal, local and private funds to support \$33.2 billion in transportation capital investments and nearly \$11.6 billion in non-transportation capital investments. This plan is the starting point for future capital appropriations, including the fiscal year 2021 recommended capital budget.

# Capital Budget Overview

The following table shows the state, federal, and local or private components of the plan by program and project categories. The \$20.8 billion in Rebuild Illinois state bonded appropriations were all enacted in fiscal year 2020 and will be recommended for reappropriation in future years, including fiscal year 2021. Pay-as-you-go values in the table below represent a six-year investment. Generally, federal and local or private match components are not reflected in state appropriations.

| Rebuild Illinois - Summary by Category    |           |               |           |               |           |
|---|-----------|---------------|-----------|---------------|-----------|
| (\$ millions)                             | State     |               | Non-State |               | Total     |
|   | Bonded    | Pay-As-You-Go | Federal   | Local/Private |           |
| <b>Transportation</b>                     | \$ 11,000 | \$ 9,538      | \$ 9,529  | \$ 3,176      | \$ 33,243 |
| Road and Bridge                           | 6,500     | 6,596         | 9,088     | 3,123         | 25,307    |
| Mass Transit                              | 3,000     | 1,685         | 0         | 0             | 4,685     |
| CREATE                                    | 400       | 92            | 0         | 0             | 492       |
| Rail                                      | 722       | 338           | 0         | 0             | 1,060     |
| Grade Crossing Protection                 | 78        | 234           | 0         | 0             | 312       |
| Aeronautics                               | 150       | 38            | 351       | 20            | 558       |
| Ports                                     | 150       | 0             | 0         | 0             | 150       |
| Miscellaneous Transportation              | 0         | 556           | 90        | 33            | 679       |
| <b>Education</b>                          | \$ 2,894  | \$ 200        | \$ 0      | \$ 369        | \$ 3,463  |
| Higher Education                          | 2,780     | 0             | 0         | 158           | 2,938     |
| PreK-12 Education                         | 115       | 200           | 0         | 211           | 526       |
| <b>State Facilities</b>                   | \$ 4,088  | \$ 75         | \$ 195    | \$ 0          | \$ 4,357  |
| <b>Environment and Conservation</b>       | \$ 597    | \$ 73         | \$ 309    | \$ 29         | \$ 1,007  |
| <b>Broadband Deployment</b>               | \$ 120    | \$ 300        | \$ 0      | \$ 0          | \$ 420    |
| <b>Healthcare and Human Services</b>      | \$ 450    | \$ 15         | \$ 0      | \$ 0          | \$ 465    |
| <b>Economic and Community Development</b> | \$ 1,697  | \$ 152        | \$ 0      | \$ 0          | \$ 1,849  |
|   | \$ 20,846 | \$ 10,353     | \$ 10,032 | \$ 3,574      | \$ 44,805 |

Bond proceed-funded appropriations enacted in fiscal year 2020 took into account capital needs and affordability of debt service over the next six years. As such, additional new bonded appropriation authority enacted over this period will be limited. In addition to the Rebuild Illinois appropriations, the enacted fiscal year 2020 and recommended fiscal year 2021 budgets include additional pay-as-you-go appropriation authority supported by current revenues that maintain annual baseline capital programs requiring new appropriations to be enacted each year.

In addition to new appropriation authority, key components of the Rebuild Illinois capital plan include increased bond authorization and revenues to support the program.

Approximately \$19.3 billion in new General Obligation (GO) bond authorization was passed in 2019, as well as \$3.2 billion in new authorization for Build Illinois bonds to support approximately \$18.1 billion in new GO funded appropriations and \$2.8 billion in new Build Illinois Bond Fund appropriations for the Rebuild Illinois capital plan. The remaining increases in authorization were enacted to address previous shortfalls between enacted appropriation authority and earlier bond authorization in prior capital plans. This increase in authorization will allow the state to continue issuing bonds that are necessary to finance capital investments in the coming years.

A final component of the Rebuild Illinois capital plan includes additional revenues to finance both debt service from the issuance of bonds and increased pay-as-you-go investments. Revenues raised to support the Rebuild Illinois capital plan include both transportation and non-transportation related sources.

# Capital Budget Overview

New and additional revenues include an increase to the Motor Fuel Tax (MFT) of 19 cents per gallon that will also increase annually based on the Consumer Price Index; an increase in vehicle and electric vehicle registration fees; tiered increases for various other title and registration fees; a 5 cents per gallon tax increase on special fuels; gaming expansions that include sports wagering and changes to video and casino gaming; a new tax on parking lots and garages; a cap on the sales tax exemption value of traded-in vehicles; an increase to the cigarette tax; and legislation to increase compliance for remote online retailers collecting the state sales tax.

## FISCAL YEAR 2021 BUDGET

The fiscal year 2021 recommended capital budget proposes reappropriations of Rebuild Illinois appropriations as well as enacted programs and projects that existed before the passage of the Rebuild Illinois capital plan. While the Rebuild Illinois capital plan included nearly \$45 billion in new statewide infrastructure investments for the next six years, it also provided the framework to achieve the consistent, sustainable execution of previous years' commitments. Without the passage of the Rebuild Illinois capital plan, very few new large-scale projects would have started and the state would have continued to defer critical maintenance and upgrades of its roads, facilities, and educational and local infrastructure. Rebuild Illinois recommits the state to reliable capital investments by providing the structure to implement both new and prior year commitments.

Programs and projects will be implemented to accommodate the strategic priorities of the state, its agencies and its citizens. The table below shows all fiscal year 2020 enacted appropriations, as well as the recommended fiscal year 2021 appropriations by category. This includes both bonded and pay-as-you-go appropriations, split by new and reappropriated lines.

| Fiscal Year 2021 Recommended Budget by Category |                  |                  |                  |                 |
|---|------------------|------------------|------------------|-----------------|
| (\$ millions)                                   | FY20 Enacted     |                  | FY21 Recommended |                 |
|   | Reappropriation  | New              | Reappropriation  | New             |
| <b>Transportation</b>                           | \$ 7,851         | \$ 20,933        | \$ 25,128        | \$ 2,906        |
| Road and Bridge                                 | 4,734            | 14,215           | 15,846           | 2,550           |
| Mass Transit                                    | 1,226            | 4,547            | 5,607            | 59              |
| CREATE  | 184              | 492              | 655              | 19              |
| Rail  | 1,080            | 860              | 1,779            | 40              |
| Grade Crossing Protection                       | 108              | 267              | 353              | 39              |
| Aeronautics                                     | 288              | 228              | 429              | 88              |
| Ports   | 1                | 150              | 150              | 0               |
| Miscellaneous Transportation                    | 230              | 173              | 309              | 111             |
| <b>Education</b>                                | \$ 1,344         | \$ 3,594         | \$ 4,817         | \$ 0            |
| Higher Education                                | 892              | 3,280            | 4,104            | 0               |
| PreK-12 Education                               | 452              | 315              | 713              | 0               |
| <b>State Facilities</b>                         | \$ 1,696         | \$ 4,163         | \$ 5,554         | \$ 0            |
| <b>Environment and Conservation</b>             | \$ 2,102         | \$ 1,501         | \$ 2,422         | \$ 726          |
| <b>Broadband Deployment</b>                     | \$ 16            | \$ 420           | \$ 372           | \$ 0            |
| <b>Healthcare and Human Services</b>            | \$ 24            | \$ 465           | \$ 480           | \$ 0            |
| <b>Economic and Community Development</b>       | \$ 575           | \$ 2,260         | \$ 2,591         | \$ 3            |
| <b>TOTAL</b>                                    | <b>\$ 13,609</b> | <b>\$ 33,336</b> | <b>\$ 41,365</b> | <b>\$ 3,635</b> |

# Capital Budget Overview

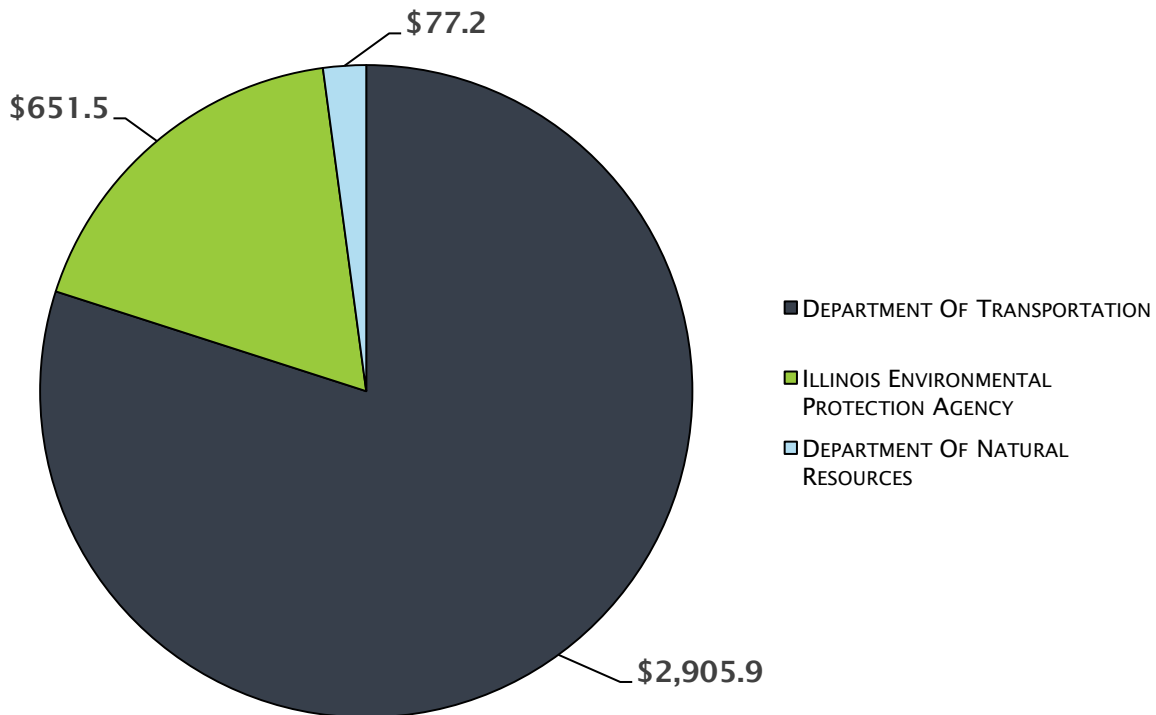
## MULTI-YEAR STRATEGIC PLANNING

The Governor’s Office of Management and Budget (GOMB) collects five-year capital plans from each agency that receives direct capital appropriations or that utilizes the Capital Development Board’s (CDB) project management services. These individual plans are used to inform the planning of bond proceed-funded appropriations which require the issuance of long-term debt, and to strategically utilize pay-as-you-go funding available on an annual basis. As explained in Chapter 1: Reader’s Guide, capital projects are multi-year in nature. This means that programs enacted as part of the Rebuild Illinois capital plan will be released and implemented over the course of six years, between fiscal year 2020 and fiscal year 2025.

## FISCAL YEAR 2021 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Eighty percent of the new capital requests are for the Illinois Department of Transportation’s multi-year, multi-modal transportation improvement program, funded largely by MFT 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, which represent annual baseline appropriations and programs supported by existing revenues.

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



| New Capital Appropriations by Agency<br>(\$ millions) |                   |
|---|-------------------|
| Department Of Transportation                          | 2,905.9           |
| Illinois Environmental Protection Agency              | 651.5             |
| Department Of Natural Resources                       | 77.2              |
| <b>Total New Appropriations</b>                       | <b>\$ 3,634.6</b> |

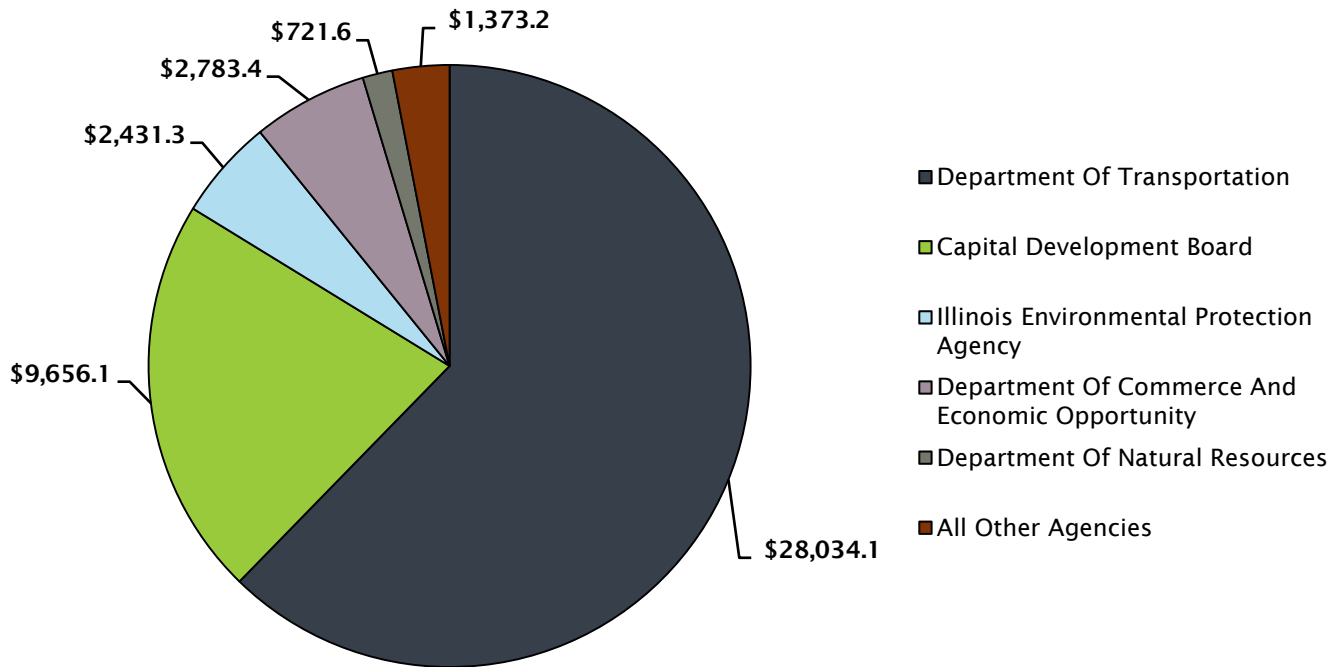


# Capital Budget Overview

## FISCAL YEAR 2021 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

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

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



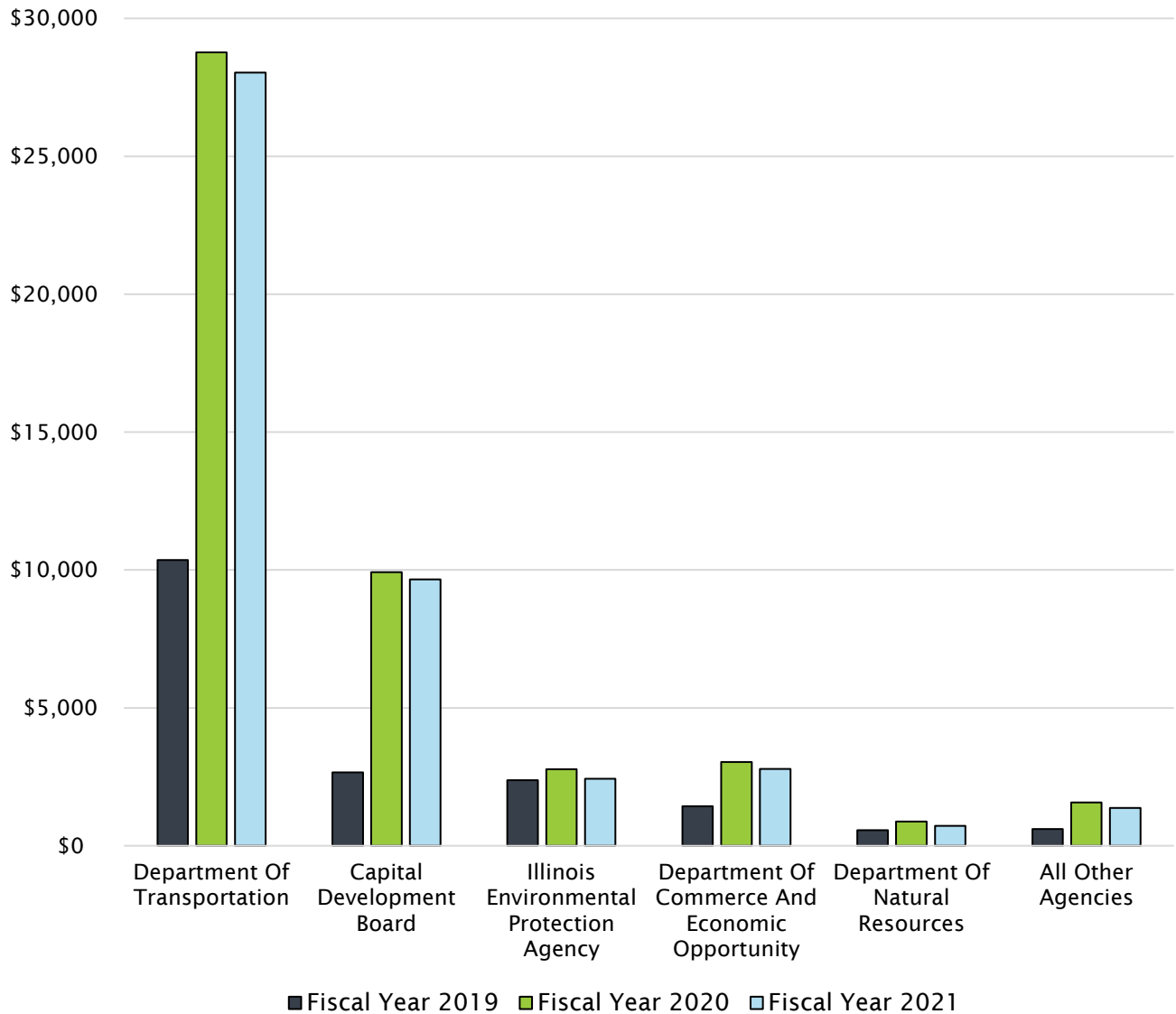
| Agency (\$ millions)                                   | Bonded      | Pay-as-you-go | Total       |
|--|-------------|---------------|-------------|
| <b>Department Of Transportation</b>                    | \$ 12,046.4 | \$ 15,987.7   | \$ 28,034.1 |
| New Appropriations                                     | 0.0         | 2,905.9       | 2,905.9     |
| Reappropriations                                       | 12,046.4    | 13,081.8      | 25,128.2    |
| <b>Capital Development Board</b>                       | \$ 9,598.2  | \$ 57.9       | \$ 9,656.1  |
| New Appropriations                                     | 0.0         | 0.0           | 0.0         |
| Reappropriations                                       | 9,598.2     | 57.9          | 9,656.1     |
| <b>Illinois Environmental Protection Agency</b>        | \$ 308.6    | \$ 2,122.6    | \$ 2,431.3  |
| New Appropriations                                     | 0.0         | 651.5         | 651.5       |
| Reappropriations                                       | 308.6       | 1,471.1       | 1,779.8     |
| <b>Department Of Commerce And Economic Opportunity</b> | \$ 2,368.2  | \$ 415.2      | \$ 2,783.4  |
| New Appropriations                                     | 0.0         | 0.0           | 0.0         |
| Reappropriations                                       | 2,368.2     | 415.2         | 2,783.4     |
| <b>Department Of Natural Resources</b>                 | \$ 365.3    | \$ 356.2      | \$ 721.6    |
| New Appropriations                                     | 0.0         | 77.2          | 77.2        |
| Reappropriations                                       | 365.3       | 279.0         | 644.3       |
| <b>All Other Agencies</b>                              | \$ 1,040.9  | \$ 332.2      | \$ 1,373.2  |
| New Appropriations                                     | 0.0         | 0.0           | 0.0         |
| Reappropriations                                       | 1,040.9     | 332.2         | 1,373.2     |
| <b>Total</b>   | \$ 25,727.7 | \$ 19,271.9   | \$ 44,999.6 |

# Capital Budget Overview

## FISCAL YEARS 2019- 2021 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2019, 2020 and 2021. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

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

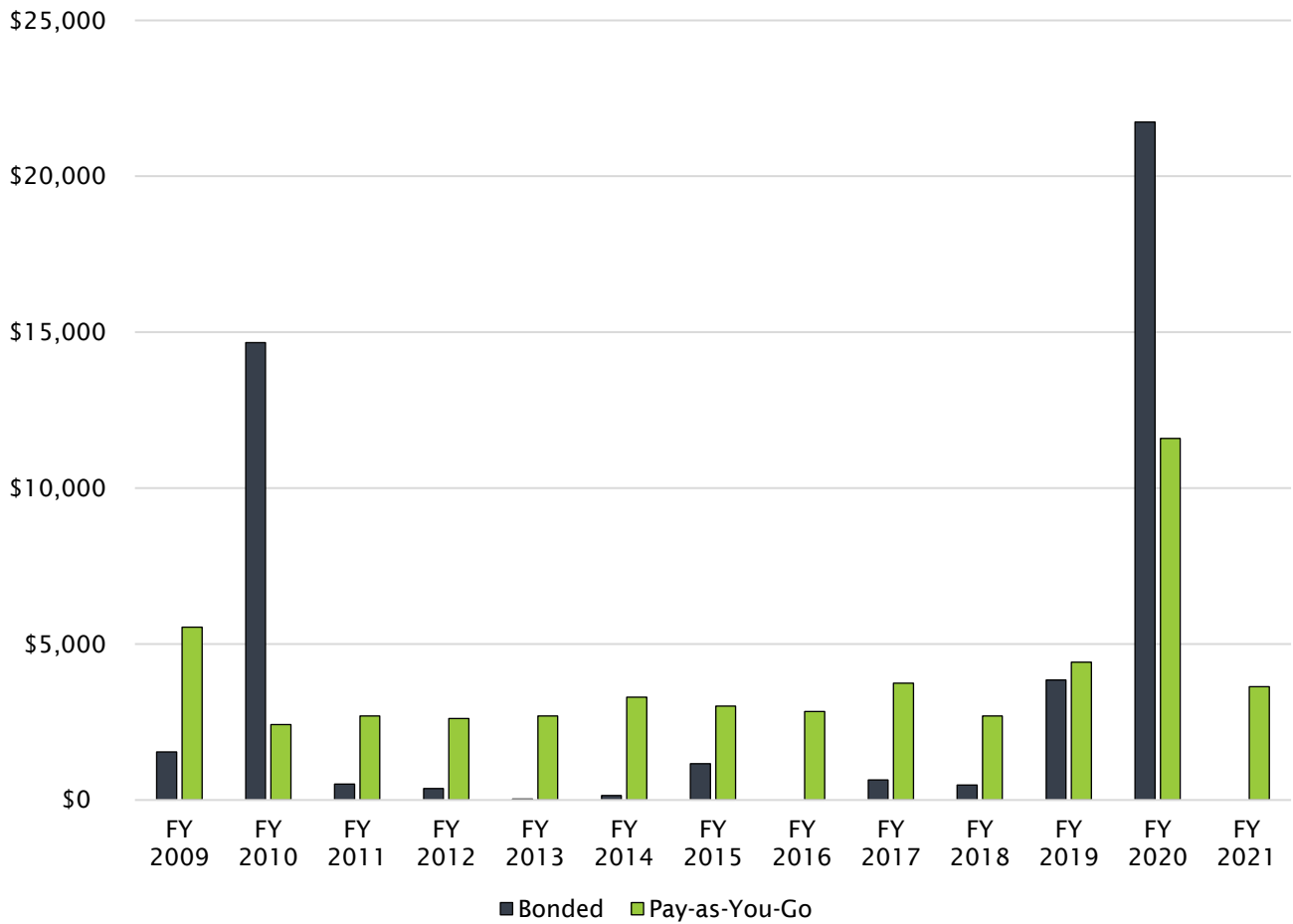


# Capital Budget Overview

## FISCAL YEARS 2009 – 2021 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 shows the breakdown of new bonded capital and new pay-as-you-go capital for each year from fiscal year 2009 to fiscal year 2021. This chart illustrates the scale of Rebuild Illinois enacted in fiscal year 2020, compared to recent capital appropriations.

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



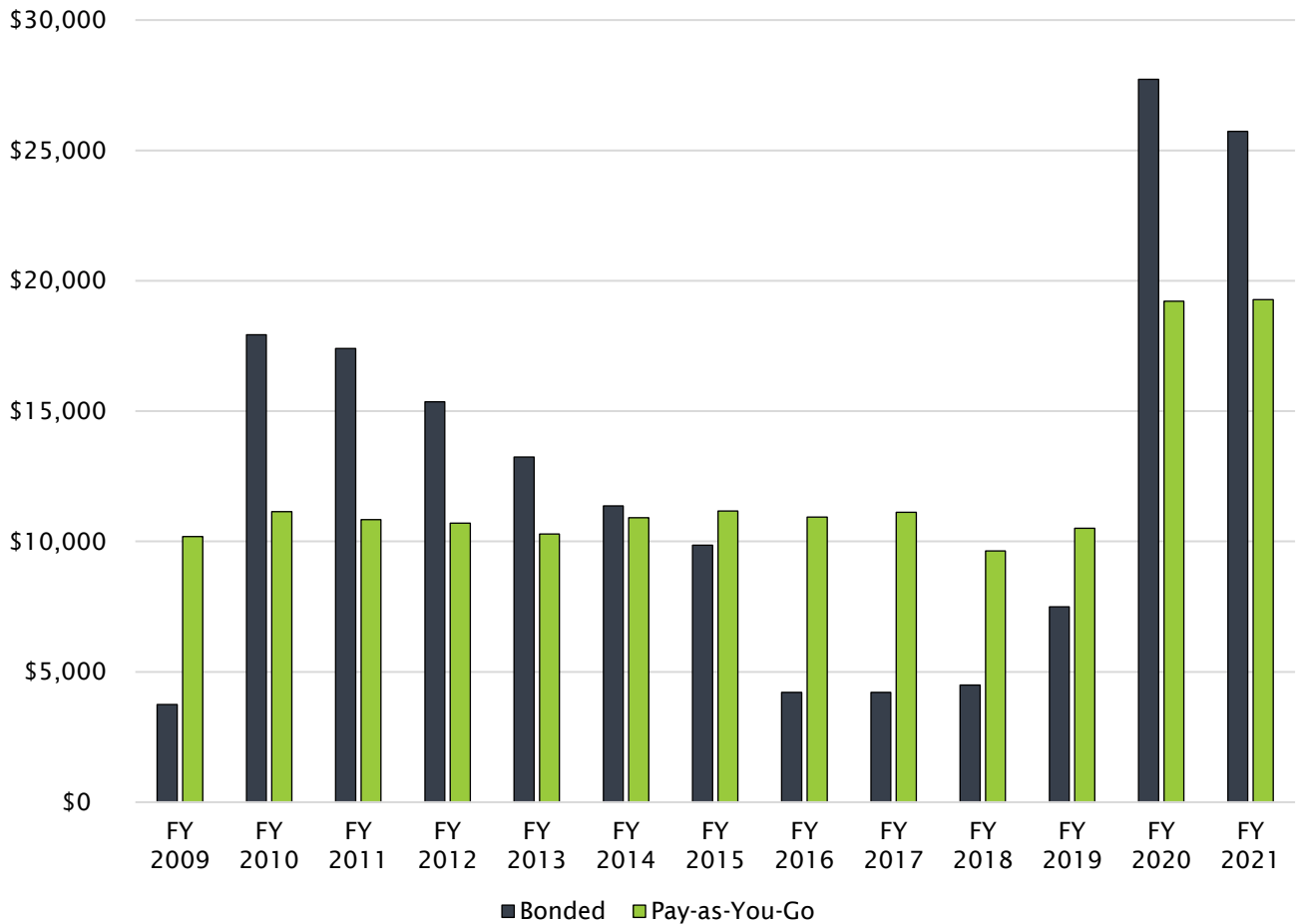
Note: A substantial portion of fiscal year 2019 appropriations appear as new due to the absence of a fully enacted budget in fiscal year 2016. Many of these appropriations originated in fiscal year 2010 as part of the Illinois Jobs Now! capital plan.

# Capital Budget Overview

## FISCAL YEARS 2009 – 2021 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2009 to fiscal year 2021.

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



# Capital Budget Overview

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

Table I-A summarizes each agency's capital appropriations by funding category for fiscal years 2019, 2020 and 2021.

| Agency<br>(\$ thousands)                               | FY 2019<br>Enacted<br>Appropriation | FY 2020<br>Enacted<br>Appropriation | FY 2021<br>Recommended<br>Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| <b>LEGISLATIVE AGENCIES</b>                            |                                     |                                     |   |
| <b>Office Of The Architect Of The Capitol</b>          | \$ 20,000                           | \$ 369,278                          | \$ 359,278                              |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 20,000                              | 369,278                             | 359,278                                 |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>Legislative Agencies</b>                            | \$ 20,000                           | \$ 369,278                          | \$ 359,278                              |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 20,000                              | 369,278                             | 359,278                                 |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>ELECTED OFFICIALS AND ELECTIONS</b>                 |                                     |                                     |   |
| <b>Office Of The Secretary Of State</b>                | \$ 17,678                           | \$ 58,362                           | \$ 50,534                               |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 17,678                              | 58,362                              | 50,534                                  |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>Elected Officials And Elections</b>                 | \$ 17,678                           | \$ 58,362                           | \$ 50,534                               |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 17,678                              | 58,362                              | 50,534                                  |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>GOVERNOR'S AGENCIES</b>                             |                                     |                                     |   |
| <b>Department Of Commerce And Economic Opportunity</b> | \$ 1,434,675                        | \$ 3,038,990                        | \$ 2,783,385                            |
| Other State Funds - Pay-as-you-go                      | 1,000                               | 416,200                             | 415,200                                 |
| Other State Funds - Bonded                             | 1,433,675                           | 2,622,790                           | 2,368,185                               |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>Department Of Natural Resources</b>                 | \$ 561,077                          | \$ 873,908                          | \$ 721,578                              |
| Other State Funds - Pay-as-you-go                      | 272,249                             | 384,840                             | 308,637                                 |
| Other State Funds - Bonded                             | 248,330                             | 443,903                             | 365,347                                 |
| Federal Funds - Pay-as-you-go                          | 40,498                              | 45,166                              | 47,594                                  |
| <b>Department Of Innovation and Technology</b>         | \$ 400,000                          | \$ 413,942                          | \$ 320,385                              |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 400,000                             | 413,942                             | 320,385                                 |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>Department Of Military Affairs</b>                  | \$ 55,539                           | \$ 169,102                          | \$ 143,050                              |
| Other State Funds - Pay-as-you-go                      | 50,539                              | 75,539                              | 72,300                                  |
| Other State Funds - Bonded                             | 5,000                               | 93,563                              | 70,750                                  |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |
| <b>Department Of Public Health</b>                     | \$ 16,092                           | \$ 15,000                           | \$ 15,000                               |
| Other State Funds - Pay-as-you-go                      | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                             | 16,092                              | 15,000                              | 15,000                                  |
| Federal Funds - Pay-as-you-go                          | 0                                   | 0                                   | 0                                       |

# Capital Budget Overview

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

| Agency<br>(\$ thousands)                        | FY 2019<br>Enacted<br>Appropriation | FY 2020<br>Enacted<br>Appropriation | FY 2021<br>Recommended<br>Appropriation |
|---|-------------------------------------|-------------------------------------|---|
| <b>Department Of Transportation</b>             | \$ 10,357,390                       | \$ 28,768,325                       | \$ 28,034,105                           |
| Other State Funds - Pay-as-you-go               | 7,468,153                           | 15,238,728                          | 15,591,044                              |
| Other State Funds - Bonded                      | 2,544,940                           | 13,171,447                          | 12,046,410                              |
| Federal Funds - Pay-as-you-go                   | 344,297                             | 358,150                             | 396,650                                 |
| <b>Capital Development Board</b>                | \$ 2,664,459                        | \$ 9,915,860                        | \$ 9,656,129                            |
| Other State Funds - Pay-as-you-go               | 16,100                              | 57,931                              | 57,916                                  |
| Other State Funds - Bonded                      | 2,648,359                           | 9,857,929                           | 9,598,213                               |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Illinois Environmental Protection Agency</b> | \$ 2,379,670                        | \$ 2,779,991                        | \$ 2,431,251                            |
| Other State Funds - Pay-as-you-go               | 2,255,996                           | 2,337,231                           | 2,122,650                               |
| Other State Funds - Bonded                      | 123,674                             | 442,760                             | 308,602                                 |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Illinois Emergency Management Agency</b>     | \$ 6,815                            | \$ 6,815                            | \$ 0                                    |
| Other State Funds - Pay-as-you-go               | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                      | 6,815                               | 6,815                               | 0                                       |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Illinois Arts Council</b>                    | \$ 0                                | \$ 50,000                           | \$ 50,000                               |
| Other State Funds - Pay-as-you-go               | 0                                   | 50,000                              | 50,000                                  |
| Other State Funds - Bonded                      | 0                                   | 0                                   | 0                                       |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Illinois Housing Development Authority*</b>  | \$ 0                                | \$ 200,000                          | \$ 200,000                              |
| Other State Funds - Pay-as-you-go               | 0                                   | 0                                   | 0                                       |
| Other State Funds - Bonded                      | 0                                   | 200,000                             | 200,000                                 |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Governor's Agencies</b>                      | \$ 17,875,716                       | \$ 46,231,935                       | \$ 44,354,882                           |
| Other State Funds - Pay-as-you-go               | 10,064,037                          | 18,560,469                          | 18,617,747                              |
| Other State Funds - Bonded                      | 7,426,885                           | 27,268,150                          | 25,292,891                              |
| Federal Funds - Pay-as-you-go                   | 384,794                             | 403,316                             | 444,244                                 |
| <b>ELEMENTARY AND SECONDARY EDUCATION</b>       |                                     |                                     |   |
| <b>State Board Of Education</b>                 | \$ 85,691                           | \$ 285,320                          | \$ 234,928                              |
| Other State Funds - Pay-as-you-go               | 56,300                              | 255,928                             | 209,928                                 |
| Other State Funds - Bonded                      | 29,391                              | 29,391                              | 25,000                                  |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>Elementary And Secondary Education</b>       | \$ 85,691                           | \$ 285,320                          | \$ 234,928                              |
| Other State Funds - Pay-as-you-go               | 56,300                              | 255,928                             | 209,928                                 |
| Other State Funds - Bonded                      | 29,391                              | 29,391                              | 25,000                                  |
| Federal Funds - Pay-as-you-go                   | 0                                   | 0                                   | 0                                       |
| <b>GRAND TOTAL</b>                              | \$ 17,999,085                       | \$ 46,944,894                       | \$ 44,999,623                           |
| Other State Funds - Pay-as-you-go               | 10,120,337                          | 18,816,397                          | 18,827,676                              |
| Other State Funds - Bonded                      | 7,493,955                           | 27,725,181                          | 25,727,704                              |
| Federal Funds - Pay-as-you-go                   | 384,794                             | 403,316                             | 444,244                                 |

Note: Figures may not add due to rounding.

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

# Capital Budget Overview

**TABLE I-B: FISCAL YEAR 2020 SUPPLEMENTAL APPROPRIATIONS BY AGENCY – ALL FUNDS**

Table I-B summarizes the total recommended fiscal year 2020 supplemental capital appropriations. Unlike operating budget supplemental appropriations, capital supplemental appropriations are included in the fiscal year 2020 enacted values in this book and are assumed to be reappropriated in the proposed fiscal year 2021 budget.

| Agency<br>(\$ thousands)                        | Other State Funds<br>Pay-as-you-go | Other State Funds<br>Bonded | Total<br>All Funds  |
|---|------------------------------------|-----------------------------|---------------------|
| Department Of Commerce And Economic Opportunity | \$ 0.0                             | \$ 4.7                      | \$ 4.7              |
| Illinois Department of Transportation           | \$ 424,650.6                       | \$ 0.0                      | \$ 424,650.6        |
| <b>Total Supplemental Appropriations</b>        | <b>\$ 424,650.6</b>                | <b>\$ 4.7</b>               | <b>\$ 424,655.3</b> |

# Capital Budget Overview

**TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS**

Table II summarizes, by source, all revenues deposited into appropriated capital funds for fiscal years 2018 through 2021.

| Source<br>(\$ millions)                                 | Actual<br>FY 2018 | Actual<br>FY 2019 | Estimated<br>FY 2020 | Projected<br>FY 2021 |
|---|-------------------|-------------------|----------------------|----------------------|
| <b>State Taxes</b>                                      |                   |                   |                      |                      |
| Motor Fuel Tax.....                                     | 1,367.9           | 1,350.5           | 2,505.6              | 2,703.1              |
| Telecommunications Tax.....                             | 56.9              | 49.0              | 49.4                 | 45.8                 |
| Cigarette Tax.....                                      | 14.6              | 0.0               | 0.0                  | 0.0                  |
| Real Estate Transfer Tax.....                           | 40.2              | 40.7              | 41.7                 | 41.5                 |
| Other Taxes.....  | 0.4               | 0.4               | 0.7                  | 0.6                  |
| <b>Total State Taxes</b>                                | <b>\$ 1,480.1</b> | <b>\$ 1,440.5</b> | <b>\$ 2,597.3</b>    | <b>\$ 2,791.0</b>    |
| <b>Non-Tax State Sources</b>                            |                   |                   |                      |                      |
| Motor Vehicle and Operators License Fees.....           | 1,337.9           | 1,456.0           | 1,889.4              | 2,188.1              |
| Water Revolving Fund Loan Repayment.....                | 154.5             | 192.4             | 187.4                | 202.9                |
| Bond Issue Proceeds.....                                | 1,860.2           | 537.8             | 2,536.3              | 2,699.4              |
| Licenses, Fees and Registrations.....                   | 59.4              | 55.2              | 60.5                 | 55.8                 |
| Sale of Property, Other Earnings and Net Transfers..... | 229.7             | 230.1             | 272.3                | 439.1                |
| <b>Total Non-Tax State Sources</b>                      | <b>\$ 3,641.6</b> | <b>\$ 2,471.6</b> | <b>\$ 4,945.9</b>    | <b>\$ 5,585.3</b>    |
| <b>Federal Receipts</b>                                 | <b>1,722.5</b>    | <b>1,557.8</b>    | <b>2,041.8</b>       | <b>2,237.1</b>       |
| <b>TOTAL RECEIPTS ALL SOURCES</b>                       | <b>\$ 6,844.2</b> | <b>\$ 5,469.9</b> | <b>\$ 9,585.0</b>    | <b>\$ 10,613.4</b>   |

Note: The fiscal year 2020 enacted budget included revenue increases that affect the Motor Fuel Tax. Please refer back to the *Rebuild Illinois Components* section in Chapter 2: Capital Budget Overview for additional details on this revenue.



# Capital Budget Overview

**TABLE III-A: ROAD FUND**

Table III-A provides a summary of the receipts into the Road Fund and disbursements from the fund to various state agencies for fiscal years 2018 through 2021.

| (\$ millions)   | Actual<br>2018 | Actual<br>2019 | Estimated<br>2020 | Projected<br>2021 |
|---|----------------|----------------|-------------------|-------------------|
| <b>Receipts</b>   |                |                |                   |                   |
| <b>State Sources</b>  |                |                |                   |                   |
| Motor Vehicle and Operators License Fees.....                       | 844.3          | 960.4          | 1,430.1           | 1,618.5           |
| Transfers from Motor Fuel Tax Fund.....                             | 305.2          | 304.1          | 377.8             | 380.4             |
| Other Earnings, Reimbursements and Transfers.....                   | 148.6          | 231.5          | 195.0             | 220.7             |
| <b>Total State Sources.....</b>                                     | <b>1,298.1</b> | <b>1,495.9</b> | <b>2,002.9</b>    | <b>2,219.6</b>    |
| <b>Total Federal Sources.....</b>                                   | <b>1,275.6</b> | <b>1,262.5</b> | <b>1,709.4</b>    | <b>1,927.6</b>    |
| <b>TOTAL RECEIPTS</b>   | <b>2,573.6</b> | <b>2,758.4</b> | <b>3,712.4</b>    | <b>4,147.2</b>    |
| <b>Disbursements</b>  |                |                |                   |                   |
| <b>Expenditures</b>   |                |                |                   |                   |
| Department Of Transportation - Construction.....                    | 1,300.1        | 1,148.8        | 1,241.1           | 1,785.1           |
| Department Of Transportation - Operations.....                      | 974.2          | 1,063.3        | 1,004.3           | 1,050.7           |
| Department Of Transportation - All Other.....                       | 144.1          | 116.4          | 247.4             | 198.3             |
| Secretary Of State.....   | 1.3            | 1.5            | 2.6               | 2.6               |
| Department Of Central Management Services -<br>Group Insurance..... | 137.6          | 118.0          | 161.5             | 171.5             |
| All Other Agencies.....   | 4.4            | 3.9            | 7.6               | 7.8               |
| <b>Total Expenditures.....</b>                                      | <b>2,561.7</b> | <b>2,451.9</b> | <b>2,664.5</b>    | <b>3,216.1</b>    |
| <b>Transfers</b>  |                |                |                   |                   |
| Transfers to Workers' Compensation Revolving Fund.....              | 20.4           | 20.3           | 23.2              | 21.4              |
| Transfers for Debt Service.....                                     | 349.0          | 338.7          | 398.1             | 604.7             |
| Other Transfers.....  | 237.4          | 335.7          | 430.2             | 330.9             |
| <b>Total Transfers.....</b>   | <b>606.8</b>   | <b>694.7</b>   | <b>851.5</b>      | <b>957.0</b>      |
| <b>TOTAL DISBURSEMENTS</b>  | <b>3,168.5</b> | <b>3,146.6</b> | <b>3,516.0</b>    | <b>4,173.1</b>    |
| <b>SAMS Adjustment.....</b>   | <b>(5.6)</b>   | <b>(105.7)</b> | <b>0.0</b>        | <b>0.0</b>        |
| <b>NET CHANGE IN CASH (Receipts minus Disbursements)</b>            | <b>(594.9)</b> | <b>(388.2)</b> | <b>196.3</b>      | <b>(25.9)</b>     |
| <b>plus: CASH BALANCE AT BEGINNING OF YEAR.....</b>                 | <b>1,213.5</b> | <b>624.2</b>   | <b>341.6</b>      | <b>538.0</b>      |
| <b>equals: CASH BALANCE AT END OF YEAR</b>                          | <b>624.2</b>   | <b>341.6</b>   | <b>538.0</b>      | <b>512.1</b>      |

Note: 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 fiscal years 2018 through 2021.

| (\$ millions)  | Actual<br>2018 | Actual<br>2019 | Estimated<br>2020 | Projected<br>2021 |
|--|----------------|----------------|-------------------|-------------------|
| <b>Receipts</b>  |                |                |                   |                   |
| <b>Non-allocable Receipts</b>                            |                |                |                   |                   |
| Refunds on Nontaxable Motor Fuel.....                    | 25.6           | 15.8           | 19.1              | 19.2              |
| International Fuel Tax Agreement to Other States.....    | 20.7           | 35.3           | 35.7              | 35.9              |
| <b>Allocable Receipts.....</b>                           | <b>1,247.2</b> | <b>1,226.2</b> | <b>1,311.0</b>    | <b>1,322.0</b>    |
| <b>TOTAL GROSS RECEIPTS</b>                              | <b>1,293.5</b> | <b>1,277.4</b> | <b>1,365.8</b>    | <b>1,377.1</b>    |
| <b>Disbursements</b>                                     |                |                |                   |                   |
| <b>Transfers</b>   |                |                |                   |                   |
| State Construction Account Fund.....                     | 221.0          | 218.2          | 212.2             | 214.8             |
| Road Fund.....   | 305.2          | 304.1          | 377.7             | 382.1             |
| Motor Fuel Tax Counties Fund.....                        | 202.3          | 201.6          | 200.9             | 203.5             |
| Motor Fuel Tax Municipalities Fund.....                  | 283.8          | 282.8          | 281.6             | 285.5             |
| Motor Fuel Tax Townships and Road Districts Fund.....    | 91.8           | 91.5           | 91.2              | 92.5              |
| Grade Crossing Protection Fund.....                      | 42.0           | 42.0           | 42.0              | 42.0              |
| State Boating Act Fund.....                              | 5.0            | 5.0            | 5.0               | 5.0               |
| Other Funds.....   | 0.0            | 0.0            | 0.0               | 0.0               |
| <b>Total Transfers.....</b>                              | <b>1,151.2</b> | <b>1,145.2</b> | <b>1,210.6</b>    | <b>1,225.4</b>    |
| <b>Expenditures</b>                                      |                |                |                   |                   |
| Department Of Revenue (net IFTA and Refunds).....        | 44.6           | 44.8           | 45.9              | 48.7              |
| Secretary Of State.....                                  | 1.3            | 1.3            | 1.3               | 1.3               |
| Department Of Transportation.....                        | 13.3           | 15.4           | 16.7              | 17.0              |
| Illinois Environmental Protection Agency.....            | 30.0           | 23.0           | 23.0              | 23.0              |
| Refunds on Nontaxable Motor Fuel.....                    | 25.6           | 15.8           | 19.1              | 19.2              |
| International Fuel Tax Agreement to Other States.....    | 20.7           | 35.3           | 35.7              | 35.9              |
| <b>Total Expenditures.....</b>                           | <b>135.5</b>   | <b>135.7</b>   | <b>141.8</b>      | <b>145.0</b>      |
| <b>TOTAL DISBURSEMENTS</b>                               | <b>1,286.7</b> | <b>1,280.9</b> | <b>1,352.4</b>    | <b>1,370.4</b>    |
| <b>SAMS Adjustment.....</b>                              | <b>(0.0)</b>   | <b>(0.3)</b>   | <b>0.0</b>        | <b>0.0</b>        |
| <b>NET CHANGE IN CASH (Receipts minus Disbursements)</b> | <b>6.8</b>     | <b>(3.5)</b>   | <b>13.4</b>       | <b>6.7</b>        |
| <b>plus: CASH BALANCE AT BEGINNING OF YEAR.....</b>      | <b>105.5</b>   | <b>112.2</b>   | <b>109.0</b>      | <b>122.5</b>      |
| <b>equals: CASH BALANCE AT END OF YEAR</b>               | <b>112.2</b>   | <b>109.0</b>   | <b>122.5</b>      | <b>129.2</b>      |

Note: These figures reflect cash basis expenditures.

# Capital Budget Overview

**TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2021**

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2021.

| Cash Basis<br>Fund Group and Fund Name<br>(\$ thousands) | Cash Balance,<br>Beginning of<br>Year | plus Receipts    |                    |                  | equals<br>Total<br>Resources | minus Disbursements |                    | equals<br>Cash<br>Balance,<br>End of Year |
|--|---------------------------------------|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
|  |                                       | Revenue from     |                    | Transfers In     |                              | Transfers<br>Out    | Warrants<br>Issued |   |
|  |                                       | State<br>Sources | Federal<br>Sources |                  |                              |                     |                    |   |
| HIGHWAY FUNDS  | 1,700,225                             | 5,018,596        | 1,927,632          | 2,077,104        | 10,723,558                   | 3,036,442           | 6,213,799          | 1,473,317                                 |
| SPECIAL STATE FUNDS                                      | 365,035                               | 916,589          | 194,031            | 186,988          | 1,662,664                    | 210,126             | 1,036,146          | 416,371                                   |
| BOND FINANCED FUNDS                                      | 1,350,852                             | 2,430,000        | 0                  | 28,000           | 3,808,852                    | 0                   | 2,686,292          | 1,122,560                                 |
| FEDERAL TRUST FUNDS                                      | 6,705                                 | 3,927            | 96,923             | 0                | 107,555                      | 0                   | 99,811             | 7,744                                     |
| STATE TRUST FUNDS  | 78,717                                | 3,125            | 7,076              | 0                | 88,918                       | 0                   | 6,576              | 82,342                                    |
| <b>GRAND TOTAL</b>                                       | <b>3,501,535</b>                      | <b>8,372,237</b> | <b>2,225,662</b>   | <b>2,292,092</b> | <b>16,391,527</b>            | <b>3,246,568</b>    | <b>10,042,625</b>  | <b>3,102,334</b>                          |

# Capital Budget Overview

**TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2021**

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2021.

| Cash Basis<br>Fund Group and Fund Name<br>(\$ thousands) | Cash<br>Balance,<br>Beginning of<br>Year | plus Receipts    |                    |                  | equals<br>Total<br>Resources | minus Disbursements |                    | equals<br>Cash<br>Balance, End<br>of Year |
|--|--|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
|  |  | Revenue from     |                    | Transfers In     |                              | Transfers<br>Out    | Warrants<br>Issued |   |
|  |  | State<br>Sources | Federal<br>Sources |                  |                              |                     |                    |   |
| <b>HIGHWAY FUNDS</b>                                     |  |                  |                    |                  |                              |                     |                    |   |
| Downstate Mass Transportation Capital Improvement        | 3,977                                    | 0                | 0                  | 24,954           | 28,930                       | 0                   | 26,000             | 2,930                                     |
| Grade Crossing Protection                                | 110,837                                  | 0                | 0                  | 42,000           | 152,837                      | 3,004               | 24,936             | 124,897                                   |
| Motor Fuel Tax   | 122,490                                  | 1,377,022        | 58                 | 0                | 1,499,570                    | 1,225,433           | 144,952            | 129,185                                   |
| Motor Fuel Tax Counties                                  | 0  | 0                | 0                  | 204,893          | 204,893                      | 0                   | 204,893            | 0   |
| Motor Fuel Tax Municipalities                            | 0  | 0                | 0                  | 287,354          | 287,354                      | 0                   | 287,354            | 0   |
| Motor Fuel Tax Townships and Road Districts              | 0  | 0                | 0                  | 92,995           | 92,995                       | 0                   | 92,995             | 0   |
| Regional Transportation Authority Capital Improvement    | 79,895                                   | 0                | 0                  | 224,583          | 304,477                      | 0                   | 250,000            | 54,477                                    |
| Road   | 537,957                                  | 1,839,222        | 1,927,574          | 380,392          | 4,685,145                    | 957,012             | 3,216,057          | 512,075                                   |
| State Construction Account                               | 743,942                                  | 549,513          | 0                  | 819,934          | 2,113,389                    | 130                 | 1,569,041          | 544,219                                   |
| Transportation Renewal                                   | 101,128                                  | 1,252,838        | 0                  | 0                | 1,353,965                    | 850,863             | 397,570            | 105,533                                   |
| <b>TOTAL HIGHWAY FUNDS</b>                               | <b>1,700,225</b>                         | <b>5,018,596</b> | <b>1,927,632</b>   | <b>2,077,104</b> | <b>10,723,558</b>            | <b>3,036,442</b>    | <b>6,213,799</b>   | <b>1,473,317</b>                          |
| <b>SPECIAL STATE FUNDS</b>                               |  |                  |                    |                  |                              |                     |                    |   |
| Adeline Jay Geo- Karis Illinois Beach Marina             | 384                                      | 276              | 0                  | 0                | 660                          | 97                  | 35                 | 529                                       |
| Downstate Transit Improvement                            | 15,108                                   | 0                | 0                  | 0                | 15,108                       | 2                   | 9,900              | 5,206                                     |
| Federal High Speed Rail Trust                            | 9,079                                    | 0                | 36,000             | 0                | 45,079                       | 9                   | 45,000             | 70  |
| Illinois Forestry Development                            | 1,316                                    | 1,996            | 1,606              | 0                | 4,918                        | 6                   | 4,305              | 607                                       |
| Illinois Habitat   | 9,576                                    | 1,210            | 0                  | 0                | 10,786                       | 182                 | 755                | 9,848                                     |
| Illinois National Guard Construction                     | 2,481                                    | 0                | 12,050             | 0                | 14,531                       | 0                   | 4,350              | 10,181                                    |
| Illinois Wildlife Preservation                           | 3,483                                    | 260              | 42                 | 200              | 3,984                        | 0                   | 96                 | 3,888                                     |
| Natural Areas Acquisition                                | 15,244                                   | 11,772           | 0                  | 0                | 27,016                       | 95                  | 13,109             | 13,812                                    |
| Off- Highway Vehicle Trails                              | 1,448                                    | 393              | 0                  | 0                | 1,842                        | 0                   | 0                  | 1,842                                     |
| Open Space Lands Acquisition and Development             | 50,398                                   | 29,750           | 0                  | 0                | 80,148                       | 59                  | 14,602             | 65,487                                    |
| Park and Conservation                                    | 16,811                                   | 26,102           | 1,053              | 10,000           | 53,965                       | 314                 | 52,563             | 1,088                                     |
| Partners for Conservation Projects                       | 1,424                                    | 0                | 0                  | 0                | 1,424                        | 0                   | 1,424              | 0   |
| Plugging and Restoration                                 | 3,485                                    | 2,069            | 0                  | 0                | 5,554                        | 752                 | 558                | 4,244                                     |
| Rail Freight Loan Repayment                              | 501                                      | 2                | 0                  | 0                | 502                          | 0                   | 300                | 202                                       |
| Rebuild Illinois Projects                                | 0  | 159,440          | 0                  | 6,400            | 165,840                      | 25,000              | 2,438              | 138,403                                   |
| School Infrastructure                                    | 23,173                                   | 45,843           | 0                  | 165,166          | 234,182                      | 159,455             | 60,838             | 13,888                                    |
| Snowmobile Trail Establishment                           | 492                                      | 122              | 0                  | 0                | 614                          | 0                   | 200                | 414                                       |
| South Suburban Airport Improvement                       | 0  | 0                | 0                  | 0                | 0                            | 0                   | 0                  | 0   |
| State Boating Act  | 2,513                                    | 4,841            | 1,649              | 5,040            | 14,043                       | 181                 | 11,822             | 2,040                                     |
| State Furbearer  | 524                                      | 84               | 0                  | 27               | 636                          | 0                   | 129                | 507                                       |
| State Migratory Waterfowl Stamp                          | 6,141                                    | 950              | 0                  | 0                | 7,091                        | 0                   | 1,023              | 6,068                                     |
| State Parks  | 945                                      | 9,592            | 0                  | 0                | 10,537                       | 96                  | 9,085              | 1,357                                     |
| State Pheasant   | 3,756                                    | 473              | 0                  | 155              | 4,384                        | 0                   | 358                | 4,026                                     |
| State Rail Freight Loan Repayment                        | 4,346                                    | 840              | 0                  | 0                | 5,186                        | 0                   | 0                  | 5,186                                     |
| Underground Storage Tank                                 | 68,450                                   | 75,430           | 0                  | 0                | 143,880                      | 22,212              | 42,858             | 78,809                                    |
| Water Revolving  | 94,979                                   | 506,012          | 123,255            | 0                | 724,246                      | 1,319               | 701,550            | 21,376                                    |
| Wildlife and Fish  | 28,978                                   | 39,133           | 18,378             | 0                | 86,489                       | 347                 | 58,847             | 27,295                                    |
| <b>TOTAL SPECIAL STATE FUNDS</b>                         | <b>365,035</b>                           | <b>916,589</b>   | <b>194,031</b>     | <b>186,988</b>   | <b>1,662,644</b>             | <b>210,126</b>      | <b>1,036,146</b>   | <b>416,371</b>                            |

# Capital Budget Overview

**TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2021 - CONTINUED**

| Cash Basis<br>Fund Group and Fund Name<br>(\$ thousands) | Cash<br>Balance,<br>Beginning of<br>Year | plus Receipts    |                    |                  | equals<br>Total<br>Resources | minus Disbursements |                    | equals<br>Cash<br>Balance, End<br>of Year |
|--|--|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
|  |  | Revenue from     |                    | Transfers In     |                              | Transfers<br>Out    | Warrants<br>Issued |   |
|  |  | State<br>Sources | Federal<br>Sources |                  |                              |                     |                    |   |
| <b>BOND FINANCED FUNDS</b>                               |  |                  |                    |                  |                              |                     |                    |   |
| Anti- Pollution  | 0  | 0                | 0                  | 28,000           | 28,000                       | 0                   | 28,000             | 0   |
| Build Illinois Bond                                      | 154,497                                  | 250,000          | 0                  | 0                | 404,497                      | 0                   | 320,314            | 84,183                                    |
| Capital Development                                      | 164,187                                  | 300,000          | 0                  | 0                | 464,187                      | 0                   | 408,582            | 55,605                                    |
| Multi- Modal Transportation Bond                         | 467,500                                  | 910,000          | 0                  | 0                | 1,377,500                    | 0                   | 994,006            | 383,494                                   |
| School Construction                                      | 5,087                                    | 0                | 0                  | 0                | 5,087                        | 0                   | 4,500              | 587                                       |
| Transportation Bond, Series A                            | 334,893                                  | 700,000          | 0                  | 0                | 1,034,893                    | 0                   | 610,100            | 424,793                                   |
| Transportation Bond, Series B                            | 92,821                                   | 250,000          | 0                  | 0                | 342,821                      | 0                   | 178,341            | 164,480                                   |
| Transportation Bond, Series D                            | 131,867                                  | 20,000           | 0                  | 0                | 151,867                      | 0                   | 142,449            | 9,417                                     |
| <b>TOTAL BOND FINANCED FUNDS</b>                         | <b>1,350,852</b>                         | <b>2,430,000</b> | <b>0</b>           | <b>28,000</b>    | <b>3,808,852</b>             | <b>0</b>            | <b>2,686,292</b>   | <b>1,122,560</b>                          |
| <b>FEDERAL TRUST FUNDS</b>                               |  |                  |                    |                  |                              |                     |                    |   |
| Abandoned Mined Lands Reclamation                        | 541                                      | 189              | 10,544             | 0                | 11,274                       | 0                   | 10,833             | 441                                       |
| Council Federal Trust                                    |  |                  |                    |                  |                              |                     |                    |   |
| Federal Mass Transit Trust                               | 0  | 0                | 29,600             | 0                | 29,600                       | 0                   | 29,600             | 0   |
| Federal Title IV Fire Protection Assistance              | 293                                      | 0                | 341                | 0                | 634                          | 0                   | 384                | 249                                       |
| Federal/State/Local Airport                              | 5,626                                    | 3,150            | 56,198             | 0                | 64,974                       | 0                   | 58,245             | 6,728                                     |
| Flood Control Land Lease                                 | 210                                      | 588              | 0                  | 0                | 798                          | 0                   | 509                | 289                                       |
| Forest Reserve   | 36                                       | 0                | 240                | 0                | 276                          | 0                   | 240                | 36  |
| <b>TOTAL FEDERAL TRUST FUNDS</b>                         | <b>6,705</b>                             | <b>3,927</b>     | <b>96,923</b>      | <b>0</b>         | <b>107,555</b>               | <b>0</b>            | <b>99,811</b>      | <b>7,744</b>                              |
| <b>STATE TRUST FUNDS</b>                                 |  |                  |                    |                  |                              |                     |                    |   |
| Abandoned Mined Lands Reclamation Set- Aside             | 62,480                                   | 875              | 5,500              | 0                | 68,855                       | 0                   | 0                  | 68,855                                    |
| Capital Development Board Contributory Trust             | 16,075                                   | 2,250            | 0                  | 0                | 18,325                       | 0                   | 5,000              | 13,325                                    |
| Land and Water Recreation                                | 162                                      | 0                | 1,576              | 0                | 1,738                        | 0                   | 1,576              | 162                                       |
| <b>TOTAL STATE TRUST FUNDS</b>                           | <b>78,717</b>                            | <b>3,125</b>     | <b>7,076</b>       | <b>0</b>         | <b>88,918</b>                | <b>0</b>            | <b>6,576</b>       | <b>82,342</b>                             |
| <b>GRAND TOTAL</b>                                       | <b>3,501,535</b>                         | <b>8,372,237</b> | <b>2,225,662</b>   | <b>2,292,092</b> | <b>16,391,527</b>            | <b>3,246,568</b>    | <b>10,042,625</b>  | <b>3,102,334</b>                          |

# Capital Budget Overview

## FISCAL YEAR 2021 SOURCES AND USES OF APPROPRIATIONS

Chart 1: Sources of FY21 New Appropriations

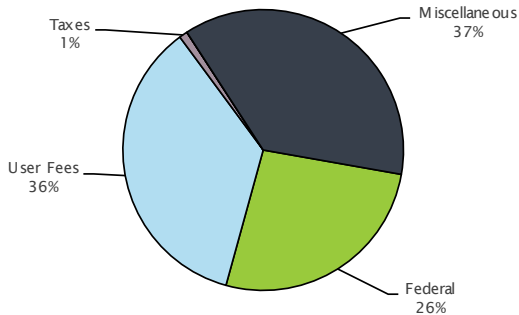
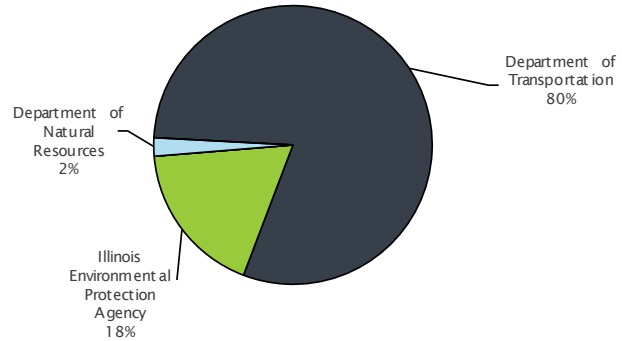


Chart 2: Uses of FY21 New Appropriations



| (\$ 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             | 816,113                      | 127,610                                  | 0                         | 0   | 19,382                          | 0                  | \$ 963,104          |
| User Fees           | 1,068,015                    | 210,070                                  | 0                         | 0   | 15,841                          | 0                  | \$ 1,293,926        |
| Taxes               | 228                          | 0  | 0                         | 0   | 34,982                          | 0                  | \$ 35,210           |
| GO Bond             | 0                            | 0  | 0                         | 0   | 0                               | 0                  | \$ 0                |
| Build Illinois Bond | 0                            | 0  | 0                         | 0   | 0                               | 0                  | \$ 0                |
| Miscellaneous       | 1,021,501                    | 313,820                                  | 0                         | 0   | 7,036                           | 0                  | \$ 1,342,358        |
| <b>Total</b>        | <b>\$ 2,905,858</b>          | <b>\$ 651,500</b>                        | <b>\$ 0</b>               | <b>\$ 0</b>                                     | <b>\$ 77,240</b>                | <b>\$ 0</b>        | <b>\$ 3,634,598</b> |

Note: Miscellaneous category includes loan repayments, investment income and settlements.

Chart 3: Sources of FY21 Reappropriations

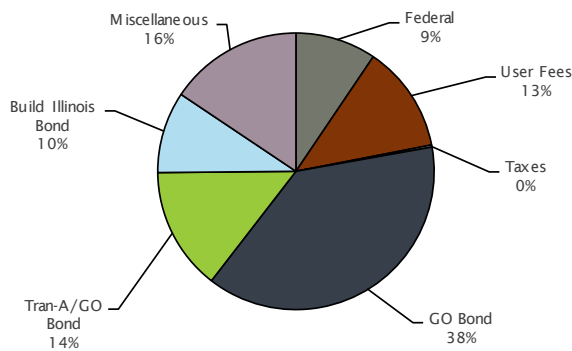
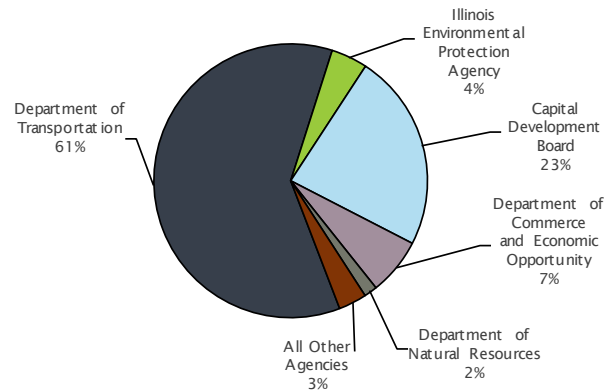


Chart 4: Uses of FY21 Reappropriations



| (\$ 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             | 3,492,243                    | 288,155                                  | 5,084                     | 0   | 53,705                          | 72,300              | \$ 3,911,487         |
| User Fees           | 4,087,782                    | 474,358                                  | 50,902                    | 375,142   | 129,930                         | 48,070              | \$ 5,166,184         |
| Taxes               | 866                          | 0  | 0                         | 0   | 56,745                          | 42,909              | \$ 100,520           |
| GO Bond             | 6,096,966                    | 162,000                                  | 8,404,014                 | 57,503  | 290,025                         | 825,488             | \$ 15,835,996        |
| Tran-A/GO Bond      | 5,949,444                    | 0  | 0                         | 0   | 0                               | 0                   | \$ 5,949,444         |
| Build Illinois Bond | 0                            | 146,602                                  | 1,194,199                 | 2,310,682                                       | 75,321                          | 215,459             | \$ 3,942,263         |
| Miscellaneous       | 5,500,945                    | 708,637                                  | 1,930                     | 40,058  | 38,612                          | 168,949             | \$ 6,459,131         |
| <b>Total</b>        | <b>\$ 25,128,247</b>         | <b>\$ 1,779,751</b>                      | <b>\$ 9,656,129</b>       | <b>\$ 2,783,385</b>                             | <b>\$ 644,338</b>               | <b>\$ 1,373,175</b> | <b>\$ 41,365,026</b> |

Note: Miscellaneous category includes loan repayments, investment income and settlements.

## CHAPTER 3

# AGENCY BUDGET DETAIL



*Illinois State Capital Budget Fiscal Year 2021*

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# Agency Budget Detail: Capital Development Board

## CAPITAL DEVELOPMENT BOARD

401 South Spring Street  
William G. Stratton Office Building  
3<sup>rd</sup> Floor  
Springfield, IL 62794  
217.782.2864  
[www.illinois.gov/cdb](http://www.illinois.gov/cdb)



### MAJOR RESPONSIBILITIES AND MISSION

The Capital Development Board (CDB) is the state's non-transportation construction management agency. CDB is responsible for overseeing the construction, renovation and rehabilitation of the state's more than 8,700 buildings, including office spaces, correctional facilities, universities, mental health hospitals and state parks. CDB also administers construction grants for early childhood education centers, schools and healthcare providers.

### FIVE-YEAR PLAN

The Rebuild Illinois capital plan provided over \$6.9 billion in new appropriation authority to CDB that will allow it to work with agencies and institutions around the state to invest in long-needed infrastructure repairs, rehabilitation and upgrades. In the next five years, CDB will continue to manage ongoing projects at various stages of CDB board approval, design, construction and closeout, which as of January 2020, includes nearly 500 projects at an approximate value of \$2.9 billion.

CDB serves other state agencies and educational institutions by dedicating professional services staff to oversee capital projects from start to finish, and assisting with programmatic expertise in procurement and project oversight where appropriate. One of CDB's primary objectives is assisting its user agencies, universities and community colleges with prioritizing their backlogs of deferred maintenance projects. The capital planning expertise at CDB is a resource for agencies to use in defining their individual multi-year plans and when considering the benefits of construction, renovation and repairs. As the facility construction clearinghouse of the state, the five-year plans of user agencies become CDB's five-year plans. More about the directions that state agencies, colleges and universities are headed with capital infrastructure in the future is included later in this chapter.

Another priority for CDB is to effectively and efficiently manage nearly \$750 million in new construction grant program funding. Rebuild Illinois provided new funding for a number of competitive construction grant programs, and also created the Hospital and Healthcare Transformation Capital Investment Grant Program. Working with other agencies to provide subject-matter expertise, CDB is focusing on updating and drafting administrative rules for these programs.

### FISCAL YEAR 2021 CAPITAL BUDGET

During the second year of the Rebuild Illinois capital plan, fiscal year 2021, CDB will focus on the strategic implementation of large, programmatic projects involving new construction, as well as critical investments in deferred maintenance at state facilities and higher education institutions.

Rebuild Illinois was designed as a six-year plan, with sufficient appropriation authority to allow for the consistent, sustainable execution of capital projects. As such, no new appropriations are recommended for CDB in fiscal year 2021. The agency will continue to oversee the rollout of existing fiscal year 2020 appropriated projects.

# Agency Budget Detail: Capital Development Board

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## BUDGET HIGHLIGHTS

The recommended fiscal year 2021 capital budget includes the reappropriation of Rebuild Illinois initiatives such as:

- Nearly \$2.6 billion for state facility deferred maintenance projects;
- More than \$1 billion for investments in state-owned space that involve new construction, large-scale renovation and upgrades;
- \$2.8 billion for higher education deferred maintenance, programmatic projects and grants; and
- \$365 million for community health center, hospital, healthcare and preK-12 education construction grants.

The recommended fiscal year 2021 budget will reappropriate more than \$1 billion in pre-Rebuild Illinois appropriation authority for state facility projects, \$1.4 billion for higher education, and \$374 million for other education projects and grants.

## INVESTMENTS IN STATE FACILITIES

Illinois' state facilities are incredibly diverse, with spaces 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 assets safe for the public and ensuring that they can be used in the appropriate manner.

Addressing the backlog of deferred maintenance issues allows agencies to correct serious infrastructure failures. Without necessary attention, these infrastructure problems increase operational costs and require agencies to spend their limited maintenance funds on short-term solutions. To illustrate the current state of estimated deferred maintenance needs:

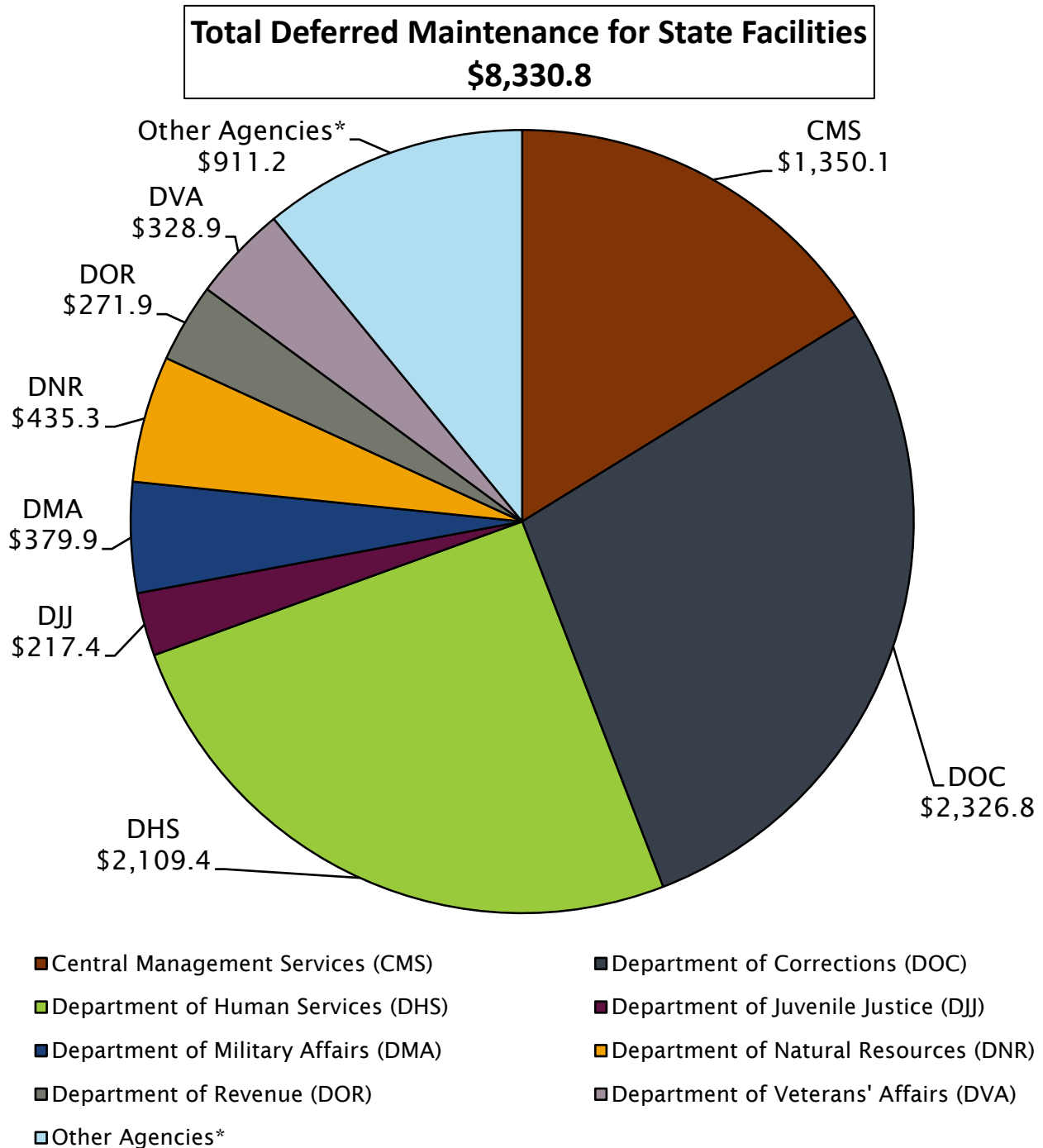
- Exhibit 1 shows the fiscal year 2021 deferred maintenance needs broken out by user agency.
- Exhibit 2 shows statewide deferred maintenance broken out by agency over time.

While past investments in the state's aging infrastructure have been sporadic, Rebuild Illinois will allow CDB to address the needs of state facilities across Illinois. The plan included nearly \$4.2 billion to address statewide facility needs, with enough appropriation authority to focus on deferred maintenance repairs and upgrades that directly affect safety and operations statewide. More than \$2.6 billion of the plan's state facility funding is dedicated to deferred maintenance investments. Projects will be identified on an ongoing basis based on a review of priorities and needs. This funding supports efficiency, productivity, health and safety at state-owned buildings ranging from Department of Human Services, Department of Corrections, and Department of Veterans' Affairs facilities that house individuals 24/7, to state office buildings where employees serve the public, and historical and cultural resources such as the Abraham Lincoln Presidential Library and Museum.

In addition to investing in critical upgrades at existing facilities, some deferred maintenance issues will be most efficiently addressed by the strategic employment of demolition and new construction projects. These projects will eliminate deferred maintenance in spaces that are under-utilized and provide agencies with new facilities that are updated, safe, efficient in design and more suitable to programmatic needs. The recommended fiscal year 2021 budget continues to fund critical initiatives such as \$230 million for campus reconstruction at the Quincy Veterans' Home; \$126 million for a new public health laboratory; and \$120 million for the Illinois State Police for new facilities to replace outdated and inefficient existing space.

# Agency Budget Detail: Capital Development Board

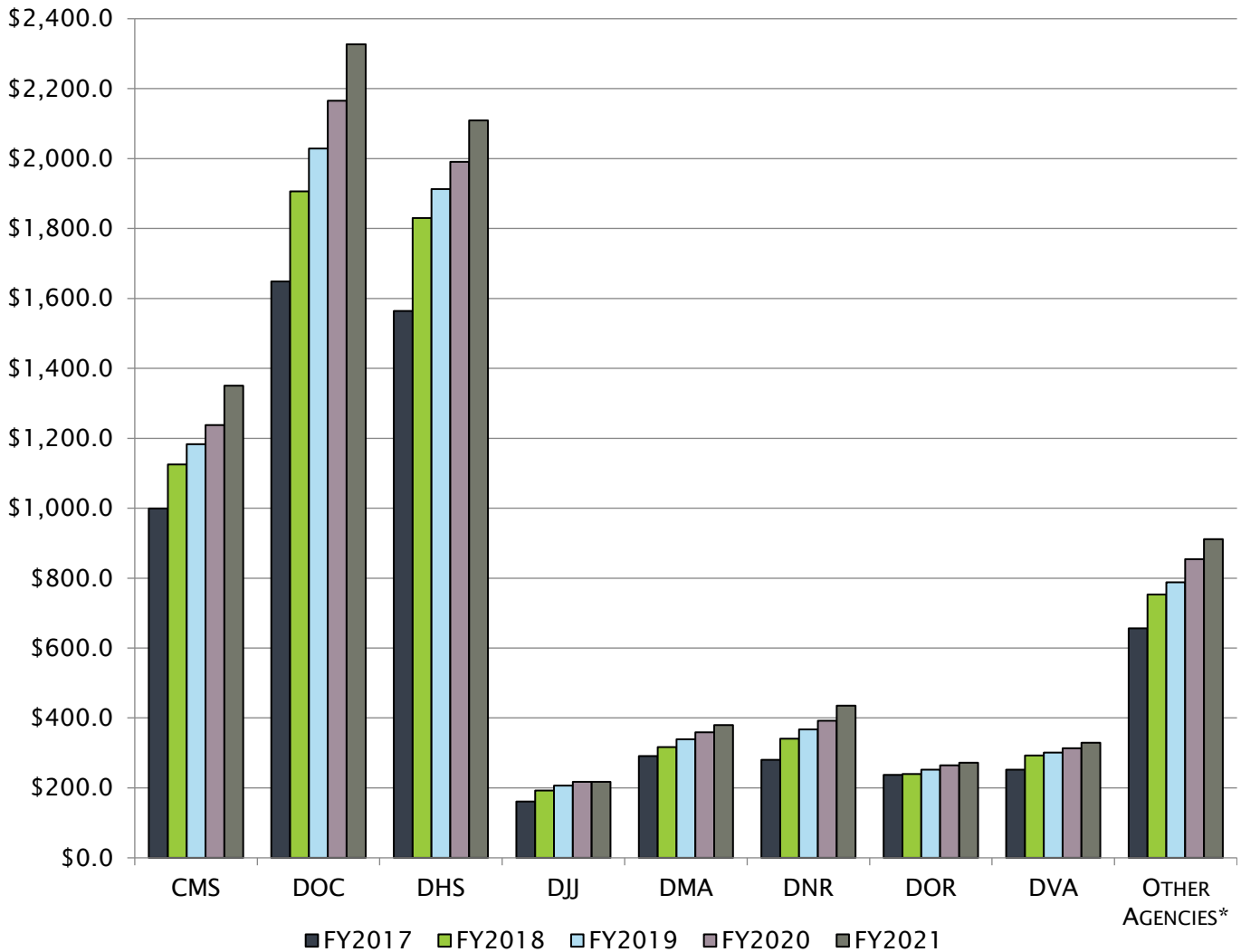
## EXHIBIT 1 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2021 (\$ MILLIONS)



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

# Agency Budget Detail: Capital Development Board

## EXHIBIT 2 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2017-2021 (\$ MILLIONS)



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

## FACILITY INVESTMENTS BY STATE AGENCY

CDB is committed to reversing the cycle of deferred maintenance by working with agencies to both decrease the backlog of long-delayed projects and to address the most critical facility projects as they arise. Each agency has unique needs, and the flexibility provided by Rebuild Illinois emergency, escalation and deferred maintenance funding will be key in allowing CDB to work with agencies on each of their individual space needs. CDB continues to evaluate and implement programmatic investments in state-owned space that involve new construction, large-scale renovation and upgrades.

# Agency Budget Detail: Capital Development Board

## DEPARTMENT OF CORRECTIONS

The mission of the Illinois Department of Corrections (DOC) is to serve justice in Illinois and increase public safety by promoting positive change in offender behavior, operating successful reentry programs and reducing victimization. DOC is committed to operating safe, secure and humane correctional facilities. A key component of success for this type of system is a strategic plan that calls for responsible investments in infrastructure. DOC operates 29 adult correctional facilities that house approximately 37,000 inmates, and has the highest deferred maintenance backlog of any state agency with more than \$2.3 billion in estimated capital needs. Correctional facilities operate 24 hours a day, 7 days a week and must maintain standards that ensure the safety of both staff and the inmates housed.

DOC is undergoing a cultural change from fostering an environment that is punitive in nature to one that is rehabilitative and evidence-based. To make this change, each facility needs to have programming space suitable for education, computer labs, group therapy, and medical and mental health treatment, as well as space that is free of leaking roofs, rusty bars and damaged windows. Deferred maintenance at DOC facilities also causes significant challenges related to costly litigation.

DOC and CDB are working closely to examine where it is most appropriate to invest in renovations, improvements and new construction. The fiscal year 2021 proposed budget recommends the reappropriation of \$220 million in Rebuild Illinois project funding allocated to DOC for condition improvements, new structures, and critical upgrades to space and technology. Current focuses of DOC include strategic planning and prioritization of projects for renovations and improvements to programmatic space, code compliance, replacement and repair of mechanical systems and dietary equipment, construction and renovation of housing units, and fiber installation and upgrades.

CDB will manage DOC projects that address health care unit renovations, replacement of old and hard to repair elevators, and expansion of cell sizes to account for reasonable ADA accommodations and to meet today's industry standards. DOC is also evaluating the design of new structures that allow for more bed and programmatic space, taking into consideration the facilities that have available land to build on, the geographical location as it pertains to staff recruitment and retention, as well as the segments of offender populations most in need of renovated housing. DOC is working with CDB and the Department of Innovation and Technology (DoIT) on fiber installation and upgrades. The expanded fiber capacity is required not only for running cloud-based computer platforms, but also for ensuring that facilities are outfitted with modern building automation, fire suppression and telephone systems. Each of these systems is critical to daily operations and to upholding public safety throughout Illinois.

Because DOC has the highest estimated level of deferred maintenance needs in the state, CDB will continue to manage critical projects for DOC using statewide deferred maintenance funding. In addition to future investments, there are currently 63 ongoing DOC projects managed by CDB in various stages of completion.

## SOUTHWESTERN CORRECTIONAL CENTER

The 24-acre Southwestern Correctional Center (SWICC), located in East St. Louis, is undergoing renovation of its restrooms, showers and heating units. SWICC consists of 19 buildings in total, which cover more than 195,000 square feet. SWICC is a dedicated substance abuse treatment community. Each unit participates in the offender recovery process by evaluating and assessing the performance of the offenders under its direction. All individuals housed at SWICC attend substance abuse treatment groups 5 days per week for a minimum of 15 hours per week.

## Agency Budget Detail: Capital Development Board

The bathroom facilities in the work camp and main building housing units at SWICC were installed in 1995 and have come to the end of their serviceable life, exhibiting problems such as leaky showers and consistent heating issues. This \$5 million project will remove and replace the existing bathrooms and showers in relevant housing units. The project will also replace existing heating units in all of the housing units, the dietary facilities and the work camp. The new, higher-efficiency units will have updated controls and be capable of both heating and cooling.

### STATEVILLE CORRECTIONAL CENTER



Quarter House at Stateville Correctional Center

Stateville Correctional Center in Joliet first opened its doors in March of 1925. It is classified as a maximum security facility, housing adult male offenders with lengthy sentences. The facility, sitting on a total of 2,264 acres, also houses the Northern Reception and Classification Center (NRC) which functions as the primary adult male intake and processing unit for the majority of the state. CDB is working with DOC to address an aging HVAC system at Stateville's health care unit that is in immediate need of upgrades and replacement. The majority of the equipment is 38 years old, 15 to 20 years beyond its expected useful life. A \$5 million investment will allow for full replacement and upgrade of all HVAC systems.

### RASHO V. WALKER MENTAL HEALTH PROJECTS



Rendering of the Joliet In-Patient Treatment Center

In 2007, DOC inmates filed a class action lawsuit challenging the constitutional adequacy of the mental health services provided statewide to individuals in the custody of the department, with a particular emphasis on those who are seriously mentally ill. There are more than 11,000 diagnosed mentally ill offenders in the DOC system, nearly 4,500 of whom are seriously mentally ill. DOC and the plaintiffs entered into a settlement agreement in May 2016, known as the *Rasho* settlement agreement. DOC has worked with CDB to renovate existing facilities to achieve the infrastructure needed to provide levels of care required for the inmates under this settlement agreement.

There is currently one new site undergoing *Rasho*-required construction and five sites where construction has been completed. Renovations to convert existing facilities into *Rasho*-compliant residential treatment

# Agency Budget Detail: Capital Development Board

units have been completed at Dixon, Logan and Pontiac Correctional Centers, Elgin Mental Health Center, and the former Illinois Youth Center at Joliet, which has reopened as the Joliet Treatment Center.

CDB is currently constructing a \$173 million dedicated in-patient treatment center in Joliet. The new facility will provide treatment and care for psychiatric patients and general medical care for patients under custody of DOC. These two patient populations are intended to be housed in separate units within a single DOC campus. Currently, construction of the project is approximately 30 percent complete with an anticipated completion date in the summer of 2021.

## DEPARTMENT OF HUMAN SERVICES

The Department of Human Services' (DHS) mission is to provide equitable access to social and human services, support, programs and resources. DHS operates 16 state facilities, consisting of 6 mental health hospitals, 6 developmental centers, 1 combined mental health hospital and developmental center, 1 treatment and detention facility, 1 residential school for the visually impaired and 1 residential school for the deaf and hard of hearing.

DHS maintains more than 300 buildings that provide 24/7 housing. Facilities date from the late 1800s through the mid-1990s. Given their age, DHS facilities often have obsolete systems that increase operating costs and may present potential health and safety concerns. Maintenance needs are numerous: leaking roofs,



Chester Mental Health Center

broken water mains, outdated electrical and mechanical systems, and facilities that require upgrades to remain compliant with safety codes and hospital accreditations. Over the past decade, in the absence of a significant capital program, DHS has relied on limited internal repair and maintenance funds and emergency funding from CDB to do maintenance, repairs and improvements. DHS continues to work with CDB to prioritize and work through infrastructure concerns to better provide a safe and comfortable environment for patients, residents and employees. The Rebuild Illinois capital plan will allow for ongoing investments to upgrade DHS facilities and address critical needs.

## SHAPIRO DEVELOPMENTAL CENTER



CDB is currently addressing deteriorating tunnel systems at the Shapiro Developmental Center.

One ongoing CDB project for DHS is at Shapiro Developmental Center in Kankakee. Shapiro converted from a mental health facility to a center serving people with developmental disabilities in 1974. The facility serves as a residential and training center, providing necessary support for individuals with developmental disabilities to live in the most integrated setting that can meet their needs. The center has 28 residential living areas and 4 day-training sites including one building with a high school regulation-size gym.

# Agency Budget Detail: Capital Development Board

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Many steam and condensate lines at the center are beyond their life expectancy and have developed leaks due to rusting and pitting. The overall piping system delivers steam to each of the facility buildings and returns condensate back to a centrally located power house. These lines are in a system of tunnels that extend under the center's roadways and sidewalks. Many of these tunnel tops require replacement because they have deteriorated.

An ongoing \$19 million project will provide for the removal and replacement of approximately 8,000 feet of steam and condensate pipe, fittings and other accessories in the steam pipe system. Work also includes removing and replacing sections of concrete tunnel tops to make the tunnel system structurally sound. This investment will also result in increased energy efficiency at the facility.

## CHICAGO-READ MENTAL HEALTH CENTER

Another large project to address DHS facility deferred maintenance is underway at the Chicago-Read Mental Health Center in Chicago. The existing fire alarm systems and boilers at the center are obsolete, and parts are difficult to obtain. One of the facility's chillers has not been operational for a number of years. For approximately \$12 million, the fire alarm system will be replaced and upgraded with a mass notification and HVAC system interface. Also included in the project are piping modifications, electrical upgrades, and the installation of new boilers, chillers, air handling units and digital direct controls.

## DEPARTMENT OF CENTRAL MANAGEMENT SERVICES

The Department of Central Management Services (CMS) provides programs, services, guidance and support to Illinois state agencies. CMS' capital investments enhance the functionality of state facilities to attract more talent, become more accessible to the public, and incorporate modern and sustainable designs.

The CMS Bureau of Property Management (BoPM) oversees more than 670 state-owned and leased facilities. These facilities provide space for agencies, boards and commissions under the authority of the Governor and statewide constitutional officers. BoPM staff provide subject matter expertise on leasing, facilities management, energy purchasing and maintenance. The bureau works to limit costs and minimize the state's environmental impact by using existing state-owned and leased space more efficiently, reducing the number of overall leases, and adhering to utilization standards.

The mission of BoPM is to provide office and facility space for state workers that meet state functional service needs at the lowest practical cost to taxpayers. CMS is currently working with CDB to prioritize repairs to the existing state-owned facilities. With the lack of consistent capital investments in past years, issues involving safety systems, building envelope repairs, obsolete mechanical systems, environmental abatement and accessibility have developed and have remained unaddressed. This has increased the difficulty of maintaining comfortable, clean and operational facilities with satisfied, productive employees and safety to visitors.

CDB will continue to work with CMS to address large-scale deferred maintenance projects, as well as to address new facility needs through a combination of renovation, expansion and new construction. Funding included as part of the Rebuild Illinois plan will allow for substantial and sustainable investments in CMS-managed state-owned space. One such investment is the replacement of the Springfield Central Computing Facility. For this initiative, CDB is partnering with CMS and DoIT to begin preliminary planning for the construction of a new state-of-the-art facility. The building currently housing the state's computing center was retrofitted for the role and is inefficient and outdated. A new facility will allow DoIT to effectively support and maintain a proper environment for the highly sophisticated computer system that provides services for all state agencies.



# Agency Budget Detail: Capital Development Board

## ILLINOIS STATE ARMORY

North of the State Capitol in Springfield is the Illinois State Armory, which replaced the State Arsenal that burned down in 1934. The structure is a good example of Art-Deco architecture, typical of the late 1920s and 1930s. The offices surround a large auditorium with a seating capacity of 6,000, which has been the site of inauguration ceremonies for state officials in the past.



Illinois State Armory in Springfield

There are a variety of substantial capital issues in the armory. It has been vacant and unused since 2008. Steps are being taken now to protect the integrity of the building and stabilize the structure. CDB will utilize part

of the \$122 million Rebuild Illinois funding dedicated to the armory renovation to address the building's flooded basement, leaking roof, mold and asbestos, exterior stone, and broken and missing windows.

An initial phase of work will include inspection and assessment of existing conditions, as well as providing recommendations for securing and stabilizing all elements of the building to stop deterioration. Coordination with the State Historic Preservation Office will be initiated for all phases of work at the armory and future phases will be determined once the stabilization work is completed.

## MICHAEL A. BILANDIC BUILDING RENOVATION

Another critical project for CMS that CDB is undertaking is the renovation of the Michael A. Bilandic Building in Chicago. The \$25 million investment will provide much needed improvements to the security and life-safety systems in the building, including upgrading public access areas outside the building, replacing the fire alarm system, adding additional audio and visual alarm devices, and upgrading lighting and provisions for emergency power for critical life-safety devices. This project is also addressing mechanical and electrical upgrades, such as energy-efficient lighting throughout the facility and replacing fan drives for the ventilation system. CDB also plans to replace the roofing system and perform interior renovations to allow for new and reconfigured office space, including all associated HVAC, life-safety, plumbing and security modifications.

## FRANKLIN LIFE INSURANCE COMPLEX



Franklin Complex in Springfield

existing chillers. Due to the expected energy efficiency gains, this project may be eligible for efficiency incentives, such as grants or rebates.

CDB is also managing the upgrade of the HVAC system at the former Franklin Life Insurance building in Springfield. The facility currently houses the Illinois State Police District 9 headquarters, the Illinois Gaming Board, the Illinois Labor Relations Board and some members of the CMS Bureau of Benefits. The building is currently facing operational issues caused by its HVAC system. The 500-ton chiller located in the office building of the Franklin Building Complex has failed and must be replaced. Currently, the building is cooled using modular air-cooled chiller units with very high operational costs. CDB will expend approximately \$5 million to install an energy efficient chiller system to replace the

# Agency Budget Detail: Capital Development Board

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## OFFICE OF THE ILLINOIS SECRETARY OF STATE

As the second-largest constitutional office, the Office of the Illinois Secretary of State (SOS) are visited by more Illinois residents than any other office in state government.

SOS takes on diverse duties and manages one of the largest computer databases in Illinois, keeping track of approximately 8.7 million drivers, 11 million registered vehicles, 466,000 corporations, 230,000 limited liability entities, 159,000 registered securities salespersons and 16,000 investment advisor representatives. The office is also an important resource for educating citizens about issues that affect their everyday lives, including drunk driving, traffic safety, school bus safety, securities fraud, literacy and organ donation.

These duties are divided among 21 departments whose responsibilities range from maintaining the 20 buildings on the capitol complex to overseeing the state's network of libraries. The SOS Physical Services Department manages the capitol complex and surrounding area buildings in Springfield and four buildings in Chicago. SOS frequently works with CDB on projects that promote upkeep, safety and efficiency on the complex. CDB is partnering with SOS to address numerous deferred maintenance issues throughout the capitol complex including water infrastructure and water quality upgrades, replacement of building and site plumbing systems, replacement of cooling towers and chillers, and upgrades to the high voltage electrical distribution system.

## DEPARTMENT OF VETERANS' AFFAIRS

The mission of the Illinois Department of Veterans' Affairs (DVA) is to empower veterans and their families to thrive. DVA helps them navigate the system of federal, state, and local resources and benefits, by providing long-term health care for eligible veterans in veterans' homes, and by partnering with other agencies and nonprofits to help veterans address education, mental health, housing, employment and other challenges.

DVA currently operates four Illinois Veterans' Homes in Anna, LaSalle, Manteno and Quincy. A fifth home in Chicago is anticipated to open in 2020. Each home is licensed by the Illinois Department of Public Health and certified by the U.S. Department of Veterans Affairs (US DVA) Medical Center. DVA works closely with local healthcare communities to ensure that each resident's specific health care needs are met. Emphasis is given to ensuring that each resident member is well cared for, has a good quality of life and enjoys a caring, supportive environment.

## CHICAGO VETERANS' HOME

CDB is constructing a 200-bed Veterans' Home in Chicago. The \$118 million project provides for planning, design and construction of the home, to be located on a portion of the Chicago-Read Mental Health Center site. This facility will provide skilled care for Illinois veterans, including accommodations for Alzheimer's care. The design conforms to requirements of the US DVA and the Illinois Department of Public Health, and will be eligible for up to 65 percent federal reimbursement. The home is currently 70 percent complete and is anticipated to open in late 2020.

# Agency Budget Detail: Capital Development Board

## QUINCY VETERANS' HOME



Quincy Veterans' Home campus

The Quincy Veterans' Home is located in the northern part of Adams County. The home, founded in 1886, is the largest and oldest of the Illinois Veterans' Homes. The campus contains a broad range of facilities and provides services including domiciliary and skilled care to almost 400 veterans and their spouses, and consists of 37 buildings constructed between 1886 and 2002. The home has experienced outbreaks of Legionnaires' disease attributed to poor potable water quality. DVA has collaborated with CDB, the Department of Public Health and the Illinois Environmental Protection Agency to assess and repair the facility's plumbing and install new water treatment facilities. DVA continues to operate a robust water management program and is

implementing best practices to control the growth and spread of waterborne pathogens, including providing additional water treatment, filtration and disinfection prior to use on the Quincy campus. The home also maintains point of use filters on all fixtures in residential areas to reduce the possibility of transmission to susceptible individuals. DVA continues to conduct active surveillance for Legionella bacteria by monitoring residents and reviewing water quality data on an ongoing basis.

Through \$230 million provided in the Rebuild Illinois capital plan, CDB will construct a new nursing home on the Quincy Veterans' Home campus which will accommodate up to 340 beds. The project addresses improvements and connections to existing campus infrastructure. This investment will be completed using the design-build procurement method, which provides responsibility within a single contract for the furnishing of architecture, engineering, land surveying and related services as required, and the labor, materials, equipment and other construction services for the project. The design-build method is intended to provide more timely project completion than the traditional design-bid-build procurement method.

CDB's Request for Proposal (RFP) for this project was published in November 2019. The design-build entity selection is currently scheduled to be presented at CDB's April 2020 board meeting. CDB will select design-build teams based on scoring of specific criteria laid out in the RFP, such as whether a team includes veteran-owned businesses, has prior experience with similar projects, financial capability and a record of on-time performances.

## DEPARTMENT OF REVENUE

The Illinois Department of Revenue (DOR) is the primary taxing body for the State of Illinois, and is tasked with the fair, consistent and efficient administration and collection of Illinois taxes. It is also responsible for the application and enforcement of Illinois tax laws, and to provide accurate and reliable funding and information to state and local constituents. Performing these duties requires DOR to have access to federal taxpayer information. Due to the sensitive nature of DOR's work, it is of the utmost importance to maintain DOR facilities to ensure taxpayer confidentiality and staff safety.

DOR occupies six locations throughout Illinois and has field employees stationed throughout the United States. DOR's primary headquarters is the Willard Ice Building in Springfield, with a secondary headquarters on the 7th floor of the James R. Thompson Center (JRTC) in Chicago.

# Agency Budget Detail: Capital Development Board

## WILLARD ICE BUILDING

The vast majority of DOR's capital needs are to address deferred maintenance of the Willard Ice Building. The facility, built in 1982 and taking up over 900,000 square feet, is technically under the jurisdiction of SOS as part of the capitol complex. For more than twenty years, DOR has coordinated its property management team with the SOS facility management team. Together, the teams identify facility needs and work to prioritize deferred maintenance needs with CDB.



Willard Ice Building in Springfield

CDB is currently managing projects for DOR to upgrade the HVAC systems and to correct water infiltration through the building's numerous skylights. Additionally, a number of ongoing projects will repair, upgrade and renovate the parking garage, which is due for resurfacing and upgrades to the lighting as well as concrete repairs and corrosion protection.

## DEPARTMENT OF AGRICULTURE

The Illinois Department of Agriculture is responsible for two of the most widely used event venues in the state: the Illinois State Fairgrounds in Springfield and the Du Quoin State Fairgrounds in Du Quoin. The maintenance, repair and improvement of these facilities is essential to the operation of the department and for safe enjoyment by the citizens of Illinois.

The Illinois State Fairgrounds in Springfield hosts more than two million visitors each year through attendance at a wide range of year-round events including the Illinois State Fair, livestock events and other community activities. The headquarters of the Department of Agriculture and the Department of Natural Resources are both located on the fairgrounds. The Du Quoin Fairgrounds hosts more than one million visitors each year, at events ranging from the Du Quoin State Fair to many non-fair events that are scheduled throughout the year including indoor events regularly held in the Southern Illinois Center.

Many fairgrounds buildings are very old, as the sites have been used for over 150 years. If facilities are unpleasant, appear unsafe or are inadequate, visitors and groups will search for other locations for their events, resulting in lost revenue to the department, the local community and the State of Illinois. In addition to new and ongoing initiatives to address deferred maintenance, CDB continues to manage large-scale investment in the Coliseum of Champions on the Springfield fairgrounds.

## ILLINOIS STATE FAIR COLISEUM OF CHAMPIONS

In September 2016, the historic coliseum at the Illinois State Fairgrounds in Springfield was closed due to the 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.

Recently renamed the Coliseum of Champions, the structure is undergoing critical repairs and upgrades in two phases. The \$13 million first phase consisted of various upgrades including window replacement, new lights, fire alarm systems and the complete removal and replacement of the roofing system, and was completed before the 2019 Illinois State Fair.

# Agency Budget Detail: Capital Development Board

Design is underway for phase two, which will provide heating and cooling of the facility to allow it to be used all year. Phase two has a total budget of \$17.6 million, consisting of \$16 million from the state as well as \$1.6 million provided by the Illinois Fairgrounds Foundation.



Coliseum of Champions at the Illinois State Fairgrounds in Springfield

## DEPARTMENT OF JUVENILE JUSTICE

The Department of Juvenile Justice (DJJ) was created by statute in 2006, with the mission of building youth skills and strengthening families, by promoting community safety and positive youth outcomes. The department is committed to an environment that is restorative, learning and treatment focused, taking into account the developmental needs of the young people in its care. DJJ serves approximately 260 youths across five secure facilities located throughout the state in Chicago, Harrisburg, Pere Marquette, St. Charles and Warrenville.

DJJ intends to continue building a developmental and functional custody model for youth incarcerated in Illinois. The department's capital projects will contribute to this goal by creating environments that are developmentally healthy and appropriate for youth in the state's custody. DJJ's goal is to create small, therapeutic, close-to-home centers and improve existing infrastructure. Currently, some existing DJJ facilities present challenges due to vacant buildings and crumbling infrastructure, are expensive to maintain, require increased staff ratios to operate effectively, and have a much larger footprint than the population currently requires.

The fiscal year 2021 capital budget recommends the continuation of statewide deferred maintenance funding for agencies such as DJJ, as well as the specifically allocated \$60 million in Rebuild Illinois for DJJ construction and renovation. CDB is currently managing 13 projects for DJJ. Future projects will be carefully prioritized in conjunction with large-scale renovations and possible new construction at DJJ sites.

## ILLINOIS YOUTH CENTER WARRENVILLE

At the Illinois Youth Center (IYC) Warrenville, CDB is working on an approximately \$3.5 million project to improve safety and security. The facility, which opened in 1973, serves a male and female population with multi-service needs. The center provides high school equivalency and high school diploma academic services, an in-patient substance abuse treatment program, vocational programs, mental health services, medical services, clinical services, leisure time activities, parenting education, assessments and family reunification programming.

# Agency Budget Detail: Capital Development Board

Throughout the facility, locks for doors are in poor condition and have exceeded their useful life. The manufacturer no longer produces replacement parts and locks must be repaired using salvaged parts. Multiple dormitories and the administration building have old windows and doors that are not energy efficient and are less secure than functionally needed. Many of these windows and doors are rusting and do not function. As part of an ongoing project to address the deferred maintenance at IYC Warrenville, CDB is removing existing maximum-security grade locks, commercial grade locks, doors, door frames and windows and replacing them with new ones that are both energy-efficient and provide a suitable level of security.

## ILLINOIS YOUTH CENTER ST. CHARLES

IYC St. Charles opened in December 1904. In addition to housing the general population, the facility serves as a reception center, processing the majority of male youth entering the DJJ system. The enormous campus has largely fallen into disrepair.

Since the St. Charles campus is only partially utilized, CDB is undertaking the demolition of seven condemned buildings onsite. They are structurally unsafe and in danger of collapse. The \$7 million project will allow for the removal of the old administration building, the Harding Cottage, an academic building, hospital, dietary and the old kitchen store. The project will also include backfilling, grading and seeding the vacant spaces after demolition.



Harding Cottage at IYC St. Charles will be demolished

## ABRAHAM LINCOLN PRESIDENTIAL LIBRARY AND MUSEUM



The Abraham Lincoln Presidential Library

The Abraham Lincoln Presidential Library and Museum (ALPLM) brings to life Abraham Lincoln's story through immersive exhibits and displays of original artifacts. ALPLM, which opened in 2005, consists of four structures: the museum, the library, Union Station and a parking garage. ALPLM oversees world class facilities to provide a memorable experience to the public, entertaining and educating visitors from many different countries and backgrounds.

ALPLM will work with CDB in the coming years to prioritize and implement updates and renovations to exhibits and facilities for interpretive, technological and general upgrades. Using the \$3 million allocated to CDB

for ALPLM in the Rebuild Illinois capital plan, the agency will be able to address deferred maintenance projects and reduce pressure on its operational expenses budget, allowing for continued non-capital upgrades to exhibits and museum features.

# Agency Budget Detail: Capital Development Board

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## ILLINOIS STATE POLICE

The Illinois State Police (ISP) is a multi-faceted agency that specializes in enforcing the law, protecting the public, and providing an array of specialty services to local, state and federal agencies. The most significant responsibility of ISP is the safety of citizens through law enforcement, patrol, investigations, forensic services, safety education, intelligence and technical assistance. To meet these responsibilities, ISP has personnel assigned to more than 60 facilities throughout the state.

ISP has a long list of infrastructure concerns which need to be addressed to provide the appropriate work environment to allow ISP employees to carry out the critical functions that the public needs and deserves. ISP facilities including district headquarters buildings, forensic laboratory buildings and communications buildings, have lacked necessary routine maintenance and repair.

ISP maintains 15 shooting ranges statewide for in-service qualifications and training. Improving range facilities and ensuring compliance with training requirements remains an ISP priority, as quality firearms training is necessary in the performance of public safety duties.

ISP is working with CDB to take a holistic approach to deferred maintenance by prioritizing projects that require immediate response and by taking proactive steps in addressing other issues to avoid more urgent situations. ISP actively communicates with facility personnel, as well as with CMS property managers, to maintain lists of issues and concerns at each facility. Rebuild Illinois will allow CDB to provide ISP with support for deferred maintenance projects at its facilities and to manage two new construction projects that represent ISP's two highest programmatic priorities: a \$65.5 million new combined northern Illinois facility and a \$55 million new combined Metro-East facility.

## NORTHERN ILLINOIS COMBINED FACILITY

ISP provides forensic science analytical services to more than 1,200 state, county and local criminal justice agencies through its Division of Forensic Services. ISP's forensic science laboratory system, established in 1942, is currently comprised of six operational laboratories and a training and applications laboratory. The laboratories are responsible for analyzing evidence from criminal cases including drug chemistry, trace chemistry, toxicology, biology, latent prints, firearms and toolmarks, and footwear and tire tracks. Each operational laboratory serves a specific geographical region of the state, providing forensic science analysis of evidence collected from crimes in that region. Whenever possible, the ISP laboratories assist each other in analyzing cases from other regions in an effort to provide more timely service to all Illinois agencies.

The Rebuild Illinois capital plan included \$65.5 million for a new northern Illinois facility for ISP. The combined facility will provide for a new Joliet Forensic Science Laboratory (JFSL) and an additional facility to replace the current District 5 headquarters in Lockport, which is occupied by District 5 personnel and Zone 3 investigative personnel. The new facility will also absorb employees from a leased facility currently occupied by the Bureau of Identification, Crime Scene Services Command and the Program Administration Bureau.

This investment will provide ISP with the critical infrastructure needed to continue addressing its backlog of untested forensic evidence. A new laboratory will enable the JFSL to expand its square footage and create a more efficient workflow by accommodating more personnel and equipment. Updated HVAC systems will minimize fluctuations in temperature and allow for consistent DNA processing, and the state-of-the-art computer infrastructure at the new facility will allow ISP to handle the demands of new technology and automated systems for processing casework.

# Agency Budget Detail: Capital Development Board

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The existing JFSL, a 21,860-square-foot, two-story building constructed in 1964, is responsible for work products that directly affect the criminal justice system. The laboratory serves over 200 law enforcement agencies, with an area population of approximately 3 million people. The current facility was not designed for, and cannot support the technology necessary for, modern forensic science. The facility also needs significant renovations to mechanical, environmental and security systems to sustain operations. A combined facility will provide operational efficiencies and generate savings from reduced lease space and annual repair and maintenance costs of an estimated \$1.25 million.

## **METRO-EAST COMBINED FACILITY**

The site acquisition and construction of a new combined Metro-East facility is of equal programmatic importance to ISP. This new \$55 million facility will accommodate various ISP personnel including patrol, investigative, communications and other specialty function personnel. Currently, all of these work units, with the exception of the Special Weapons and Tactics (SWAT) personnel, are located in the Regional State building in Collinsville, which is shared with the Illinois Department of Transportation. SWAT personnel are primarily housed at the District 13 headquarters in Du Quoin. However, due to their secure storage needs, the SWAT team has equipment stored throughout the region. Relocating SWAT to the Metro-East area in a new facility would address and consolidate these storage needs, particularly for specialty equipment, and would provide for better response times in an area of the state with a growing significance for emergency tactical services. This new facility will include a new firing range and training room, which are critical to maintaining standards and improving safety in high risk situations. Construction of this new facility will allow ISP to combine several work locations, reduce yearly repair and maintenance costs, and eliminate the need to lease specialty space for SWAT.

## **DEPARTMENT OF PUBLIC HEALTH**

The mission of the Department of Public Health (DPH) is to protect the health and wellness of the people of Illinois through health promotion, regulation, and prevention and control of disease and injury. DPH has headquarters in Springfield and Chicago, administrative offices in seven regional locations, and laboratories in Carbondale, Chicago and Springfield. The regional offices coordinate various agency program activities at the local level, including organizing surveys and inspection activities, initiating requests for enforcement and compliance actions, and serving as a liaison with the public and local health agencies.

DPH also has a large backlog of deferred maintenance. The predominant source of capital projects for DPH is the Chicago laboratory. DPH laboratories are the backbone of many public health functions and are designed to provide unique and essential testing and surveillance. The Chicago facility is the state's largest and performs many vital life-safety public health activities, including testing for infectious disease, performing newborn screenings, and addressing blood lead, bioterrorism and environmental concerns.

The Rebuild Illinois capital plan included \$126.4 million for CDB to construct or acquire and renovate space for a new public health lab. This funding will allow CDB to provide a state-of-the-art facility that meets federal biosafety requirements. DPH, in consultation with CDB, issued a Request for Information in the winter of 2019 for land located in the northeastern portion of Illinois to build an approximately 120,000 square foot office and laboratory facility.



# Agency Budget Detail: Capital Development Board

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## CAPITAL GRANT PROGRAMS

In addition to direct management of state capital projects, CDB is also responsible for the oversight, administration and distribution of \$750 million in new Rebuild Illinois grant program funding. These programs provide local entities with resources for capital investments to improve and create the necessary infrastructure to support their missions and allow them to best serve their communities. CDB is working with other agencies to stand up or retool existing grant programs appropriated as part of the Rebuild Illinois capital plan. The first rounds of grant funding for these programs is expected to be issued in fiscal year 2021. Over the life of Rebuild Illinois, CDB will manage:

- Hospital and Healthcare Transformation Capital Investment Program;
- Early Childhood Education Construction grants;
- Community Health Center Construction grants; and
- Independent Colleges Capital Program.

While CDB can provide construction administration expertise in its grant administration, it relies on partner agencies and entities to assist in ensuring equitable and appropriate criteria for its competitive grant programs. This includes collaboration with the Illinois Department of Healthcare and Family Services (HFS), the Department of Public Health (DPH), and the Illinois Board of Higher Education (IBHE).

Rebuild Illinois provided \$200 million to CDB for the new Hospital and Healthcare Transformation Capital Investment Program. CDB will work in coordination with HFS to issue grants to hospitals and healthcare providers to renovate, rehabilitate and construct facilities to meet the needs of the demographics they serve. This program will help low-income communities with high numbers of Medicaid patients to ensure Illinoisans have access to the medical care they need.

An additional \$100 million in Rebuild Illinois appropriation authority will go toward the needs of institutions that support the early learning experience of children across the state. The Early Childhood Education Construction Grant Program, which requires entities to provide 10 percent matching funds, allows CDB to assist early childhood centers with renovation and expansion of their facilities.

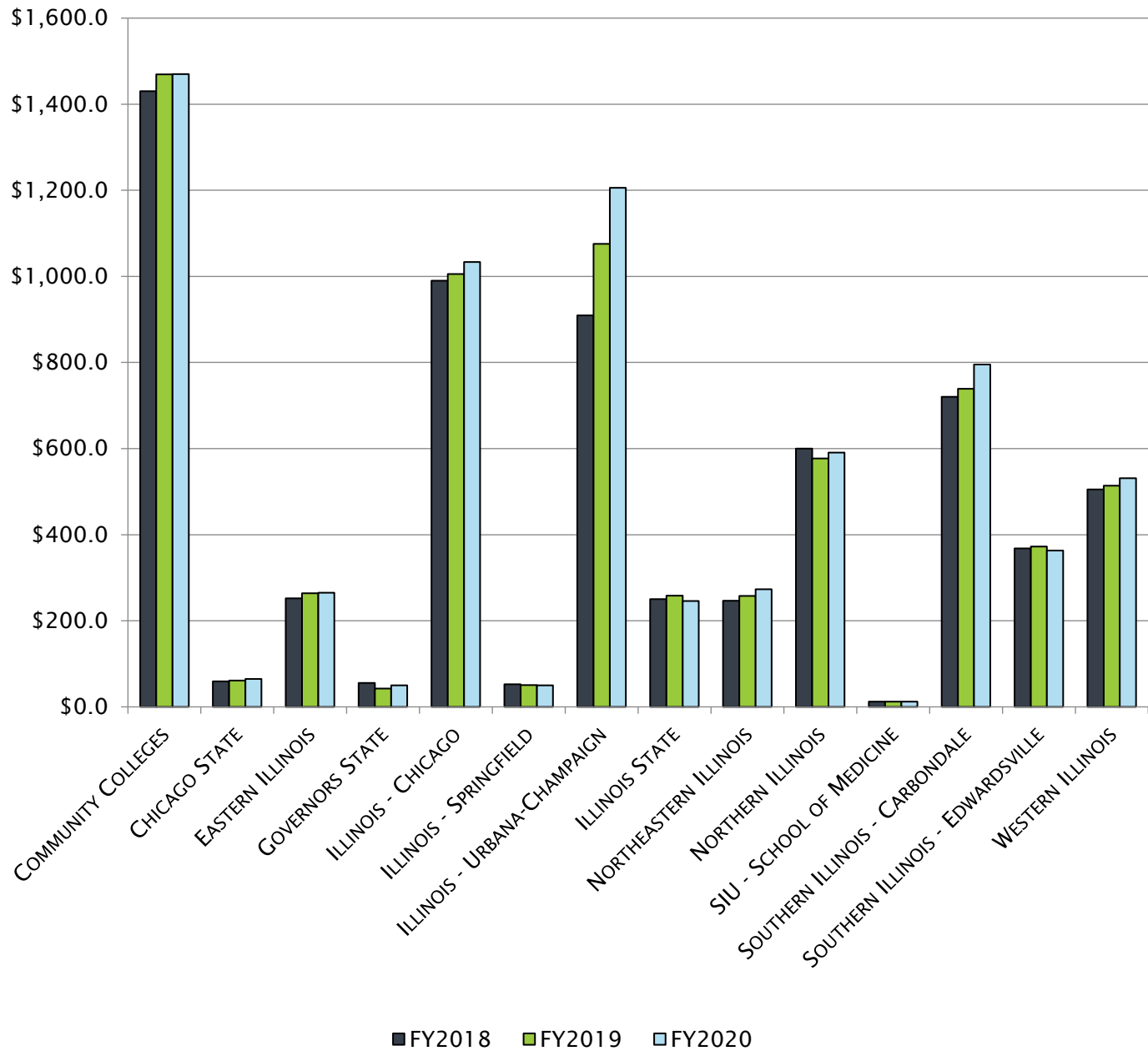
\$50 million was also included in Rebuild Illinois to allow CDB to work with DPH to administer Community Health Center Construction grants to Federally Qualified Health Centers (FQHC) and FQHC look-alikes for equipment purchases, acquisition of new physical locations for the purpose of delivering health care services and constructing or renovating new or existing community health center sites.

# Agency Budget Detail: Capital Development Board

## INVESTMENTS IN HIGHER EDUCATION

CDB works closely with IBHE and the Illinois Community College Board (ICCB) to address construction and maintenance needs at the state’s universities, colleges and educational institutions. Deferred maintenance costs for public universities and colleges are estimated at nearly \$7 billion. To illustrate the current state of estimated deferred maintenance needs, Exhibit 3 shows higher education maintenance capital needs by fiscal year as reported by the colleges and universities.

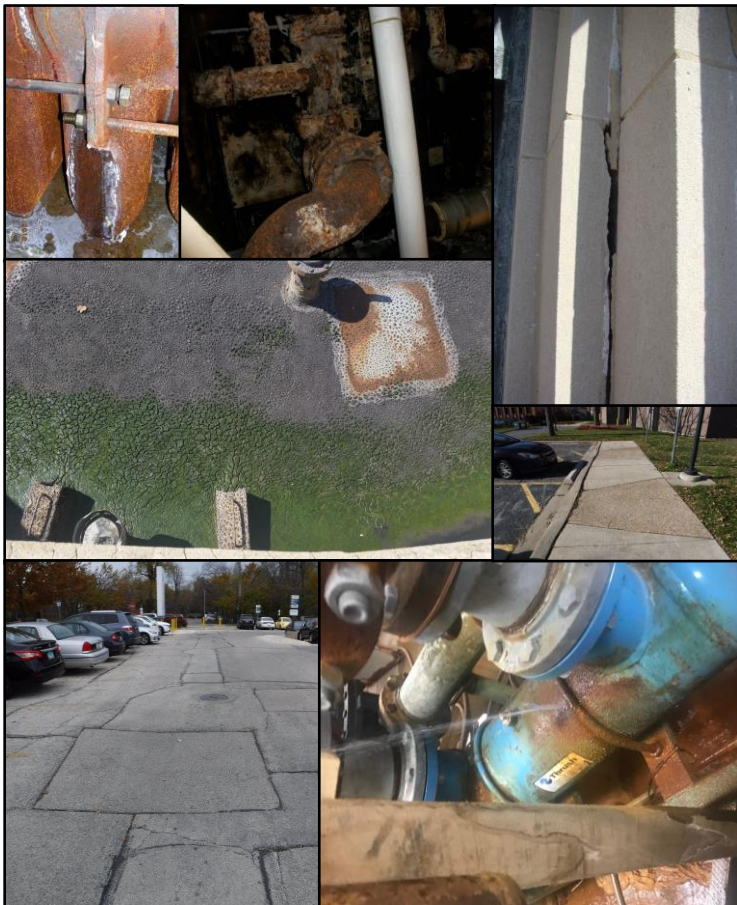
### EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2018-2020 (\$ MILLIONS)



## Agency Budget Detail: Capital Development Board

The Rebuild Illinois capital plan will allow CDB to invest more than \$1 billion over the duration of the plan to renovate, rehabilitate and modernize universities and colleges around the state and reverse the cycle of under-investment in higher education facilities. This comprehensive plan will address higher education needs by providing resources to invest in Illinois' 9 public universities, nearly 50 community colleges, independent higher education institutions and the Illinois Mathematics and Science Academy (IMSA). This includes more than \$660 million in renewal, or deferred maintenance, funding allocated to the 13 university campuses and IMSA. Community colleges will receive \$188.4 million in state-funded upgrades and repairs, and an additional \$188 million is allocated for university and college emergency and maintenance projects.

Community colleges have an estimated deferred maintenance backlog of more than \$1.4 billion. Partnering with ICCB, CDB will continue to address campus needs as prioritized by each college. This includes projects to address aging and deteriorating systems. Ongoing projects that CDB is undertaking for colleges include roof replacements at Richland Community College, upgrades to the air handling units at Joliet Junior College, repairs to a vehicular bridge at Illinois Central College and renovation of Neal Hall at Lakeland Community college to replace lighting, windows and the HVAC system. These investments, totaling more than \$7 million, are just a few examples of the nearly 80 projects currently underway for colleges. Rebuild Illinois will allow CDB to continue addressing similar deferred maintenance issues, as well as investing in large-scale upgrades, renovations and new space.



Deteriorating piping systems and other deferred maintenance issues that are being addressed at universities across the state

In addition to the critical investments in community colleges, CDB is undertaking similar projects at the state's 9 public universities across all 13 campuses. There are nearly 60 projects currently underway, and Rebuild Illinois will allow for consistent and continued investments in university facilities to reduce deferred maintenance backlogs and improve safety and efficiency.

The state is currently investing \$16 million for campus boiler replacements at Northern Illinois University (NIU). This CDB project provides for construction of a new central heating plant with phased implementation of new boilers and related equipment to provide a reliable, economical and sustainable central heating facility. Current boilers on the NIU campus were installed in the 1960s.

An estimated \$4.3 million is also being invested to replace chillers at Western Illinois University (WIU). CDB will install two chilled water loops, one for the north section of the campus and one for the south section. The project also provides for the establishment of a central chiller plant at Simpkins Hall. The campus has seen numerous chiller failures, as

# Agency Budget Detail: Capital Development Board

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some of the current equipment dates back to 1976.

At Eastern Illinois University (EIU), the McAfee Gym façade is experiencing water infiltration and masonry issues. CDB is undertaking a \$330,000 project to repair and replace the stonework, while salvaging as much stone as possible. The project will include reconstruction of the foundations and repair of the stone stairs at the four primary entrances to the building. A \$5.1 million project is also currently underway at NIU to repair and improve various pavements and parking structures. At the SIUE campus, a \$500,000 CDB project will replace the digester lid for the campus's sewer treatment plant.

In addition to providing assistance to colleges and universities for maintenance needs, over the life of the Rebuild Illinois capital plan, CDB will manage \$1.3 billion in large-scale construction and renovation projects to address programmatic requirements, enrollment demand and the condition of existing space. This funding is recommended to be reappropriated in the fiscal year 2021 budget, allowing for critical investments that go beyond addressing deferred maintenance and providing universities and colleges with functional learning spaces that will attract and retain students. The following projects are examples of the types of large-scale construction projects CDB will be undertaking.

## COLLEGE OF LAKE COUNTY



Rendering of the College of Lake County Student Services Center

CDB is moving forward with a \$47.9 million renovation and expansion on the College of Lake County's Lakeshore Campus in Waukegan, which will have an academic focus on healthcare careers. The state is contributing \$35.3 million of the cost, with the remainder being funded by the College of Lake County. The new building will house student services, adult education, a library, certified nursing assistant and medical office assistant programs in addition to general classrooms and a large multi-purpose space. Renovations include improvements in the existing day care center and chemistry lab, as well as a new classroom where student services currently resides.

## CHICAGO STATE UNIVERSITY

CDB is working with Chicago State University (CSU) to begin a multi-phase project at Douglas Hall, including a new nursing simulation laboratory. The estimated \$25.8 million project will include building envelope stabilization, and structural, infrastructure and technology capital improvements that will support the new nursing simulation laboratory within Douglas Hall. In recent years, the state has provided \$15.3 million to CSU for earlier phases of the Douglas Hall renovation, including the third-floor College of Pharmacy and critical roof and building envelope fixes.

## ILLINOIS STATE UNIVERSITY

A \$62 million project for Illinois State University (ISU) will create an integrated fine arts complex through a combination of renovation, demolition and new construction. The project includes major renovations at outdated facilities, demolition of the Centennial West building, and multiple building additions within the fine arts complex for music, theater/dance, visual arts and classroom space totaling 67,000 square feet.

Most of the current buildings used for training in the fine arts complex were not designed for their current use and require frequent repair to keep them safe and functional. The Centennial buildings were built in 1959 and the Center for Visual Arts was built in 1973.

# Agency Budget Detail: Capital Development Board

## SOUTHERN ILLINOIS UNIVERSITY SYSTEM

The Southern Illinois University System has two campus locations, one in Carbondale (SIUC) and one in Edwardsville (SIUE). Both campuses are working with CDB to undertake large programmatic construction projects.

A \$105 million project was included in Rebuild Illinois for a new Health Sciences Building at the Edwardsville campus, which will house the School of Pharmacy and the School of Nursing. The School of Pharmacy currently is housed in temporary facilities and the School of Nursing is housed in substandard facilities in Alumni Hall. The new three-story building will be located on the core campus, near the Science Building and will feature classrooms, specialized teaching and research laboratories, faculty offices, and student study space. Space currently occupied by the nursing program will be reallocated to meet the needs of other academic programs, particularly in the School of Education.

An estimated \$83 million for the Carbondale campus will fund the renovation and expansion of the Communications Building. The building, constructed in 1964, currently houses the College of Mass Communications and Media Arts, as well as theater and speech communications and the Daily Egyptian student newspaper. The project will extensively remodel the 229,050 square foot building, and add approximately 60,000 square feet of space to support interdisciplinary learning. In addition to the infrastructure improvements and equipment upgrades in the current building, the addition will provide new classroom space, fully equipped and flexible auditorium space, laboratory rooms, digital post-production suites and will reflect the growing trend towards media convergence in a combined broadcast-print newsroom. The university received \$4.3 million in planning funds for the project in fiscal year 2010.



Rendering of the SIUC Communications Building

# Agency Budget Detail: Capital Development Board

## UNIVERSITY OF ILLINOIS SYSTEM

### QUANTUM INFORMATION SCIENCES BUILDING – CHICAGO QUANTUM EXCHANGE

The Rebuild Illinois capital plan provided \$100 million for the University of Illinois at Urbana-Champaign to construct a building for quantum information sciences and technology in partnership with the Chicago Quantum Exchange (CQE). CQE is an intellectual hub and community of researchers with the common goal of advancing academic and industrial efforts in the science and engineering of quantum information. The mission of CQE is to accelerate discovery and innovation in the rapidly developing area of quantum technology and to attract talent, funding and industry to the Chicago area to become the source for tomorrow's leading quantum engineers. Members include the University of Illinois at Urbana-Champaign, the University of Chicago, Argonne National Laboratory, Fermi National Accelerator Laboratory, the University of Wisconsin-Madison and Northwestern University.

This project is intended to strengthen the position of Illinois to compete for funding under the National Quantum Initiative Act. This federal act, signed into law in 2019, establishes the goals and priorities for a 10-year plan to accelerate the development of quantum information science and technology applications. The law provides that the National Science Foundation shall carry out a basic research and education program on quantum information science and engineering, and award grants for the establishment of multidisciplinary centers for quantum research and education.

### DISCOVERY PARTNERS INSTITUTE

\$500 million is reappropriated in the recommended fiscal year 2021 budget for construction associated with the Discovery Partners Institute (DPI) initiative. DPI is a purpose-driven, collaborative research institute located in Chicago that is focused on building prosperity for all and growing the state's workforce by creating solutions to grand challenges. Funding for this initiative will provide the state match for private donations from individuals, corporations and other entities for construction and renovation projects across the state's universities. The flagship project will be the construction of the Discovery Partners Institute facility in Chicago, where DPI will leverage the collective capacity of its partners to collaborate, innovate and build the state's economy. In the coming years, projects associated with this initiative will commence at each of the 13 university campuses and the Peoria Innovation Hub to support DPI centers that promote entrepreneurship, sustainability, innovation and manufacturing.

## WESTERN ILLINOIS UNIVERSITY

The long-awaited Center for Performing Arts at Western Illinois University (WIU) is also underway, with funding released for preconstruction work to jump start construction of the center, which will serve as a cultural and performing arts destination for the entire region. The WIU Center for the Performing Arts will include a convocation center that will accommodate recitals, lectures, classrooms, and local art and civic functions. It will also include a performance auditorium with a stage, full rigging and seating; an additional theater; a black box/studio theater; a loading dock that will be able to accommodate touring performances with an adjacent stage; and ticket, projection, recording and sound booths. The project also includes related renovations in Browne Hall. The Center for Performing Arts will occupy a major footprint in the southwest portion of campus along Western Avenue, between Browne Hall and the Corbin/Olson complex, and will consolidate performance spaces close to instructional areas in Browne, Sallee and Simpkins halls.

## INDEPENDENT COLLEGES

CDB also jointly administers the Independent Colleges Capital Program with IBHE. This program provides private, not-for-profit colleges and universities in Illinois with financial assistance for capital projects. Rebuild Illinois included \$400 million for this program. These grants address safety and health issues such as installing fire sprinklers in dormitories, installing doors for students with disabilities, and installing

# Agency Budget Detail: Capital Development Board

code-entry doors and outside lighting for better security; such as increasing energy efficiency through the installation of new HVAC systems, weather proofing, insulation and high efficiency windows; building labs for science, technology, engineering and mathematics (STEM) programs; installing smart technologies including high definition projectors and wireless microphones; providing student services centers and clinics; and supporting maintenance projects.

## Fiscal Year 2021 Recommended Appropriations for the Capital Development Board (\$ thousands)

| Fund  | New Appropriations | Reappropriations   | Total              |
|---|--------------------|--------------------|--------------------|
| <b>Bonded</b>                                     |                    |                    |                    |
| Build Illinois Bond Fund                          | 0.0                | 1,194,199.4        | 1,194,199.4        |
| Capital Development Fund                          | 0.0                | 8,108,826.4        | 8,108,826.4        |
| School Construction Fund                          | 0.0                | 295,187.4          | 295,187.4          |
| <b>Pay-as-you-go</b>                              |                    |                    |                    |
| Capital Development Board Contributory Trust Fund | 0.0                | 7,916.1            | 7,916.1            |
| Rebuild Illinois Projects Fund                    | 0.0                | 50,000.0           | 50,000.0           |
| <b>Total</b>                                      | <b>0.0</b>         | <b>9,656,129.3</b> | <b>9,656,129.3</b> |

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# 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](http://www.illinois.gov/dceo)



**Illinois**  
**Department of Commerce**  
& Economic Opportunity

### MAJOR RESPONSIBILITIES AND MISSION

The Department of Commerce and Economic Opportunity (DCEO) is the state's lead economic development agency. DCEO partners with businesses, entrepreneurs, economic development organizations, local governments and community organizations to improve the quality of life for citizens of Illinois.

### FIVE-YEAR PLAN

Over the next five years, DCEO will work with its partners to advance the state's economy, improve the state's competitiveness in the global economy, expand access to opportunities for low income and minority communities, and develop and retain workforce talent in response to employer needs.

DCEO will advance the goals of the Rebuild Illinois capital plan in alignment with the Governor's five-year economic plan: *"A Plan to Revitalize the Illinois Economy and Build the Workforce of the Future."* Under these plans, DCEO will focus on better serving the citizens of Illinois, strengthening the Illinois workforce, supporting small businesses and spurring equitable growth in six targeted industries: Agriculture and Agriculture Technology, Energy, Information Technology, Manufacturing, Life Sciences and Healthcare, and Transportation and Logistics.

DCEO's five-year plan will invest more than \$3 billion in capital funding for transportation, broadband and small business development while decreasing barriers to jobs and capital for disadvantaged communities. DCEO will make major investments in infrastructure, foster connections between researchers, innovators and industry, and bolster Illinois' efforts to attract top talent and companies while also ensuring that homegrown companies can start and thrive.

### FISCAL YEAR 2021 CAPITAL BUDGET

#### BUDGET HIGHLIGHTS

The fiscal year 2020 capital budget included more than \$3 billion in new appropriations and reappropriations for capital infrastructure investments that encourage economic development statewide. The fiscal year 2021 budget recommends continuing these statewide capital projects and grants including:

- Connect Illinois, the new statewide broadband deployment initiative;
- Economic development grants;
- Public infrastructure grants;
- Educational and scientific grants;
- Illinois Works Pre-Apprenticeship Program; and
- Community development grants.

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

# Agency Budget Detail: Department Of Commerce And Economic Opportunity

## AGENCY PROJECT DETAIL

### CONNECT ILLINOIS

Rebuild Illinois included \$420 million for the Connect Illinois program to expand access to high speed broadband internet across the state. This critical investment includes \$20 million dedicated to revitalizing and expanding the Illinois Century Network (ICN), a high speed broadband network serving K-12 and higher education institutions. The Department of Innovation and Technology (DoIT) is responsible for maintaining and upgrading the ICN. As described further in the Other Agencies section of Chapter 3, DoIT will invest \$20 million into the network, focusing on providing safe and reliable broadband access to K-12 students in Illinois.

As the largest state broadband competitive grant program, Connect Illinois will provide \$400 million in competitive matching grants to expand access to broadband internet in communities across the state. These grants will foster growth in:

- **Agribusiness and Agriculture Technology** by encouraging innovation and boosting connections with global markets;
- **Energy** by enabling utility companies to more efficiently distribute electricity and laying the foundation for the energy grid of tomorrow;
- **Information Technology** by fostering connections between researchers, innovators and industry, and encouraging the creation and growth of information technology companies in currently unserved areas;
- **Manufacturing** by boosting growth through automation and more efficient industrial production;
- **Life Sciences and Healthcare** by creating opportunities to provide healthcare via telehealth technologies; and
- **Transportation** by streamlining new-age logistics solutions.

During fiscal year 2020, DCEO will conduct a statewide mapping project to identify unserved and underserved areas in Illinois, pinpointing areas of greatest need. DCEO aims to start the first round of Connect Illinois grant funding in calendar year 2020, focusing on expanding broadband service and infrastructure for areas identified as unserved or underserved in Illinois.

### ECONOMIC DEVELOPMENT GRANTS

The department's economic development capital granting authority fosters economic growth, creates jobs and improves the well-being of the citizens of Illinois. DCEO will utilize more than \$898 million in economic development funding to provide grants to acquire and rehabilitate properties, build and renovate buildings, encourage and leverage private sector investment, connect and lift up communities, and expand employment and business opportunities for the underserved. DCEO will encourage investment in opportunity zones by granting matching funds for infrastructure, utility, remediation and other site preparedness-related costs for affordable housing, community development and commercial real estate projects that will create jobs and growth.

DCEO's fiscal year 2021 competitive grant process will emphasize investment in the Governor's six targeted industries. DCEO will:

- Support construction of facilities that encourage collaboration between researchers and industry while encouraging commercialization of cutting-edge agriculture technology products in communities across the state;
- Invest heavily in green infrastructure;
- Work with cities across Illinois to develop competitive urban centers to attract technology talent;

# Agency Budget Detail: Department Of Commerce And Economic Opportunity

- Invest in manufacturing workforce training infrastructure at community colleges;
- Renovate and upgrade education and healthcare facilities; and
- Provide grants for Illinois transportation companies to purchase and implement state-of-the-art technologies.

## MINORITY-OWNED SMALL BUSINESS GRANTS

Access to capital remains one of the most challenging barriers to the establishment of minority-owned businesses. It inhibits economic growth in minority and underserved communities in Illinois and throughout the country. The fiscal year 2021 budget includes \$30 million in reappropriations to invest in, provide support to, and take down barriers for minority-owned businesses and start-ups in economically disadvantaged populations.

In calendar year 2019, DCEO posted two Notice of Funding Opportunities, beginning a competitive application process that will equip minority-owned businesses and community anchors with the resources to create jobs, build scale and capacity, increase revenues, and expand regionally. A \$10 million round of grant funding was opened for both fledgling and established minority-owned businesses to bid for necessary public infrastructure projects in the underserved communities where they are located. An additional \$5 million in funding was made available for incubators who serve or aim to include minority-owned businesses. Future rounds of funding will be posted throughout the Rebuild Illinois capital plan.

## EMERGING TECHNOLOGY ENTERPRISES PROGRAM

The Emerging Technology Enterprises Program supports the start and expansion of emerging technology companies in Illinois, including high-tech research and development, and the commercialization of technology-based products and services. The fiscal year 2021 recommended budget includes \$52 million in dedicated reappropriations for emerging technology enterprises.

Funding will also be devoted to build wet labs throughout Illinois. Illinois has been a global leader in life sciences for nearly a century and is home to some of the top hospitals in the country. However, in recent years, the state has experienced an exodus of life sciences research and development talent. Wet labs, or lab space suitable for handling hazardous “wet” chemicals, are critical for the life and health sciences to thrive but require large amounts of physical space and are costly to build. Other states are outpacing Illinois in their investment in physical wet labs and other shared innovation spaces. The Rebuild Illinois capital plan will build wet labs that will be shared by corporations, university researchers and start-ups.

## PUBLIC INFRASTRUCTURE GRANTS

High quality, well-functioning infrastructure is a necessity for a growing economy. Public infrastructure grants are designed to strengthen and modernize public structures like roads, sewer and water mains, bridges, and public transportation. The department is focusing on projects that hold potential to support regional economic growth, encourage job growth and business vitality, and drive investments in regions with the highest poverty and unemployment.



The City of Sterling received a public infrastructure grant for use toward a downtown riverfront redevelopment project

Public infrastructure grants provide dollars to local governments, school districts and community-based providers for a wide variety of infrastructure improvements, street, highway, and bridge improvements, and park district and recreation improvements that benefit the public, encourage investment and drive economic growth. The fiscal year 2021 recommended budget includes more than \$100 million in reappropriated funding for public infrastructure grants. In addition, DCEO is working with the Illinois

# Agency Budget Detail: Department Of Commerce And Economic Opportunity

Department of Transportation (IDOT) to invest \$150 million in public port district development to offer superior logistics, attract and retain business, and drive investments across Illinois.

## EDUCATIONAL AND SCIENTIFIC GRANTS

Educational and scientific grants are specifically for development and improvement of educational, scientific, technical and vocational programs, including grants for schools, universities, community colleges and libraries. Project examples include upgrading structures to ensure accessible inclusivity, rehabilitating facilities to accommodate additional training and workforce activities, and addressing life health and safety concerns at educational facilities. This funding can also be used to provide construction upgrades for vocational educational programs.



Depiction of an accessible inclusive playground in Arlington Heights, funded by a grant from DCEO

As part of the Rebuild Illinois capital plan, DCEO will develop a competitive grant program to strengthen the manufacturing industry in Illinois, which remains the largest contributor to the state's output despite facing considerable headwinds. The DCEO capital plan will strengthen the manufacturing industry in Illinois by establishing two manufacturing training academies at downstate community colleges to serve high school and community college students as well as job training participants.

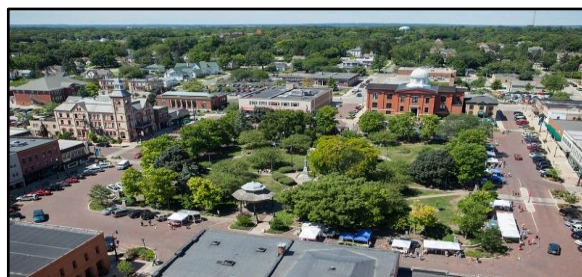
## ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

The Illinois Works Jobs Program Act established the Illinois Works Pre-Apprenticeship Program, which is tasked with increasing the number of apprentices and construction workers in the building trades from historically underrepresented populations in Illinois. This program will train workers for employment in the construction and building trades.

A \$25 million reappropriation is proposed in the fiscal year 2021 budget, allowing DCEO to work with community organizations and educational institutions to establish a network of pre-apprenticeship skills training. Additionally, DCEO will lead the effort to establish the Illinois Works Bid Credit Program, allowing contractors and subcontractors to earn bid credits for employing apprentices who have completed the Illinois Works Pre-Apprenticeship Program. Earned bid credits can be used toward future bids for public works projects contracted by the state or an agency of the state.

## COMMUNITY DEVELOPMENT GRANTS

DCEO distributes community development grants to local governments, school districts and community-based providers for targeted infrastructure projects such as water and sewer projects, street, highway and bridge improvements, and park district and recreational improvements. These grants are intended to bolster the state's economy, promote a clean air and water environment, and improve the overall quality of life throughout the State of Illinois.



Community development improvements completed in 2019 in the City of Woodstock, Historic Park Square

Rebuild Illinois included \$15 million for a human services-related community development infrastructure grant program. This program will focus on upgrading facilities that provide a range of social services to vulnerable and special needs populations. DCEO is working with the Department of Human Services to identify the needs of communities eligible for grants.

# Agency Budget Detail: Department Of Commerce And Economic Opportunity

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**Fiscal Year 2021 Recommended Appropriations for the  
Department of Commerce and Economic Opportunity  
(\$ thousands)**

| Fund                           | New<br>Appropriations | Reappropriations   | Total              |
|--------------------------------|-----------------------|--------------------|--------------------|
| <b>Bonded</b>                  |                       |                    |                    |
| Build Illinois Bond Fund       | 0.0                   | 2,310,681.7        | 2,310,681.7        |
| Capital Development Fund       | 0.0                   | 57,503.1           | 57,503.1           |
| <b>Pay-as-you-go</b>           |                       |                    |                    |
| Illinois Works Fund            | 0.0                   | 25,000.0           | 25,000.0           |
| Rebuild Illinois Projects Fund | 0.0                   | 390,200.0          | 390,200.0          |
| <b>Total</b>                   | <b>0.0</b>            | <b>2,783,384.8</b> | <b>2,783,384.8</b> |

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# Agency Budget Detail: Department of Natural Resources

## DEPARTMENT OF NATURAL RESOURCES

One Natural Resources Way  
Springfield, IL 62794  
217.782.6302  
[www.dnr.illinois.gov](http://www.dnr.illinois.gov)



### MAJOR RESPONSIBILITIES AND MISSION

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

### FIVE-YEAR PLAN

After years of limited investment in state park and historic site infrastructure, the passage of Rebuild Illinois represents an opportunity for DNR to execute annual infrastructure programming that is sustainable, consistent and addresses the variety of natural and cultural resource projects under the department's purview.

The Rebuild Illinois capital plan included over \$260 million for DNR to issue new grants, begin new projects and expand existing programs. All aspects of department-managed capital programming will be supported in the coming years. Funding enacted in fiscal year 2020 provides for increased investment in state-owned parks and historic sites, allowing DNR to maintain and improve its system infrastructure so that citizens across Illinois can continue to enjoy these sites for years to come. Rebuild Illinois funding also allows for new recreational and cultural grants, expands water resources planning and management projects, supports state land acquisitions, and enhances environmental and resource conservation programs over the next five years.

DNR also received \$81.7 million in new appropriation authority in fiscal year 2020 for pay-as-you-go capital programs such as Open Space Lands Acquisition and Development (OSLAD) grants, the abandoned mined lands program, and other recreation, conservation and habitat grants. These initiatives will see new annual funding that will allow DNR to continue supporting local and state-owned infrastructure and habitats throughout Illinois.

### FISCAL YEAR 2021 CAPITAL BUDGET

#### BUDGET HIGHLIGHTS

The fiscal year 2021 proposed budget provides funding for a complete DNR capital program and recommends the reappropriation of outdoor grant projects, flood hazard mitigation buyouts, mined lands reclamation, and recreational trail and water resources programming. New pay-as-you-go appropriations are also included, allowing the department to carry out projects and programming that are both core to its mission and can allow for federal match or reimbursement.

The recommended fiscal year 2021 capital budget contains the continuation of Rebuild Illinois projects and programs, including:

- The Public Museum Capital Grant Program;
- Park and recreational facility construction grants;
- Land acquisition under the Open Land Trust Program;

# Agency Budget Detail: Department of Natural Resources

- Water resources programming including state-owned dam and waterway projects, flood control and flood mitigation;
- Abandoned oil well plugging; and
- Other resource conservation and improvement projects.

Additionally, more than \$77 million in new appropriation authority for DNR pay-as-you-go programs is recommended in fiscal year 2021, which includes \$29 million for new Open Space Lands Acquisition and Development grants.

## CULTURAL AND RECREATIONAL GRANT PROGRAMS

DNR is responsible for managing and coordinating various recreational grant programs. These programs disburse both federal and state funds to enhance and improve recreational amenities through a competitive selection process.

## 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. Grants support projects from small neighborhood parks and tot-lots to large community and county parks. A \$29 million appropriation is recommended in the fiscal year 2021 budget to support new projects statewide. Funding through this program supports up to 50 percent of project costs. So far in fiscal year 2020, DNR has awarded nearly \$29 million in OSLAD grants for 85 new projects, resulting in a total investment of over \$56 million through the 2020 grant cycle alone. One of this year’s OSLAD grant recipients was the Springfield Park District, which will receive \$400,000 for redevelopment of Iles Park.

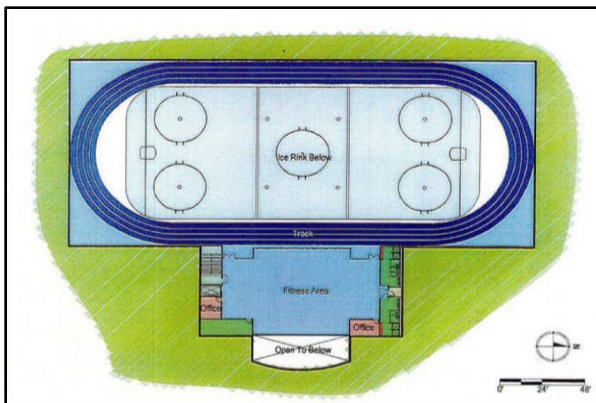


OSLAD site plan for Iles Park in Springfield



# Agency Budget Detail: Department of Natural Resources

## PARK AND RECREATIONAL FACILITY CONSTRUCTION GRANTS



Drawing of the City of Edwardsville's planned indoor recreation center

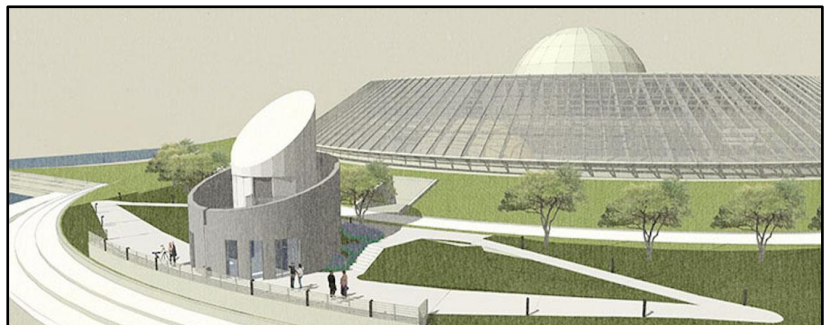
Rebuild Illinois provided \$50 million to allow DNR to issue new Park and Recreational Facility Construction (PARC) grants beginning in fiscal year 2020. Projects through the PARC program focus on park infrastructure and building construction, reconstruction and rehabilitation, and are available to units of local government as a reimbursement of allowable costs. PARC grants provide for reimbursement of up to 75 percent of project costs, with 90 percent available to disadvantaged local governments. DNR anticipates \$25 million will be available to fund new grants in fiscal year 2020.

In October of fiscal year 2020, DNR announced approval of over \$10 million in PARC grant funding to support projects around the state. This includes the City of Edwardsville, which received \$2.5 million for construction

of its first indoor recreation facility located near the Madison County Transit Bike Trail and Governor's Parkway. The facility will feature an indoor ice-skating rink and an elevated 175-meter, four-lane track with a 3,000-square-foot physical fitness center. Other PARC-funded projects could begin in 2020, including projects for the Chicago Park District, the Oswegoland Park District, the Village of Rantoul and the Village of Villa Grove.

## PUBLIC MUSEUM CAPITAL GRANT PROGRAM

Museums play a vital role in helping Illinois students, families and visitors better understand the culture, history and natural heritage of local communities and of our state. DNR's Public Museum Capital Grant Program is designed to help public museums in Illinois expand and upgrade facilities and create new exhibits to better fulfill their mission.



Rendering of the planned Doane Observatory renovations

The fiscal year 2020 Rebuild Illinois appropriation of \$50 million will provide two new rounds of awards. DNR anticipates accepting applications for the program beginning in March 2020 and continuing with further rounds in fiscal year 2021. These grants are available to accredited, nonprofit public museums that have been open for at least two years. Recipients of the last round of funding for museum grants include the City of Grafton, the Town of Normal Children's Discovery Museum Foundation and the Adler Planetarium. In 2014, DNR's Public Museum Capital Grant Program allowed for the completion of the first phase of the planetarium's Doane Observatory renovations.

# Agency Budget Detail: Department of Natural Resources

## OTHER RECREATIONAL GRANTS

In addition to its role overseeing the grant programs previously highlighted, DNR is also responsible for issuing pay-as-you-go funded grants to support recreational and outdoor programming. Annual funding is available for these programs due to the dedicated revenue streams that support them.

| Grants  | Description  |
|---|--|
| <p align="center"><b>Boating Grants</b></p>               | <p>Boat access area development grants are issued for development and land acquisition for local units of government to develop public boat access facilities.</p> <p>The Boating Infrastructure Grant Program is a federal assistance grant program supporting the development of large, transient boating facilities on Illinois waterways.</p> <p>The Clean Vessel Program is a federal assistance program supporting installation of environmentally safe and responsible pump-out facilities at boating facilities and marinas.</p> |
| <p align="center"><b>Bike Path Development Grants</b></p> | <p>This program supports local governments in the acquisition, development and renovation of dedicated bicycle paths.</p>  |
| <p align="center"><b>Off-Highway Vehicle Grants</b></p>   | <p>This program provides financial assistance to local governments for acquisition, development and maintenance of designated public off-highway vehicle parks for recreational purposes.</p>  |
| <p align="center"><b>Recreational Trails Grants</b></p>   | <p>This program provides federal assistance for the acquisition and development of public multi-purpose trails, with specific parameters for non-motorized, motorized and combined recreation.</p>   |
| <p align="center"><b>Snowmobile Grants</b></p>            | <p>Local government grants provide funding for snowmobile trail and facility development.</p> <p>Snowmobile trail establishment grants provide assistance to local non-profit organizations supporting the development and maintenance of public trails.</p>   |

## STEWARDSHIP OF NATURAL AND CULTURAL RESOURCES

Illinois has a wide array of state parks, fish and wildlife areas, conservation and recreation areas, and state forests, with an even wider array of natural features and outdoor recreation opportunities. Illinois state parks feature some unique landscapes in America, including the Lake Michigan shore at Illinois Beach, the river bluff vistas above the Mississippi River at Mississippi Palisades, the canyons and waterfalls at Starved Rock, the rare plants on the hill prairies of Jim Edgar Panther Creek, the sandstone walls of Giant City, and the internationally renowned bottomland swamps along the Cache River.

The department manages and maintains over 330 parks, fish and wildlife areas, state forests, state trails, natural areas, and recreational sites totaling over 376,000 acres of land and water. DNR also oversees 56 historic sites and memorials across the state. An estimated \$435 million in deferred maintenance needs have accumulated at state parks and sites. Funding provided by Rebuild Illinois will allow DNR to address this backlog and allow Illinois citizens around the state to enjoy its facilities well in to the future. Additionally, DNR will continue to invest in resource conservation programs that focus on enhancement or preservation of natural resources and habitats.

# Agency Budget Detail: Department of Natural Resources

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Phlox plants at Giant City State Park in Makanda

## STATE PARKS AND HISTORIC SITES

Rebuild Illinois provided the Capital Development Board (CDB) with funding to address statewide deferred maintenance needs. Although DNR undertakes and manages routine maintenance and projects to upgrade its facilities, the department also frequently partners with CDB to accomplish larger scale projects and initiatives. Currently, CDB is managing nearly 60 projects for DNR, from roofing system replacements to sewage treatment facilities and power plants. Investments in state parks and historic sites will continue through funding provided by Rebuild Illinois.

## 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 in the state, with dunes, sprawling marshes, forests of oak and 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. Illinois Beach State Park has a unique geological setting and provides a protected habitat for many rare and endangered plant species. Shoreline protection work is needed before too much of the habitat is lost to the lake. Rebuild Illinois provided \$45 million for DNR and CDB to address shoreline stabilization at Illinois State Beach. This project will implement measures to protect against erosion and dune loss while preserving the unique character of the site.

## EAGLE CREEK STATE PARK

Situated on the shores of Lake Shelbyville in Shelby County, Eagle Creek State Park provides numerous activities for the visiting public including camping, picnicking, hiking, boating, fishing and golf. DNR is planning to develop sustainable lodging facilities at the park through construction of cabins and a meeting and dining facility. Efforts to determine the optimal size and location of cabins and associated elements are underway.

# Agency Budget Detail: Department of Natural Resources

## BLACK HAWK HISTORICAL AREA



Close-up of damaged wood framing, found throughout the lodge, which will be replaced

Black Hawk State Historic Site in Rock Island commemorates Native Americans of the area, particularly the Sauk and Mesquakie (Fox) who lived there from 1750 to 1831. The site includes a unique 100-acre designated nature preserve, consisting of an oak-hickory forest with numerous woodland flowers and bird species. Additionally, the Watch Tower Lodge, built between 1934 and 1942 by the Civilian Conservation Corps and the State of Illinois, is a rough-hewn timber lodge, with a main room featuring vaulted ceilings and two floor-to-ceiling stone fireplaces. The lodge houses Native American exhibits, depictions and artifacts. Currently, the complex has no efficient system to monitor or regulate the lodge's environment, and the heating system is run-down and compromised. Additionally, water infiltration has caused window and floor conditions to deteriorate and temporary

solutions have been ineffective. An ongoing \$1.7 million investment will allow CDB and DNR to install a heating and cooling system with digital controls, including precise humidity control for the artifact room. Work at this site will also provide for replacement of deteriorated wood windows and doors, and repair and restoration of affected wood floors.

## CAHOKIA MOUNDS STATE HISTORIC SITE

Cahokia Mounds State Historic Site in Collinsville preserves the central section of the largest prehistoric Native American city north of Mexico. Cahokia Mounds retains 70 of the original 120 mounds built by Native Americans. The temperature control system dates back to 1988 and is inefficient, limiting DNR's ability to monitor and control heating and cooling. To address this, a \$3.1 million initiative is underway for CDB to replace the HVAC and control systems, as well as replacing electrical panels and retrofitting light fixtures. This will allow DNR to enhance energy efficiency and conserve electricity.

## RESOURCE CONSERVATION PROGRAMMING

DNR oversees various initiatives designed to protect, acquire, enhance, or manage wildlife habitats and natural areas. These include:

- **Forestry Programs** that provide federal and state funding assistance for timber growers and promote stewardship of forests around the state;
- **Habitat Programs** that provide local grants and support DNR in its mission to acquire and improve critical habitat throughout the state;
- **Non-game Wildlife Protection** activities that improve and enhance non-game species preservation. Non-game species are wildlife that are not commonly pursued or consumed for sport or profit including songbirds and hawks, snakes, and certain species of fish;
- **Waterfowl Programs** that enhance and preserve the nesting and rearing habitats throughout the Mississippi Flyway; and
- **Pheasant and Furbearer Programs** that support acquisition, development and education about these species.

# Agency Budget Detail: Department of Natural Resources

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## ILLINOIS CONSERVATION RESERVE ENHANCEMENT PROGRAM

As a partnership between DNR and the U.S. Department of Agriculture, the Conservation Reserve Enhancement Program (CREP) is designed to help farmers improve water quality in Illinois Rivers and restore bottomland habitat through conservation easements. The department works with the Nature Conservancy, Ducks Unlimited and other contributors to restore wildlife habitats and reduce soil erosion. DNR is currently working to re-establish its partnerships with Soil and Water Conservation Districts across the state and restore enrollments that terminated in past years due to lack of funding. The Rebuild Illinois appropriation of \$20 million will allow for expanded enrollment in the program beginning in fiscal year 2021.

## STATEWIDE LAND ACQUISITION

Ongoing loss of prime habitat poses a major concern for Illinois' wildlife. Once developed, land is difficult to restore to its prior condition, and the loss of species can never be replaced. To address this, DNR seeks to provide public lands for recreational uses, cultural preservation and habitat protection, managing over 400 separate sites throughout the state. The fiscal year 2021 budget recommends the reappropriation of \$25 million in Rebuild Illinois funding to allow DNR to invest in land acquisition in the coming years.

## ABANDONED OIL WELL PLUGGING

There are approximately 4,000 unplugged abandoned oil wells in Illinois which pose a threat to public health and safety. The well plugging initiative protects ground water and surface resources by properly sealing unplugged wells that are an avenue for the migration of crude oil, saltwater and natural gas into the ground water and surface water systems.

Previous funding levels allowed the department to plug fewer than 20 wells each year. At that rate, it would take over 150 years to plug the known abandoned wells in the state. Through a Rebuild Illinois appropriation of \$40 million, DNR is preparing a comprehensive program to plug these wells within 10 years through a combination of grants to landowners and direct contracts. At this time, the initiative is being redefined with new rules and guidelines with a targeted roll-out to occur in fiscal year 2021.

## ABANDONED MINED LANDS PROGRAM

DNR oversees mined land regulation and reclamation throughout the state through its Office of Mines and Minerals. The office operates the Abandoned Mined Lands Program, which is funded through a special production fee on active coal mining. The federal Office of Surface Mining Reclamation and Enforcement collects these fees on a per-ton basis and returns the money to the state in the form of reclamation grants. DNR assesses abandoned mined lands for reclamation throughout the state; when an abandoned mine displays a problem that qualifies it for reclamation, it is inventoried and prioritized according to imminent harm to public safety and environmental safety. The fiscal year 2021 budget recommends \$14.5 million in new appropriation authority and over \$43 million in reappropriations to fund grants and contracts for research, planning and construction to eliminate the hazards of abandoned mines.

## WATERWAYS, LOCKS AND DAMS, AND FLOODPLAIN MANAGEMENT

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

# Agency Budget Detail: Department of Natural Resources

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## ECOSYSTEM RESTORATION

Most major river systems in Illinois have been adversely impacted by modification of their natural flow through channelization, construction of locks and dams, and installation of protective levees by the U.S. Army Corps of Engineers (Corps). Though these modifications are needed for commercial navigation of the rivers and protection of communities in flood prone areas, the resulting sediment accumulation and elimination of natural flood and drying cycles has destroyed much of the fish and wildlife habitat value along these rivers. To mitigate this damage, the Corps undertakes habitat rehabilitation and enhancement projects for the Upper Mississippi River system. State funding through DNR acts as the local match on these projects.

Ecosystem restoration projects provide improved water quality and support for fish, waterfowl, aquatic mammals and wading birds' food and breeding habitats. DNR received \$22.9 million in Rebuild Illinois for partnership cost-sharing with the Corps. After nearly five years of inactivity, DNR is working with the Corps to determine execution options for defined projects along the Mississippi and Illinois rivers and major tributaries for this revived initiative.

## FLOOD MITIGATION BUYOUT PROGRAM AND FLOOD CONTROL PROJECTS

DNR's flood mitigation buyout program allows for acquisition of repetitive flood prone structures. The program received an additional \$10 million through Rebuild Illinois. DNR is actively pursuing agreements with various flood communities to identify and process the acquisitions. The federal declaration of a flood disaster in Illinois in 2019 may increase demand for buyouts, and affected communities are being evaluated for eligible structures. By reducing the number of repetitive flood damage claims and decreasing the amount of flood fighting and rescue actions required during flood events, this program has saved taxpayers millions of dollars in loss avoidance.

Other flood control projects assist local governments by implementing flood control initiatives independently or in cooperation with federal agencies. Flood control projects help prevent flooding, rebuild deteriorated infrastructure and encourage renewed economic development in flood prone communities. Rebuild Illinois provided DNR with an additional \$21.4 million for these projects. DNR also participates in the improvement of state rivers for the purpose of regulating and controlling flood and low-water flows. These projects are prioritized based on minimizing environmental impact, leveraging state expenditures for maximum benefits at the least possible cost, and local interest and investment of funds.

## STATE-OWNED DAM AND WATERWAY PROJECTS

Dam and waterway projects allow for the removal of unnecessary dams, restoring Illinois' rivers to more free-flowing channels. The outcomes of these projects include increased fish and aquatic life diversity and elimination of deadly undercurrents that are a threat to paddlers and fishing enthusiasts. The projects also improve publicly owned locks and dams, navigation channels, and pumping stations, which assure adequate dam safety and maintenance. The \$19.3 million provided by Rebuild Illinois for these projects will be reappropriated in fiscal year 2021.

## BRANDON ROAD PROJECT

Asian carp were brought to the United States through aquaculture facilities as a way to deal with algae in water tanks. As a result of flooding, an escape happened in the late 1970s which introduced the fish to the Mississippi River, and they have migrated northward ever since. After a five-year study, the federal government approved a plan aimed at keeping Asian carp out of the Great Lakes.

# Agency Budget Detail: Department of Natural Resources

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The Great Lakes and St. Lawrence states and provinces are working with the Corps to keep invasive Asian carp out of the lakes. As proposed by the Corps, the Brandon Road Lock and Dam in Joliet will serve as a choke point in the fight against Asian carp. A project to implement a multifaceted barrier system to prevent the fish from entering the Great Lakes has been discussed. This project would include an electric barrier, underwater sound, an air bubble curtain and a flushing lock in a newly engineered channel designed to prevent invasive carp movement while allowing shipping into and out of the Great Lakes.

\$2.5 million was included in Rebuild Illinois to allow DNR to continue partnering with the Corps on Brandon Road preconstruction, engineering and design as part of efforts to mitigate the threat of Asian carp on Lake Michigan.



Brandon Road Lock and Dam in Joliet

# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2021 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

| Fund   | New Appropriations | Reappropriations | Total            |
|--|--------------------|------------------|------------------|
| <b>Bonded</b>  |                    |                  |                  |
| Build Illinois Bond Fund                                     | 0.0                | 75,321.4         | 75,321.4         |
| Capital Development Fund                                     | 0.0                | 290,025.3        | 290,025.3        |
| <b>Pay-as-you-go</b>   |                    |                  |                  |
| Abandoned Mined Lands Reclamation Council Federal Trust Fund | 13,000.0           | 34,093.7         | 47,093.7         |
| Abandoned Mined Lands Reclamation Set-Aside Fund             | 1,500.0            | 0.0              | 1,500.0          |
| Adeline Jay Geo-Karis Illinois Beach Marina Fund             | 375.0              | 0.0              | 375.0            |
| Forest Reserve Fund  | 500.0              | 0.0              | 500.0            |
| Illinois Forestry Development Fund                           | 925.0              | 6,540.9          | 7,465.9          |
| Illinois Habitat Fund  | 1,600.0            | 10,728.7         | 12,328.7         |
| Illinois Wildlife Preservation Fund                          | 500.0              | 2,384.0          | 2,884.0          |
| Land and Water Recreation Fund                               | 3,500.0            | 12,884.1         | 16,384.1         |
| Natural Areas Acquisition Fund                               | 6,000.0            | 12,768.0         | 18,768.0         |
| Off-Highway Vehicle Trails Fund                              | 350.0              | 1,335.5          | 1,685.5          |
| Open Space Lands Acquisition and Development Fund            | 29,000.0           | 44,016.1         | 73,016.1         |
| Park and Conservation Fund                                   | 15,250.0           | 91,172.6         | 106,422.6        |
| Partners for Conservation Projects Fund                      | 0.0                | 2,080.6          | 2,080.6          |
| Rebuild Illinois Project Fund                                | 0.0                | 40,000.0         | 40,000.0         |
| Plugging and Restoration Fund                                | 250.0              | 0.0              | 250.0            |
| Snowmobile Trail Establishment Fund                          | 120.0              | 362.4            | 482.4            |
| State Boating Act Fund                                       | 2,570.0            | 10,414.6         | 12,984.6         |
| State Furbearer Fund   | 100.0              | 296.1            | 396.1            |
| State Migratory Waterfowl Stamp Fund                         | 800.0              | 3,216.0          | 4,016.0          |
| State Parks Fund   | 150.0              | 3,673.3          | 3,823.3          |
| State Pheasant Fund  | 550.0              | 2,572.4          | 3,122.4          |
| Wildlife and Fish Fund                                       | 200.0              | 452.0            | 652.0            |
| <b>Total</b>   | <b>77,240.0</b>    | <b>644,337.7</b> | <b>721,577.7</b> |



# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2021 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

| Project Description  | FY 2021<br>Recommended New<br>Appropriations |
|--|--|
| <b>Abandoned Mined Lands Reclamation Council Federal Trust Fund</b>  | <b>13,000.0</b>                              |
| Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response  | 13,000.0                                     |
| <b>Abandoned Mined Lands Reclamation Set-Aside Fund</b>  | <b>1,500.0</b>                               |
| Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response  | 1,500.0                                      |
| <b>Adeline Jay Geo-Karis Illinois Beach Marina Fund</b>  | <b>375.0</b>                                 |
| Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina  | 375.0  |
| <b>Forest Reserve Fund</b>   | <b>500.0</b>                                 |
| Statewide - U.S. Forest Service Programs - Provides Pass-Through Payments to Counties Containing National Forests in Lieu of Property Taxes  | 500.0  |
| <b>Illinois Forestry Development Fund</b>  | <b>925.0</b>                                 |
| Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock   | 300.0  |
| Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock                                    | 625.0  |
| <b>Illinois Habitat Fund</b>   | <b>1,600.0</b>                               |
| Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat and to Promote the Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates   | 250.0  |
| Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the "Habitat Endowment Act"  | 1,350.0                                      |
| <b>Illinois Wildlife Preservation Fund</b>   | <b>500.0</b>                                 |
| Purposes of the Illinois Non-Game Wildlife Protection Act  | 500.0  |
| <b>Land and Water Recreation Fund</b>  | <b>3,500.0</b>                               |
| Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government  | 3,500.0                                      |
| <b>Natural Areas Acquisition Fund</b>  | <b>6,000.0</b>                               |
| Statewide - Acquisition, Preservation and Stewardship of Natural Areas   | 6,000.0                                      |
| <b>Off-Highway Vehicle Trails Fund</b>   | <b>350.0</b>                                 |
| Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities that are Open to the Public | 350.0  |
| <b>Open Space Lands Acquisition and Development</b>  | <b>29,000.0</b>                              |
| Statewide - Open Space Lands Acquisition and Development (OSLAD) Grants to Local Governments for Acquisition and/or Development of Land for Public Parks and Open Space - Reserve  | 29,000.0                                     |
| <b>Park and Conservation Fund</b>  | <b>15,250.0</b>                              |
| Construction and Maintenance of State-Owned, Leased and Managed Sites  | 10,000.0                                     |
| Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act   | 1,500.0                                      |
| Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50% of Approved Project  | 1,000.0                                      |

# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2021 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

| Project Description   | FY 2021<br>Recommended New<br>Appropriations |
|---|--|
| <b>Park and Conservation Fund (continued)</b>   | <b>15,250.0</b>                              |
| Statewide - Multiple-Use Facilities and Programs for Conservation Purposes, Including Repair and Maintenance, Rehabilitation and Construction on DNR Sites  | 1,000.0                                      |
| Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses                                    | 1,000.0                                      |
| Statewide - Acquisition, Development and Maintenance of Public Bike Paths on State Lands and to Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects   | 750.0  |
| <b>Plugging and Restoration Fund</b>  | <b>250.0</b>                                 |
| Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act   | 250.0  |
| <b>Snowmobile Trail Establishment Fund</b>  | <b>120.0</b>                                 |
| Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use                                   | 120.0  |
| <b>State Boating Act Fund</b>   | <b>2,570.0</b>                               |
| Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses  | 150.0  |
| Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition   | 725.0  |
| Statewide - Boating Infrastructure Grant Program (BIG-P) -Up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations or Fishing and Recreational Facilities  | 75.0   |
| Statewide - Multiple-Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Up to 75% Federal Reimbursement of Costs for Projects   | 1,500.0                                      |
| Statewide - Snowmobile Trails (Local Government) Grants - Up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State | 120.0  |
| <b>State Furbearer Fund</b>   | <b>100.0</b>                                 |
| Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code  | 100.0  |
| <b>State Migratory Waterfowl Stamp Fund</b>   | <b>800.0</b>                                 |
| Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas   | 300.0  |
| Statewide - Migratory Waterfowl Restoration   | 250.0  |
| Statewide - North American Waterfowl Management Plan (Mississippi Flyway)   | 250.0  |
| <b>State Parks Fund</b>   | <b>150.0</b>                                 |
| Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes - State Match for Federal Recreational Trails Program Projects on Department Sites   | 150.0  |
| <b>State Pheasant Fund</b>  | <b>550.0</b>                                 |
| Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code   | 550.0  |
| <b>Wildlife and Fish Fund</b>   | <b>200.0</b>                                 |
| North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway   | 100.0  |
| Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants per Clean Vessel Act  | 100.0  |
| <b>Total</b>  | <b>77,240.0</b>                              |

# Agency Budget Detail: Illinois Department Of Transportation

## ILLINOIS DEPARTMENT OF TRANSPORTATION

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### MAJOR RESPONSIBILITIES AND MISSION

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

### MULTI-YEAR, MULTI-MODAL PLAN

Illinois' infrastructure has deteriorated significantly in recent years, despite the state's position as the transportation hub of the nation and the sixth most populous state in the United States. The department is now positioned to reverse this decline due to passage of the Rebuild Illinois capital plan in 2019.

State, local and federal investments for transportation make up \$33.2 billion of the \$44.8 billion Rebuild Illinois capital plan. Rebuild Illinois is the first Illinois capital plan to be comprehensively multi-modal, addressing all forms of transportation; roads and bridges, freight and passenger rail, transit systems, waterways, airports, and bicycle and pedestrian facilities.

## FISCAL YEAR 2021 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The recommended fiscal year 2021 capital budget for IDOT totals \$28.0 billion, including \$2.9 billion in new appropriations and \$25.1 billion in reappropriations. With the passage of Rebuild Illinois, IDOT is moving aggressively toward the goals of preserving a safe and reliable transportation system that supports and grows the Illinois economy, and fixing the state's crumbling infrastructure.

### PROPOSED HIGHWAY IMPROVEMENT PROGRAM

Federal guidelines require all states to develop a Transportation Asset Management Plan. This plan must describe how the state's roads and bridges will be managed based on information about system conditions collected in the field, while making key strategic investments to address capacity needs in a financially responsible manner. IDOT's current asset management plan was certified by the Federal Highway Administration on August 29, 2019. Projects included in IDOT's fiscal year 2020-2025 Proposed Highway Improvement Program<sup>1</sup> were identified based on the principles of asset management.

### ROADS AND BRIDGES

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

<sup>1</sup> <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>

# Agency Budget Detail: Illinois Department Of Transportation

In total, there are 2,185 interstate miles that serve the state, making Illinois the third-ranked state in the U.S. for interstate mileage. An additional 15,969 miles of state highways and 7,847 bridges make interstate routes accessible across the entire state. More than 7,200 trucking establishments within Illinois take advantage of this extensive network of highways.

The following projects provide a sample of important improvements included in the proposed program.

## INTERSTATE 80 PROJECTS

### I-80 FROM RIDGE ROAD TO U.S. 30

Preliminary engineering and environmental studies are anticipated to be completed in early 2020 to develop a long-term solution for I-80 from Ridge Road to U.S. 30 through Kendall, Grundy and Will counties. These improvements will include reconstruction of the interstate, interchange improvements, the addition of auxiliary lanes and the replacement of the existing bridges carrying I-80 over the Des Plaines River.

Funding for the remaining engineering and construction was included in Rebuild Illinois at approximately \$1.1 billion.



Governor Pritzker at the I-80 bridge in Joliet

### I-80 AT U.S. 30 INTERCHANGE

In 2018, IDOT began construction on a \$47.1 million project for the interchange reconstruction of I-80 at U.S. 30 in New Lenox with the assistance of a \$43.0 million grant from the Illinois Competitive Freight Program. The improvements include a complete reconstruction of the interchange, the extension of the six-lane cross section west though the interchange, as well as a pedestrian and bicycle overpass carrying the Old Plank Road Trail.

### HOUBOLT ROAD BRIDGE

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

The historic agreement was the result of the teamwork between IDOT, CenterPoint, the City of Joliet and Will County. Under the agreement, CenterPoint will fund, build and operate a new toll bridge on Houbolt Road over the Des Plaines River and the BNSF Railroad tracks at a cost of \$150 million to \$170 million.

IDOT will contribute funds to 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 completed, 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 dollars in freight activity annually. Construction is expected to begin in 2020, with the bridge opening to traffic in late 2021 or early 2022.

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 new bridge will relieve congestion on roads not built for heavy truck traffic, answer the safety concerns expressed by local communities, and improve the flow of goods and services throughout the region.

# Agency Budget Detail: Illinois Department Of Transportation

## I-190 BESSIE COLEMAN DRIVE TO I-90

Interstate 190 currently provides the primary access to O'Hare International Airport, which serves more than 190,000 passengers each day and more than 50,000 airport employees. Numerous aviation facilities and other related industries are located in the immediate vicinity. The interstate also serves as a critical link for the regional transportation network through Interstate 90, Interstate 294 and Mannheim Road, providing key access to economic centers in Rosemont, Schiller Park, Des Plaines and throughout the northwest metropolitan area. It is estimated that O'Hare generates in excess of 455,000 jobs for the Chicago region and up to 20 percent of the employment in the immediate surrounding area. The River Road District, Allstate Arena and Rivers Casino are significant generators of jobs and traffic in Rosemont during events.



O'Hare International Airport and I-190

I-190 will be reconstructed and widened from the O'Hare taxiway bridges to Cumberland Avenue. Eastbound modifications will include the addition of a collector-distributor road to I-190 from west of Bessie Coleman Drive to I-294. The existing cloverleaf interchange for I-190 at Mannheim Road will be reconfigured as a directional interchange to improve safety and reduce stormwater runoff. A new Cumberland Avenue flyover ramp will be built to allow eastbound I-90 traffic exiting to Cumberland Avenue to flow over I-190 instead of passing through merging I-190 eastbound traffic.

The existing eastbound bridge over the Des Plaines River will be removed and replaced with a wider structure to better allow traffic mergers from the River Road ramp. The new structure will include a three-span steel plate girder bridge in place of the existing four-span bridge, which will better accommodate the widened road and ramp taper. The current arrangement of a center pier in the middle of the river will be replaced with two piers at the edges of the river banks, which will significantly cut down on impacts to the river water surface elevation.

The reconstruction of westbound I-190 consists of adding new ramps from I-190 westbound to Mannheim Road, alleviating the traffic congestion on I-190, and modifying the interchange of I-190 and Bessie Coleman Drive to provide direct access from I-190 westbound to O'Hare's international terminal.

Several advance projects already have been completed, including the reconstruction of the Mannheim Road Bridge, the Wisconsin-Central Railroad Bridge, the drainage pump station and outfall sewer, Mannheim Road from Illinois 72 to Illinois 19, the Balmoral Avenue extension, the relocation of the Automated Transport System (ATS) pier and the I-90 Cumberland Avenue flyover.

The remaining I-190 mainline reconstruction is fully funded at approximately \$561 million through Rebuild Illinois and is expected to commence in 2020.

## INTERSTATE 55 FROM ILLINOIS 129 TO LORENZO ROAD

Preliminary engineering and environmental studies are currently underway for the improvement of two interchanges on Interstate 55 at Lorenzo Road and Illinois 129 to accommodate the rise in economic activity from increased intermodal traffic in Will County. The I-55 traffic volume is approaching 30,000 vehicles per day, and volume on the entrance and exit ramps at the Lorenzo Road and Illinois 129 interchanges is reaching up to 5,000 vehicles per day.

# Agency Budget Detail: Illinois Department Of Transportation

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This improvement is fully funded as part of Rebuild Illinois at approximately \$123 million. Preliminary engineering and environmental studies are expected to be complete by the end of 2021. Current engineering efforts are targeted to enable a contract letting in the later years of IDOT's multi-year program covering fiscal years 2020 through 2025, contingent on plan readiness and land acquisition.

## **INTERSTATE 55 AT AIRPORT ROAD/LOCKPORT ROAD AND AT ILLINOIS 126**

This project's preliminary engineering and environmental studies are led in a joint effort by the villages of Romeoville, Bolingbrook and Plainfield in conjunction with IDOT. The purpose of the proposed project is to provide improved access to I-55 between U.S. 30 and Weber Road. The preliminary preferred alternative for the project is to construct a single-point urban interchange at Airport/Lockport Road and to replace the existing partial-access interchange at Illinois 126 with a full-access diamond interchange. Both interchange projects are funded in Rebuild Illinois at a total cost of approximately \$180 million.

## **U.S. 12/20 (95TH STREET) AT STONY ISLAND AVENUE**

Preliminary engineering and environmental studies have been completed to improve U.S. 12/20 (95th Street) at Stony Island Avenue intersection in Chicago. The purpose of the project is to improve safety for all modes of transportation moving through the area, improve traffic flow, reduce drainage problems and enhance economic development.

The corridor is developed with a mix of commercial and industrial uses. This project addresses a total of six overpass railroad bridges in the corridor. Four of the bridges span Stony Island Avenue and two span 95th Street. Stony Island Avenue is three lanes in each direction north and south of the corridor, but narrows to two lanes in each direction in the area intersecting 95th Street. This creates a bottleneck for the nearly 60,000 cars and trucks that use Stony Island Avenue each day. Additionally, the sidewalk is not continuous along 95th Street even though there is a relatively high volume of pedestrian traffic related to five Chicago Transit Authority bus routes that service the intersection. Bus stops are located on the northwest and northeast quadrants as well as on the eastbound, westbound and northbound approaches.

The proposed improvement consists of widening Stony Island Avenue to three through lanes in each direction from south of 95th Street to 94th Street to match the existing number of lanes to the north and south of the project. This will involve replacing the railroad overpass bridges immediately north of 95th Street on Stony Island Avenue to accommodate the additional through lanes and widening 95th Street east of Stony Island Avenue to improve left-turn lanes and signal operations. These improvements are anticipated to result in a 72 percent reduction in traffic delays through the intersection. The proposed improvement also includes drainage enhancements to address flooding issues, and improved pedestrian accessibility and connectivity within the project limits, including connections to CTA routes.

This improvement is fully funded at approximately \$92 million as part of Rebuild Illinois, and is planned to begin in the later years of the current multi-year program.

## **ILLINOIS 47 FROM U.S. 14 TO ILLINOIS 120**

Preliminary engineering and environmental studies were completed in 2019 for a project to reconstruct and widen Illinois 47 to provide two lanes in each direction separated by an 18-foot raised median with a new drainage system. There will be three roundabouts at Lake Street, McConnell Road and Judd Street/Irving Avenue. The Illinois 120 intersection will remain signalized for better operational efficiency. Sidewalks and bike paths are included in the planned improvement.

This improvement is fully funded as part of Rebuild Illinois at an estimated cost of \$57.6 million, and targeted to begin in the middle years of the current multi-year program.

# Agency Budget Detail: Illinois Department Of Transportation

## INTERSTATE 74 MISSISSIPPI RIVER BRIDGE

Construction started in 2017 on the new Interstate 74 Mississippi River Bridge, a joint project between Illinois and Iowa that is on an expedited schedule and due to be completed in 2020.

The I-74 corridor serves as a principal highway route through the Quad Cities, accommodating regional, local and interstate traffic. The corridor also serves as the most highly utilized crossing of the 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 at the I-74 bridge

Considerable progress has been made since construction started. Arch placement began on the new main westbound span in late 2018. Stage two construction operations started in 2019, consisting of constructing and completing all westbound pavement and structures throughout the corridor. Throughout stage two westbound construction, I-74 westbound will be closed, with traffic detoured to Interstates 280 and 80. Limited local access will be maintained over the existing I-74 bridge between Moline and Bettendorf.

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.

The Illinois share of this \$1.2 billion project is estimated at \$504.0 million.

## INTERSTATE 55 IN SPRINGFIELD

With average daily traffic of more than 56,000 vehicles, IDOT is investigating ways to relieve traffic congestion and increase public safety for residents and motorists who travel along I-55 through Springfield. Specifically, IDOT is studying ways to improve the interstate through Springfield and Sangamon County from south of the Sixth Street interchange to north of the Sherman Boulevard interchange. IDOT will evaluate the capacity of the road and its interchanges, as well as the need for interchange improvements and other traffic enhancements. It is anticipated that the planning phase for this project will be completed in early 2021.

This sizable project is anticipated to be constructed in sections. Under the current multi-year program, the first section is funded at a cost of \$137.4 million. This will fund engineering and construction work, including construction of additional lanes. The total cost for the project is estimated to be more than \$750 million, and is made possible by Rebuild Illinois.

## JANE BYRNE INTERCHANGE

The Jane Byrne Interchange is located within 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 typical

# Agency Budget Detail: Illinois Department Of Transportation

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lifecycle for a facility of its type. The volume of traffic that moves through the interchange significantly impacts congestion and levels of service on roads throughout the region on a daily basis.

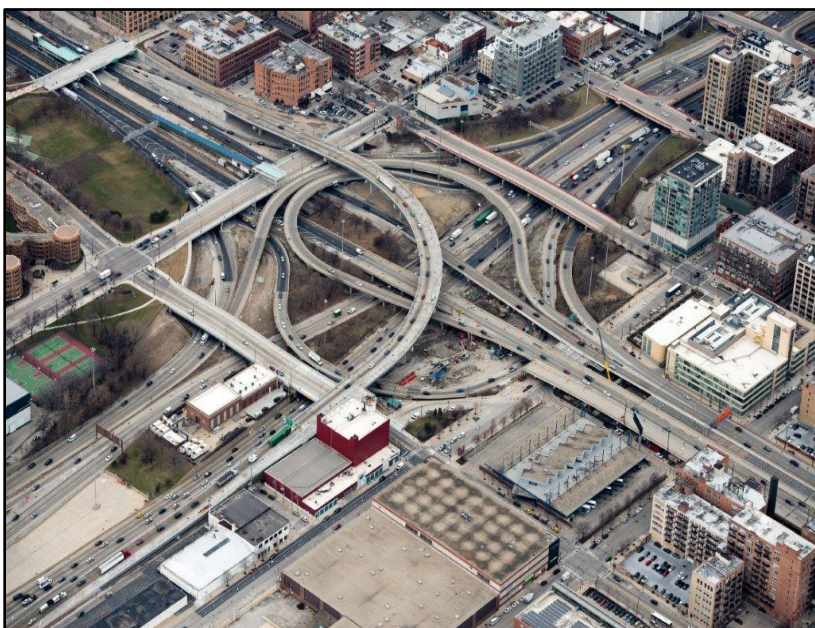
The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on our interstates and arterial roads. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 33,000 are trucks. The location has long been identified as one of the slowest, most congested highway freight bottlenecks in the nation, according to the American Transportation Research Institute and the Federal Highway Administration.

The interchange is the confluence of Interstates 90/94 at Interstate 290/Ida B. Wells Drive. The main features of the reconstruction include:

- Replacing the 50-year-old bridges over I-90/94 and I-290;
- Building four lanes in each direction on I-90/94 to correct a lane balance issue;
- Reconstructing and widening the northbound-to-westbound and eastbound-to-northbound ramps into two-lane configurations that improve safety and traffic flow;
- Constructing new collector-distributor roads from northbound I-90/94 to the downtown exit ramps, as well as from southbound I-90/94; and
- Constructing a new southbound bypass exit ramp to Taylor Street from I-90/94.

The new collector-distributor roads and exit ramp will improve safety by eliminating forced merges and weaving maneuvers. Three new flyover ramps will also help improve mobility throughout the interchange. One of these, northbound Interstate 90/94 to westbound Interstate 290, was completed and open to traffic in late 2016, with the second lane opening in fall 2019.

Additional features of this project include 10 bridges that will be reconstructed at Taylor, Harrison East, Van Buren, Jackson, Adams, Monroe Halsted/Harrison West, Peoria and Morgan streets. These new bridges will enhance the multi-modal transportation system of the surrounding street network by including bike lanes, wider sidewalks and improved access to transit. Lighting upgrades, traffic signal installation and landscaping will be included as aesthetic features to allow the new interchange to fit within the context of the surrounding neighborhoods and the University of Illinois Chicago campus, as well as to improve connectivity among communities within the expressway corridor.



Jane Byrne Interchange in Chicago

The overall \$600 million interchange project is anticipated to be complete in 2022. Projects let in fiscal year 2020 included the ramps in the center of the interchange and the eastbound I-290/Ida B. Wells Drive flyover ramp to northbound I-90/94, amounting to an estimated construction cost exceeding \$115 million.

The next phase of construction will include the reconstruction of the remaining overhead bridges at Adams and Jackson as well as the mainline reconstruction of I-90/94, both northbound and southbound, from Lake Street/Madison Street north of the interchange to Roosevelt Road south of the interchange.



# Agency Budget Detail: Illinois Department Of Transportation

Once finished, the rebuilt interchange is anticipated to cut congestion in half, which will result in up to 5 million fewer hours of drivers trapped in congestion each year. Reduced idle time will save up to 1.6 million gallons of fuel annually. The project also will save more than \$185 million annually in lost work production due to delays. Fuel emissions in the project area are expected to be lowered by a third by 2040.

## I-255 REHABILITATION

Interstate 255 is in dire need of repair. Rebuild Illinois allows for a major rehabilitation project to start on the route in spring 2020. The estimated \$64 million project consists of rehabilitating and resurfacing approximately seven miles of I-255 from Collinsville Road to Illinois 15. The project will be completed in two phases of construction delineated by Interstate 64. Each phase will take approximately five months.

A complete closure of the interstate was determined to be the best construction method for this project. The upper phase above I-64 will be closed in early spring. Once that phase is completed, the lower phase will be closed. Several reasons contributed to the decision for the complete closure:

- The project will take 10 months to complete rather than 4 years, saving taxpayers \$14 million;
- Worker safety is increased without traffic traveling through work zones; and
- Lane shifts for new configurations will not be needed, thus reducing accidents.

## MCCLUGAGE BRIDGE

A new eastbound McClugage Bridge (U.S. 150) over the Illinois River's Peoria Lake will be constructed just south of the existing bridge, which is close to 75 years old and past its original life expectancy.

To accommodate current and anticipated traffic volumes, the bridge will include three lanes of traffic and will be designed to meet modern standards and specifications.

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



McClugage Bridge

The new structure will also provide a 14-foot path for bicyclists and pedestrians to cross the Illinois River. A scenic overlook will be built at the center of the bridge for viewing the river valley. The multi-use path will have a parking lot located on each side of the river, with commemorative parks on each bank. On the Peoria side, the path will connect to the Rock Island Greenway via a connection to Eureka Street, providing a vital link to the extensive recreational trail system throughout central Illinois.

The new structure will also provide a 14-foot path for bicyclists and pedestrians to cross the Illinois River. A scenic overlook will be built at the center of the bridge for viewing the river valley. The multi-use path will have a parking lot located on each side of the river, with commemorative parks on each bank. On the Peoria side, the path will connect to the Rock Island Greenway via a connection to Eureka Street, providing a vital link to the extensive recreational trail system throughout central Illinois.

Construction began in September 2019 on the new eastbound McClugage Bridge project. The \$170 million project is due to be completed in 2023. Funding is included in the multi-year program for bridge painting and preservation activities on the westbound bridge after the eastbound bridge is complete.

# Agency Budget Detail: Illinois Department Of Transportation

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## MARTIN LUTHER KING BRIDGE

Construction is underway to replace the approach structure to the Martin Luther King Bridge, which supports more than 9,500 vehicles per day in downtown St. Louis. Work started in 2018 and is anticipated to cost a total of \$24.3 million. Construction is expected to be completed by fall 2020.

## INTERSTATE 270 OVER THE MISSISSIPPI RIVER IN MADISON COUNTY

Plan preparation is underway for the replacement of the bridge that carries Interstate 270 over the Mississippi River, connecting Madison County in Illinois with St. Louis. Nearly 45,000 vehicle trips are made each day across the bridge, with approximately 20 percent of these trips made by trucks. The structure is known locally as the Chain of Rocks Bridge.

IDOT will partner with the Missouri Department of Transportation to replace the existing bridge with new dual bridges, one directly south of the existing Chain of Rocks Bridge and one on the same alignment as the existing bridge. The new bridges 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 eventually are widened. The project will also include a modification of the interchange at I-270 and Riverview Drive in St. Louis.

Construction of the dual structures and the Illinois approach is included in the current multi-year program at a cost of \$211.6 million.

## INTERSTATE 270 FROM THE MISSISSIPPI RIVER TO ILLINOIS 157 IN MADISON COUNTY

Preliminary engineering and environmental studies are ongoing for widening I-270 from four lanes to six lanes from the Mississippi River to Illinois 157. This study complements a study in Missouri to widen I-270 from the Mississippi River to Lilac Avenue. This is the only segment of the I-270/255 loop in the St. Louis metropolitan area that has fewer than six lanes.

Construction of six lanes from the Mississippi River to just west of Illinois 203, including reconstruction of the interchange on I-270 at Illinois 3, is included in the current multi-year program at a cost of \$85 million. Additionally, the interchange on I-270 at Illinois 111 was selected in 2018 to receive construction funding through the Illinois Competitive Freight Program. Funding for construction of a new interchange is included in the multi-year program at \$19 million.

## INTERSTATE 57 ADDITIONAL LANE FROM JOHNSTON CITY TO SOUTH OF BENTON

This segment of Interstate 57 is part of the National Highway Freight Network. The project will expand I-57 to six lanes, install a median barrier, resurface the existing lanes, update deficient guardrails and add rumble strips. The 7.8-mile I-57 project begins at the Johnston City interchange and ends just south of the bridges over the Middle Fork of the Big Muddy River south of Benton. The expansion of I-57 to six lanes will increase capacity, improve safety, build reliability into the regional freight network, create jobs and enhance the economic potential of the region.

A federal grant is funding the first section of the project, from Herrin Road to just north of the Country Club Road overpass in Franklin County. The remaining section is funded with National Highway Freight Program funds. The estimated cost of construction is \$35 million.

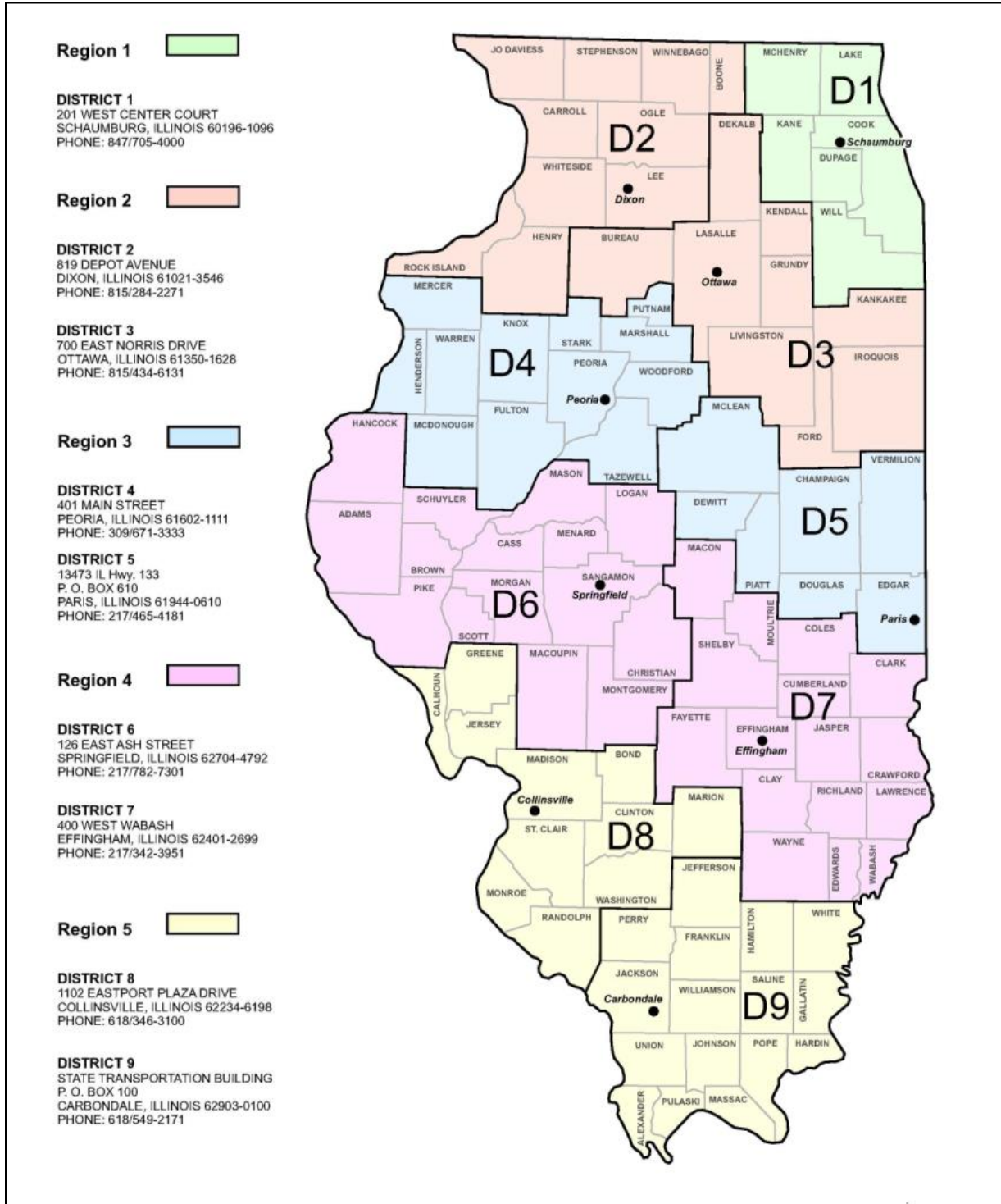
## INTERSTATE 24 RESURFACING FROM I-57 TO THE OHIO RIVER NEAR METROPOLIS

The entire length of I-24 will be resurfaced. Sections in Williamson and Johnson counties will use strategic pavement preservation strategies, while the Massac County section will use a standard resurfacing. A thin concrete wearing surface will be added to most of the bridges to preserve the existing bridge decks. The estimated cost of construction is \$69 million.

# Agency Budget Detail: Illinois Department Of Transportation

## REGIONAL ROAD AND HIGHWAY PROJECT EXAMPLES

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



# Agency Budget Detail: Illinois Department Of Transportation

## ROAD AND BRIDGE PROJECT EXAMPLES

### REGION 1

#### FY 2020 AND CONTINUING PROJECTS

- Median crossover and new bridge deck carrying I-55 over BNSF Railroad and Grant Creek in Will County.
- New bridge superstructure and bridge fabrication on eastbound I-80 from Illinois 53 to Rowell Avenue in Joliet.
- Intersection reconstruction of U.S. 6 (Maple Avenue) at Gougar Road in New Lenox.
- Intersection reconstruction of U.S. 6 (159th Street) at Kedzie Avenue, Pulaski Road/Crawford Avenue, Central Avenue and Central Park Avenue in Markham and Oak Forest.
- Intersection reconstruction into a roundabout at U.S. 20 and Harmony Road in McHenry County.
- Resurfacing of U.S. 41 from Illinois 120 to Lake Cook Road in Lake County.
- Bridge replacement of Illinois 83/127th Street/Cal Sag Road over Tinley Creek in Alsip.
- Widening and resurfacing Illinois 132 (Grand Avenue) from Munn Road to Deerpath Drive in Lindenhurst.
- Bridge rehabilitation at Western Avenue over Cal Sag Channel in Blue Island.
- Reconstruction of I-55 and Weber Road interchange in Romeoville/Bolingbrook, with safety and capacity improvements on Weber Road.

### REGION 2

#### FY 2020 AND CONTINUING PROJECTS

- Resurfacing I-39 from just north of Baxter Road to I-90, just north of Harrison Avenue interchange and U.S. 20 from west of Alpine Road to I-39.
- Resurfacing I-74 from just south of Illinois 81 to just north of Illinois 17 in Henry County.
- Reconstruction and widening of Illinois 5 in Moline from I-74 to 70th Street.
- Reconstruction and widening of Illinois 2 (North Main Street) in Rockford between Auburn Street and Riverside Boulevard.
- Bridge replacement and interchange reconstruction on U.S. 20 at Illinois 2 southwest of Rockford.
- 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.
- Additional lanes and reconstruction along Illinois 71 between Illinois 47 and Illinois 126 in Yorkville.
- Rubblization and structure repairs along I-55 from south of Illinois 116 to north of Illinois 23 in Pontiac.
- Resurfacing and structure repairs along I-57 from north of the Kankakee River to south of Illinois 50.
- Resurfacing and structure repairs along I-55 between Gardner and the Will County line.
- Reconstruction of I-55 just south of Illinois 17 in Dwight.
- Bridge deck replacement, superstructure repairs, cleaning and painting, and substructure repairs on I-180 over the Illinois River in Hennepin.
- Bridge deck replacements along I-80 over the Little Vermilion River at Illinois 351 and repairs over LaSalle Road in LaSalle.

### REGION 3

#### FY 2020 AND CONTINUING PROJECTS

- Rubblization and new pavement construction with drainage and bridge work on I-74 from west of the Tazewell County line near Deer Creek to east of the Carlock interchange in McLean, Woodford and Tazewell counties.
- Bridge replacement on Farmington Road at Kickapoo Creek Road west of Peoria.
- Replacement of bridge deck and steel repairs on structure carrying I-74 over the Illinois River in Peoria and Tazewell counties.
- Resurfacing of 8.76 miles on I-39 from north of El Paso to 1 mile north of Illinois 116 in Woodford County.
- Resurfacing, new shoulders and culvert extensions on Illinois 117 between Goodfield and Eureka in Woodford County.
- Resurfacing of Illinois 26 from the Marshall County line to Spring Bay in Woodford County.
- Resurfacing of 2.9 miles on Illinois 6 plus interchange resurfacing at Allen Road and Illinois 40 in Peoria.
- Resurfacing of U.S. 150 from Northland Avenue to west of Brandywine Drive in Peoria.
- Safety improvements to the intersection of Lake and Knoxville Avenue in Peoria.
- Replacement of structure carrying Pinecrest Drive over Interstate 74 in Tazewell County.
- Bridge preservation and repairs to structure carrying Illinois 9 over the Illinois River in Tazewell County.
- Resurfacing of 6.6 miles on Illinois 29 from north of Illinois 6 to south of Chillicothe in Peoria County.
- Resurfacing of I-74 from Illinois 78 to Kickapoo/Edwards interchange in Peoria County.
- Cold-in-place recycling and resurfacing of Illinois 91 from North Holmes Road to south of Parks School Road in Dunlap.
- Resurfacing of 2.6 miles on I-74 from north of U.S. 34 to north of Main Street at Galesburg in Knox County.
- Replacement of structure carrying I-74 over French Creek in Knox County.
- Resurfacing of Illinois 164 from 8th Street in Oquawka to Warren County line in Henderson County.
- Resurfacing of Illinois 61 from Illinois 336 to County Highway 24 in Colmar in McDonough County.

# Agency Budget Detail: Illinois Department Of Transportation

- Replacement of the structure carrying U.S. 24 over Copperas Creek at Banner in Fulton County.
- Resurfacing of U.S. 24 from Avenue F in Lewistown to Rut Road in Fulton County.
- Cold-in-place recycling and resurfacing of Illinois 100 from U.S. 136 to Schuyler County line in Fulton County.

## REGION 4

### FY 2020 AND CONTINUING PROJECTS

- Bridge deck overlay on northbound Interstate 55 over Business Loop 55 and the Union Pacific Railroad at Sherman.
- Resurfacing and adding paved shoulders on Illinois 125 from Pleasant Plains to Illinois 97 in Sangamon County.
- Resurfacing of U.S. 54 from Monroe Street to Archer Street in Pittsfield.
- Bridge replacement of Illinois 96 over Sheridan Creek in Hancock County.
- Resurfacing of Illinois 57 from Quincy to Marblehead, including bridge deck replacement over Payson Avenue and Curtis Creek in Adams County.
- Resurfacing of I-55 from north of Illinois 10 to Business Loop 55 south of Lincoln and Business Loop 55 from I-55 to Salt Creek in Logan County.
- Bridge deck replacement on Illinois 123 over I-55 at Williamsville.
- Intersection improvement at U.S. 24 and U.S. 67 in Rushville in Schuyler County.
- Resurfacing of U.S. 136 from east of Charlotte Avenue in Havana to east of Forrest City Road in Mason County.
- Bridge repairs on Illinois 100/106 over the Illinois River at Florence.
- Resurfacing of Illinois 138 from Illinois 4 to 8th Street in Benld.
- Resurfacing and patching of U.S. 67/Interstate 72 Business north of Morton Avenue to north of Interstate 72 west of Jacksonville.
- Resurfacing of I-55 from north of Illinois 16 to north of Illinois 108 including new bridge decks on various structures in Montgomery County.
- Culvert replacement at various locations and resurfacing on Illinois 123 from east of Illinois 29 to 0.3 miles east in Sangamon County.
- Resurfacing and intersection improvement of Illinois 54 east of Illinois 121 in Mt. Pulaski to the Sangamon County line.
- Resurfacing of Illinois 100 from Dutchman's Creek to Browning in Schuyler County.
- Resurfacing of U.S. 136 including bridge repairs on Interstate 155 from west of I-155 to Union Road in Logan County.
- Resurfacing of I-155 from 2 miles south of U.S. 136 to the Tazewell County line in Logan County.
- Resurfacing of Interstate 55 from north of the Glenarm interchange to just north of the Lake Springfield bridge in Sangamon County.
- Resurfacing of Illinois 29 from south of Taylorville to north of Pana in Christian County.
- Bridge deck replacements on I-72 over Wabash Avenue and Norfolk Southern Railroad in Springfield.
- Resurfacing of I-57 from U.S. 45 at Neoga to the Coles County line in Cumberland County.
- Rubblization of I-70 from just east of the interchange at Altamont to Little Wabash River west of Effingham.
- Resurfacing of Illinois 16 from west of Lerna Road to just west of Douglas Drive in Charleston.
- Bridge replacement on U.S. 50 over Otter Pond Ditch 1.5 miles east of Illinois 1.
- Resurfacing of Illinois 130 from Douglas County line to Fairgrange Road north of Charleston.
- Resurfacing of Illinois 1 from Wabash County line to White County line.
- Resurfacing of Illinois 1 from Orchard Street in Lawrenceville to Wabash County line, includes culvert repair at stream 3.3 miles south of Orchard Street and stream 4.8 miles north of Wabash County line.
- Resurfacing and signal improvements on Illinois 16 from just west of Douglas Drive to just east of Madison Street in Charleston.
- Resurfacing of Illinois 33 from Illinois 130 to Illinois 49.
- Resurfacing and signal improvements on U.S. 36 from Illinois 48 to Church Street in Decatur and West Eldorado Street from Illinois 48 to U.S. 36.
- Resurfacing and signal improvements on U.S. 36 from 19th Street to just east of Airport Road in Decatur.
- Resurfacing of Old U.S. 36 from Sangamon County line to U.S. 36 in Decatur.
- Resurfacing of U.S. 40 from Illinois 130 in Greenup to Clark County line, includes culvert replacement over stream just east of Illinois 130.
- Resurfacing of U.S. 40 from Fayette County line to Division Street in Altamont and Illinois 128 from U.S. 40 to just south of I-70.
- Resurfacing of U.S. 45 from Geff to just north of Illinois 15.
- Resurfacing of U.S. 45 from Jaycee Avenue in Effingham to just south of Illinois 37.
- Resurfacing of Illinois 49 from Tyler Avenue in Casey to Cumberland County line.
- Resurfacing of Old U.S. 50 from west of Xenia to just east of Lincoln Road.
- Resurfacing of U.S. 51 from U.S. 51 Business southwest of Decatur to half mile north of Shelby County line.
- Resurfacing of Illinois 121 from just west of 300E to North 20th Street in Mattoon.

# Agency Budget Detail: Illinois Department Of Transportation

- Resurfacing of Illinois 128 from just south of Dalton City to Bethany Blacktop Road.
- Resurfacing of Illinois 250 from Sumner to half mile west of Bridgeport.
- Resurfacing of Dietrich Blacktop from 2 miles north of Effingham County line to south of Bible Grove Road.
- Resurfacing of Montrose Road from U.S. 40 in Montrose to Illinois 33 in Dietrich.
- Bridge replacement on Illinois 1 over abandoned railroad just north of 11th Street in Mount Carmel.
- Bridge replacement on Illinois 1 over Sugar Creek 1 mile north of Lawrence County line.
- Bridge replacement on Illinois 1 over the CSX Railroad just north of U.S. 40 in Clark County.
- Multiple bridge replacements on Illinois 1 over Sugar Creek in Crawford County.
- Bridge replacement on Illinois 1 over Embarras River structures north of U.S. 50.
- Bridge superstructure replacement on Illinois 16 over Richland Creek 2.3 miles west of Illinois 32 in Shelby County.
- Bridge superstructure replacement on U.S. 45 over Ramsey Creek 5.3 miles south of Illinois 37.
- Bridge deck replacement on U.S. 45 over Bishop Creek 5 miles south of Illinois 37.
- Bridge replacement on Illinois 121 over Long Point Branch 1.3 miles east of Montrose Road.
- Bridge superstructure replacement on Montrose Road over Spring Point Creek north of Effingham County line.

## REGION 5

### FY 2020 AND CONTINUING PROJECTS

- Resurfacing of I-255 from Collinsville Road to Illinois 15 in St. Clair County.
- Resurfacing of Illinois 3 from the Monroe County line to just south of First Street in Ruma in Randolph County.
- Resurfacing of U.S. 50 from 1 mile east of Crackerneck Road to just west of St. Rose Road in Clinton County.
- Resurfacing of Illinois 127 from the Montgomery County line to Illinois 140 in Bond County.
- Resurfacing of Illinois 162 from Illinois 157 to Illinois 159 in Madison County.
- Resurfacing of Illinois 100 from the Pike County Line to Illinois 96 in Calhoun County.
- Resurfacing and new shoulders on Illinois 37 from south of Salem to the Jefferson County line in Marion County.
- Resurfacing of Illinois 153 from Illinois 15 to Illinois 13 in Washington and Randolph counties.
- Resurfacing of U.S. 40 from Pokey Road to Millersburg Road in Bond County.
- Resurfacing of U.S. 67 in Jerseyville in Jersey County.
- Resurfacing of Illinois 160 from Illinois 140 to Grantfork in Madison County.
- Bridge replacement on the approach to the Martin Luther King Bridge in St. Clair County.
- Bridge repairs on the westbound collector-distributor lanes to the Poplar Street Bridge in St. Clair County.
- Resurfacing of Illinois 13 from Rodgers Drive in Freeburg to just south of the Kaskaskia River.
- Bridge deck replacements on Illinois 267 over Apple Creek and Lick Creek in Greene County.
- Bridge replacement on I-57 over Big Creek just north of Dongola.
- Resurfacing of I-64 in White County from Wayne County line to 6.5 miles east of the county line.
- Resurfacing of Illinois 127 from the CN Railroad overpass in Pinckneyville to Beaucoup Creek Bridge north of Murphysboro.
- Resurfacing of Illinois 13 in Marion from Illinois 37 to east of Norman Road and construct an RCUT intersection at Aurelia Drive.
- Resurfacing of Illinois 15 from Old Fairfield Road in Mount Vernon to the Wayne County line.
- Resurfacing of Illinois 145 from Illinois 146 to U.S. 45 near Metropolis.
- Resurfacing of Illinois 13 from two miles east of Randolph County line to Illinois 154 in Pinckneyville.
- Resurfacing of Illinois 141 in Gallatin County from U.S. 45 to New Haven.
- Bridge replacement on Illinois 13 and widening Illinois 13 from east of Giant City Road to west of Reed Station Road in Carbondale.
- Bridge replacement on I-24 over Country Club Road near Metropolis.
- Bridge replacement on I-57 over Atchison Creek north of Ina.

# Agency Budget Detail: Illinois Department Of Transportation

## RAIL

Illinois is at the center of the nation's rail network. It has a comprehensive rail system consisting of approximately 9,982 miles of railroad track. In all, 40 railroads provide service from Illinois to every part of the United States. Chicago is the largest U.S. rail gateway with over 1,300 freight, passenger and commuter trains passing through the region every day. In fiscal year 2021, \$1.8 billion in reappropriations is included for rail projects.

### CHICAGO TO ST. LOUIS PASSENGER RAIL IMPROVEMENTS

The Chicago to St. Louis rail corridor improvements will provide passenger service at up to 110 mph, leading to shorter travel times, increased reliability and safety, as well as new or upgraded stations. Work is now substantially complete throughout the corridor.

By the end of 2019, IDOT made major safety upgrades at 211 grade crossings by installing four-quadrant gates and loop detectors to help prevent collisions with vehicles on the tracks. In addition, 39 crossings deemed at-risk have been permanently closed.

As part of the \$1.95 billion project, IDOT, in conjunction with its partner communities, opened new stations in Dwight, Pontiac, Carlinville and Alton, renovated the station in Lincoln, improved the existing



Carlinville station

station in Normal, and made upgrades to the Springfield station. A separate project to build a new multi-modal station in Joliet was completed in 2018. These facilities provide better customer experience, with amenities like free Wi-Fi and connections to bicycle and pedestrian facilities. The new stations have the potential to be the cornerstone of development efforts in their communities by inviting tourism, providing a new commuting option and acting as a gateway to the community.

New rolling stock is also a large part of the improvements. A total of 33 new locomotives have been in service since late 2017 for use in the Midwest on state-supported corridors. Illinois is part of a consortium of states working with the Federal Railroad Administration and the State of California on the procurement of 88 new single-level railcars to be used in the states of Illinois, Missouri, Wisconsin and Michigan. The first cars are due to arrive in mid-2020, with service beginning in the fall.

The work scheduled for completion in 2020 includes installation of Positive Train Control, which will allow for immediate upgrades to 90-mph service, with 110-mph service upgrades happening on the corridor at a later date.

### PASSENGER RAIL EXPANSIONS OF SERVICE AND IMPROVEMENTS TO CAPACITY

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

The Chicago to Quad Cities project aims to restore intercity passenger rail service via a new station in Moline. The portion of the line that runs on the BNSF Railroad (Chicago to Wyanet) is complete after improvements were made at Eola Yard near Aurora in the last several years. The Iowa Interstate Railroad

# Agency Budget Detail: Illinois Department Of Transportation



Charger Locomotive

portion of the project (Wyanet to Moline) is currently in preliminary engineering design and will be advancing to final design and potentially construction in 2020. This project has been awarded a Federal Railroad Administration grant for implementation, however the additional state funding included in Rebuild Illinois was required to complete construction.

The Chicago to Rockford project aims to restore intercity passenger rail service from Chicago to Rockford by utilizing Metra and Union Pacific Railroad tracks. Design for this project was initiated in 2013 but was placed on hold in 2015. Improvements include upgrading tracks, making capacity improvements, adding a layover facility, providing a connection between the Union Pacific and Metra, improving bridges and building new stations. With \$275 million in funding from Rebuild Illinois, this project will be reinitiated in 2020.

With \$100 million from Rebuild Illinois, IDOT aims to improve the performance of the existing Amtrak Illini/Saluki service between Chicago and Carbondale, a route that has been plagued with poor on-time performance the last several years. The host railroad, Canadian National, has identified a preliminary list of projects on the corridor that would alleviate existing capacity constraints and improve operation of the service. These projects include strategic installation of universal crossovers, siding extensions and some additional track construction. The full scope of the improvements and service guarantees from Canadian National will be negotiated in 2020.

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

## CREATE

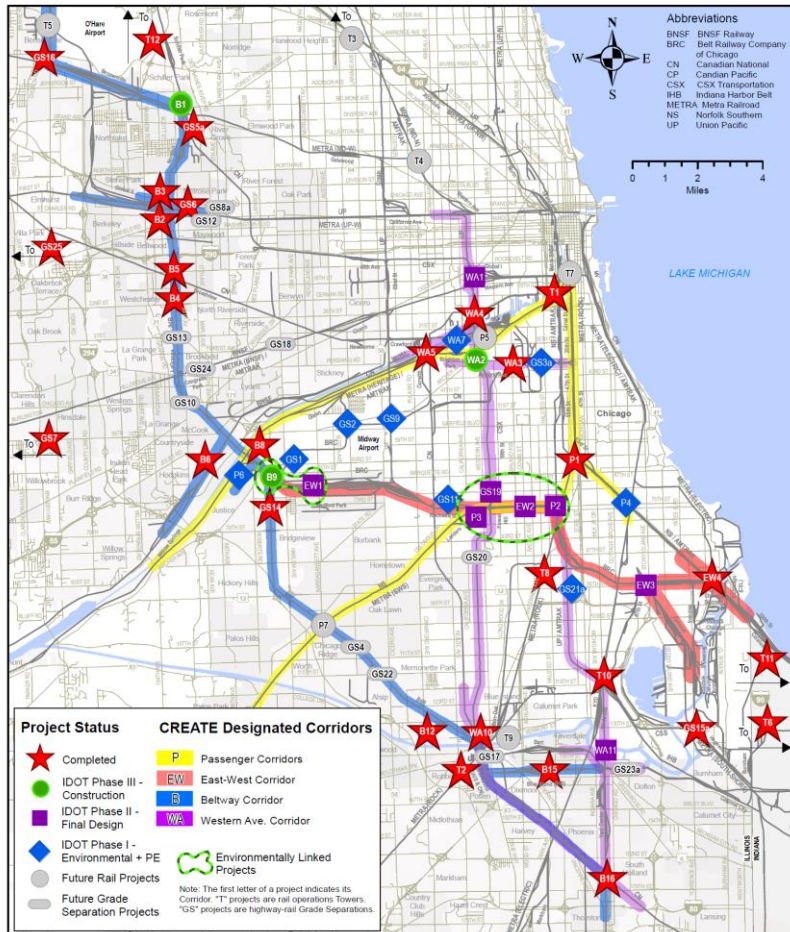
The Chicago Region Environmental and Transportation Efficiency (CREATE) program is a public-private partnership between the U.S. Department of Transportation (U.S. DOT), IDOT, the City of Chicago, Cook County, Metra, Amtrak and the nation's freight railroads. CREATE's mission is to improve the safety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

Of the 70 projects in CREATE, 30 are complete, 4 are under construction, 8 are in the final engineering phase, 9 are in preliminary engineering and 19 have yet to be initiated.

In 2019, the CREATE partners continued to advance design work for the 75th Street Corridor Improvement project and Argo Connections project. The partners were awarded a \$132 million Infrastructure for Rebuilding America grant from U.S. DOT in 2018 for these two projects, which also include matching funds of \$111 million from IDOT, \$116 million from the American Association of Railroads, \$78 million from Cook County, \$23 million from Metra, \$9 million from the City of Chicago and \$5 million from Amtrak for a total investment of \$474 million.



# Agency Budget Detail: Illinois Department Of Transportation



Status of CREATE projects as of August 2019

Project in Dolton and Riverdale, which will help ease rail congestion in the south suburbs and far south side. The funding will modernize the interlocking and relieve a bottleneck to improve reliability for more than 100 freight trains and several passenger trains that use the Dolton Interlocking each day.

The CREATE partners also received a \$500,000 grant from Cook County’s “Invest in Cook” program, which will be utilized to support the completion of design engineering for the grade separation of 95th Street and Eggleston Avenue in Chicago. This project will ultimately eliminate an at-grade crossing on the south side, which will reduce road congestion and improve safety at a busy intersection considered a “911 Critical Crossing”, which is a key route used by police, fire and ambulance services responding to emergencies.

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

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

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

In June 2019, the CREATE partners were awarded a \$19.2 million Consolidated Rail Infrastructure and Safety Improvements (CRISI) grant from U.S. DOT for the Dolton Junction Interlocking

# Agency Budget Detail: Illinois Department Of Transportation

## NORTHEASTERN ILLINOIS TRANSIT

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

## CHICAGO TRANSIT AUTHORITY

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

Your New Blue includes state-funded components of track improvements and station improvement projects along the 12.5-mile stretch of the O'Hare branch between the Grand and O'Hare stations, including rehabilitation projects at the Western, Damen and California stations, which were completed in 2015. The Peoria Street station was also completed in 2015.

The state has provided approximately \$37 million for components of the Addison, Irving Park, Montrose, Harlem and Cumberland station renewal projects, which were completed in 2016. The CTA also received \$15 million in state funds for rehabilitation work at the Jefferson Park station and \$11 million for the Grand, Chicago and Division stations. Both projects are currently in progress.

The Rebuild Illinois capital plan will provide an additional \$31.5 million for various other improvements on the CTA Blue Line, as well as another \$50.0 million for tactical traction power improvements on the same line. Other projects to be funded by Rebuild Illinois include the station rehabilitation at the Cottage Grove Station on the CTA Green Line, rail car purchases and overhauls, and various improvements to CTA passenger stations and to maintenance facilities systemwide.

## METRA

Metra continues to oversee the 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 locomotives to avoid collisions or derailments. The estimated cost of this computerized system is approximately \$400 million, of which the state has provided \$85 million. PTC is scheduled to be fully implemented in 2020.

IDOT has recently authorized the release of \$20 million for the construction of a new station at 79th Street and Lowe Avenue in the Auburn Park neighborhood of Chicago. This facility will be located on the Rock Island District line, increasing transit accessibility and commuter ridership for the surrounding neighborhoods. Construction is expected to begin in 2020.

In addition, Metra will utilize funding from Rebuild Illinois for a variety of improvement projects, including new facility construction and renovations to existing passenger and maintenance facilities throughout its service network, as well as the purchase of new railcars and the overhaul of existing ones.

The public-private partnership between Metra and the Union Pacific Railroad (UP) for the construction of two new segments of the third mainline track on the UP-West Line is still ongoing. The improvements along both segments (Vale Interlocking in River Forest to 25th Avenue Interlocking in Melrose Park as well as the Kress Interlocking in West Chicago to Peck Interlocking in Geneva) include track work, signal infrastructure improvements, interlocking upgrades and all other work necessary at highway grade crossings. The project also includes platform relocations and improvements at both the Maywood and Melrose Park stations, as well as platforms, shelter and parking improvements at the Geneva station. The state's share of \$44.5 million funds the design, environmental study, potential land acquisition and

# Agency Budget Detail: Illinois Department Of Transportation

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construction for both segments of the new third mainline.

## PACE

IDOT continues to support Pace capital projects with the enactment of Rebuild Illinois, which includes \$8 million for the construction of the Harvey Transportation Center. IDOT also continues to support Pace's conversion of its fleet to compressed natural gas, a safer, more cost-effective alternative to gas and diesel. The state has previously invested approximately \$49 million for the purchase of 91 compressed natural gas buses under contract with Pace, of which all have been delivered.

In addition, Pace will also receive funding through Rebuild Illinois for the second phase of the Joliet Multi-modal Regional Transportation Center project, which includes a bus station and turnaround construction for approximately \$7.5 million. Construction of this portion of the project is estimated to begin in spring 2020.

## DOWNSTATE TRANSIT

### DOWNSTATE CAPITAL PROGRAM

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

In 2019, IDOT submitted an application on behalf of several downstate public transit agencies through the Federal Transit Authority's competitive Buses and Bus Facilities Infrastructure Investment Program. IDOT was awarded \$8 million in federal funding to replace buses, improve maintenance facilities and purchase bus equipment for downstate providers. The funding will allow transit providers in rural areas and small cities to accommodate growing ridership, improve safety and reliability, address the maintenance needs and reduce maintenance costs.

### CONSOLIDATED VEHICLE PROCUREMENT PROGRAM

The Consolidated Vehicle Procurement (CVP) program exists as IDOT's chief capital program for equipping service providers with accessible rolling stock. Service providers include private, not-for-profit agencies and public entities charged with meeting the transportation needs of Illinoisans with disabilities, seniors and populations who more heavily rely on transit. By the end of 2019, the CVP program completed deliveries of rolling stock awards to nearly 50 individual grantees. The awards allowed for the purchase of 89 vehicles with approximately \$4.5 million in combined federal and state funds.

## AERONAUTICS

The Illinois aviation system consists of more than 825 landing facilities. These facilities include commercial, reliever and general aviation airports, private landing areas, and hospital heliports. The IDOT Division of Aeronautics regulates and supervises all matters involving the development of any public air navigation facility under the authority of the Illinois Aeronautics Act. Development of a public air navigation facility may include the design, establishment, construction, extension, operation, improvement, repair or maintenance of an airport. IDOT administers the Federal Airport Improvement Program through a cooperative Memorandum of Agreement with the Federal Aviation Administration. The Division of Aeronautics annually manages between 100 and 120 grants, totaling approximately \$250 million.

# Agency Budget Detail: Illinois Department Of Transportation

## LEWIS UNIVERSITY AIRPORT, ROMEOVILLE

Aeronautics is overseeing the development of an \$8 million air traffic control tower at Lewis University Airport. This project is made possible by a \$6 million investment from the state through Rebuild Illinois. Construction is anticipated to begin in late 2020, with a 2021 commissioning date.

The tower is designed as a free-standing structure. The exterior walls are precast concrete, as are the interior walls surrounding the stair and elevator shafts. These walls will be cast in approximately 35-foot lengths, causing them to span multiple levels of the tower to allow for panoramic views. Supporting the tower is a 4-foot thick single-mat foundation. Immediately adjacent to the tower will be a single-story structure housing the fire pump and generator rooms, as well as an entrance lobby and an exterior covered patio area.

## CHICAGO ROCKFORD INTERNATIONAL AIRPORT, ROCKFORD



Chicago Rockford International Airport

Chicago Rockford International Airport (RFD) was recognized as the fastest-growing airport in the world last year for airports that handled more than 250,000 metric tons of air cargo. Cargo traffic has increased by over 50 percent for the last two recorded years. In 2018, 2.1 billion pounds of cargo moved through the airport. Rockford is home to the second-largest United Parcel Service hub in North America and continues to increase its daily cargo flights. The airport also serves other leaders in the air cargo industry, including Amazon, ABX Air, Air Transportation International and Atlas Air. A \$9 million project to construct a new cargo apron will help position the airport for even greater success.

Aviation has a major economic impact on the Rockford region. Nearly 1,000 jobs were created last year at the airport, through new and existing tenants as well as construction-related jobs. The airport expects to see an additional 1,000 jobs added in 2020.

## QUINCY REGIONAL AIRPORT, QUINCY

Quincy Regional Airport was named the 2019 Illinois Primary Airport of the Year by IDOT. The airport's primary Runway 4-22 was originally constructed in 1946 and last resurfaced 23 years ago. The pavement exhibits severe surface distress and is rated in very poor condition overall. The centerline longitudinal surface gradient is also inadequate to meet federal vertical line of sight requirements and poses a safety concern. A \$9 million project will reprofile the existing centerline grade through full depth reconstruction of the pavement. Milled and excavated pavement and subgrade material will be repurposed.

Quincy Regional Airport is home to United Express Airlines and enplanes more than 10,000 passengers annually. Approximately 50 aircraft are based on the airfield, including single-engine and multi-engine airplanes, jets and helicopters. An average of 53 aircraft operations per day occur at the airport.

## PORTS

Illinois has 19 public port districts and over 350 private terminals along the Illinois, Kaskaskia, Ohio and Mississippi rivers, and Lake Michigan. Illinois ports play a vital role in our state and national economies, annually generating more than \$6.4 billion in economic activity and supporting more than 48,000 jobs, according to the Illinois Ports Association.

# Agency Budget Detail: Illinois Department Of Transportation

The Rebuild Illinois capital plan included \$150 million for the new Ports Improvement Program in fiscal year 2020. In fiscal year 2021, \$110 million will be reappropriated for the competitive grant program that is expected to begin accepting applications in the spring of 2020. Projects associated with this new program could include new warehouses, dock wall replacements, new rail track to allow for handling of heavier cargo and improve the movement of goods, or repurposing of existing facilities.

A \$40 million grant to the Alexander-Cairo Port District for the planning, design and construction of a new port is included in the fiscal year 2021 recommended budget.

## Fiscal Year 2021 Recommended Appropriations for the Department of Transportation (\$ thousands)

| Fund   | New Appropriations | Reappropriations    | Total               |
|--|--------------------|---------------------|---------------------|
| <b>Bonded</b>  |                    |                     |                     |
| Transportation Bond, Series A Fund                         | 0.0                | 5,949,444.3         | 5,949,444.3         |
| Transportation Bond, Series B Fund                         | 0.0                | 1,424,560.9         | 1,424,560.9         |
| Transportation Bond, Series D Fund                         | 0.0                | 201,405.2           | 201,405.2           |
| Multi-Modal Transportation Bond Fund                       | 0.0                | 4,471,000.0         | 4,471,000.0         |
| <b>Pay-as-you-go</b>                                       |                    |                     |                     |
| Downstate Mass Transportation Capital Improvement Fund     | 0.0                | 148,954.0           | 148,954.0           |
| Downstate Transit Improvement Fund                         | 7,500.0            | 16,309.0            | 23,809.0            |
| Federal High Speed Rail Trust Fund                         | 0.0                | 652,096.5           | 652,096.5           |
| Federal Mass Transit Trust Fund                            | 51,500.0           | 17,293.7            | 68,793.7            |
| Federal/State/Local Airport Fund                           | 85,000.0           | 242,856.5           | 327,856.5           |
| Grade Crossing Protection Fund                             | 39,000.0           | 274,909.7           | 313,909.7           |
| High-Speed Rail Rolling Stock Fund                         | 15,000.0           | 14,000.0            | 29,000.0            |
| Rail Freight Loan Repayment Fund                           | 0.0                | 1,099.6             | 1,099.6             |
| Road Fund  | 1,472,330.5        | 5,580,254.3         | 7,052,584.8         |
| Regional Transportation Authority Capital Improvement Fund | 0.0                | 1,342,586.0         | 1,342,586.0         |
| South Suburban Airport Improvement Fund                    | 1,000.0            | 0.0                 | 1,000.0             |
| State Construction Account Fund                            | 1,234,527.0        | 4,781,477.4         | 6,016,004.4         |
| State Rail Freight Loan Repayment Fund                     | 0.0                | 10,000.0            | 10,000.0            |
| <b>Total</b>   | <b>2,905,857.5</b> | <b>25,128,247.1</b> | <b>28,034,104.6</b> |

# Agency Budget Detail: Illinois Department Of Transportation

## Fiscal Year 2021 Recommended New Appropriations for the Department of Transportation (\$ thousands)

| Project Description   | FY 2021<br>Recommended New<br>Appropriations |
|---|--|
| <b>Downstate Transit Improvement Fund</b>   | <b>7,500.0</b>                               |
| Downstate Transit Capital Grants  | 7,500.0                                      |
| <b>Federal Mass Transit Trust Fund</b>  | <b>51,500.0</b>                              |
| Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance | 51,500.0                                     |
| <b>Federal/State/Local Airport Fund</b>   | <b>85,000.0</b>                              |
| Statewide - Financial Assistance to Airports (Federal and Local Share)                                      | 85,000.0                                     |
| <b>Grade Crossing Protection Fund</b>   | <b>39,000.0</b>                              |
| Statewide - Installation of Grade Crossing Protection or Grade Separations                                  | 39,000.0                                     |
| <b>High-Speed Rail Rolling Stock Fund</b>   | <b>15,000.0</b>                              |
| Costs associated with Acquisitions, Offsets, Overhaul Fees and other Costs of the Rolling Stock             | 15,000.0                                     |
| <b>Road Fund</b>  | <b>1,472,330.5</b>                           |
| Statewide - Permanent Improvements to IDOT Facilities   | 40,000.0                                     |
| Congestion Mitigation and Air Quality (CMAQ) Enhancement  | 7,500.0                                      |
| Statewide Disposal of Hazardous Materials   | 1,950.0                                      |
| Statewide - Maintenance, Traffic & Physical Research/Formal Contracts (A)                                   | 38,000.0                                     |
| Statewide - Motorist Damage to Highway Structures   | 8,000.0                                      |
| Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)                                 | 15,200.0                                     |
| Statewide - Township Bridges  | 15,000.0                                     |
| Statewide - Apportionment to Needy Road Districts And Townships   | 16,824.1                                     |
| Statewide - Apportionment to High Growth Cities   | 6,720.0                                      |
| Statewide - Apportionment to Counties Under One Million in Population                                       | 36,624.0                                     |
| Statewide - Transportation and Related Construction   | 311,473.0                                    |
| Statewide - Road Improvements - Local Share of Road Fund/Road Program                                       | 928,833.0                                    |
| Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act                                    | 2,000.0                                      |
| CREATE Project Dolton Junction Interlocking - Federal Grant   | 19,206.4                                     |
| High Speed Rail Maintenance Costs   | 25,000.0                                     |
| <b>South Suburban Airport Improvement Fund</b>  | <b>1,000.0</b>                               |
| South Suburban Airport Expenses, Including Public-Private Partnerships                                      | 1,000.0                                      |
| <b>State Construction Account Fund</b>  | <b>1,234,527.0</b>                           |
| Statewide - Transportation and Related Construction   | 1,234,527.0                                  |
| <b>Total</b>  | <b>2,905,857.5</b>                           |

# Agency Budget Detail: Illinois State Toll Highway Authority

## ILLINOIS STATE TOLL HIGHWAY AUTHORITY

2700 Ogden Avenue  
Downers Grove, IL 60515  
630.241.6800  
[www.illinoistollway.gov](http://www.illinoistollway.gov)



### MAJOR RESPONSIBILITIES AND MISSION

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

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

### CALENDAR YEAR 2020 CAPITAL BUDGET

Calendar year 2020 will be the ninth year of the agency's 15-year, \$14 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*. Move Illinois is the largest capital program in the agency's history.

### BUDGET HIGHLIGHTS

The Tollway plans to invest \$1.46 billion this year for capital improvements needed to support the Tollway's existing system, in addition to projects that will bring regional mobility improvements and congestion relief. The Tollway projects \$1.54 billion in revenues for 2020, and \$705 million of that revenue is allocated for capital program investments. This allocation combined with planned debt issuances will provide the necessary funding for the 2020 capital program. The Illinois Tollway is not requesting state appropriations.

### AGENCY PROJECT DETAIL

The 2020 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility, including:

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

### I-490 TOLLWAY PROJECT

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

The Tollway expects to spend \$559.6 million in 2020 on work to advance the I-490 tollway and interchange. This will include:

# Agency Budget Detail: Illinois State Toll Highway Authority

- Approximately \$43.8 million for continuing design services and coordination for the I-490 interchange including the associated ramps and bridges, the I-490/I-294 Interchange and the southern segment of I-490 from I-294 to Franklin Avenue/Green Street;
- Approximately \$13.1 million for design services for the I-490/I-90 interchange and the northern segment of I-490 between Devon Avenue and I-90;
- Approximately \$196.9 million for construction and inspection for the I-490/I-390 interchange, construction at the I-490/I-294 interchange and construction at the I-490/I-90 interchange; and
- Continued right-of-way acquisitions and utility relocations in support of the project.



I-490 Tollway project

An additional \$98.9 million of federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant funds and other local contributions will also be spent on work to support the project.

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

In 2020, the Tollway expects to spend \$446.9 million on the Tri-State Tollway (I-94/I-294/I-80) to advance the ongoing \$4 billion project to reconstruct and widen the Central Tri-State Tollway from 95th Street to Balmoral Avenue. This will include:

- Beginning reconstruction of the Archer Avenue bridge over I-294 and corresponding ramp bridges;
- More than \$140 million to continue bridge reconstruction on the Burlington Northern Santa Fe Railway Bridge over I-294 and the Mile Long Bridge;
- Advance work near the I-290/I-88 Interchange;
- Continued early-stage construction, including roadway rehabilitation and widening between Wolf Road and Balmoral Avenue;
- Sanitary sewer relocations for the Flagg Creek Water Reclamation District; and
- Expenditures of \$27 million to complete the Edens Spur Tollway (I-94) reconstruction.



Reconstruction at Central Tri-State Tollway (I-294) near Rosemont

## SYSTEMWIDE

In 2020, the Tollway will spend \$328.7 million on systemwide infrastructure and safety improvements including bridge, pavement and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures will include program support activities such as project management services, materials engineering services, utility relocations, support staff and land acquisition support services. Specific capital projects include:

- \$98.7 million for ongoing bridge, pavement and facility maintenance along with infrastructure and safety improvements on the existing tollway system;
- \$85.5 million to continue improvements to Tollway facilities systemwide in compliance with Leadership in Energy and Environmental Design (LEED) certified building standards, including



# Agency Budget Detail: Illinois State Toll Highway Authority

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construction of a new maintenance site to serve the Reagan Memorial Tollway (I-88) and the Illinois Route 390 Tollway, as well as improvements at the Hillside (M-2) maintenance site on the Tri-State Tollway (I-294); and

- \$34.2 million to support customer service and tolling enhancements.

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

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

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

The second phase of interchange construction began in 2019. In 2020, \$71.6 million is allocated for ongoing construction of the I-57 median north of I-294, I-57 roadway and bridge widening between Kedzie Avenue and the CSX Railroad, and several I-294/I-57 ramp connections.

## **REAGAN MEMORIAL TOLLWAY (I-88)**

Approximately \$27.9 million will be spent in 2020 to complete work on I-88 between Illinois Route 251 and Illinois Route 56, as well as to complete work related to roadway reconstruction between York Road and I-290. Funds will also allow for reconstruction of the connector ramp between the Tri-State Tollway (I-294) and I-88.

## **VETERANS MEMORIAL TOLLWAY (I-355)**

Approximately \$10.8 million is allocated in 2020 to complete pavement resurfacing improvements on I-355 from I-55 to Army Trail Road, and roadway widening between Illinois Route 56 and Illinois Route 38.

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# Agency Budget Detail: Illinois Environmental Protection Agency

## ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East  
P.O. Box 19276  
Springfield, IL 62794  
217.782.3397  
[www.illinois.gov/epa](http://www.illinois.gov/epa)



### MAJOR RESPONSIBILITIES AND MISSION

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

### FIVE-YEAR PLAN

IEPA works to safeguard the state's natural resources from pollution to provide a healthy environment for citizens of the state. By partnering with businesses, local governments and citizens, IEPA is dedicated to continued protection of the air we breathe and our water and land resources. Rebuild Illinois provided IEPA with \$355 million in new bonded appropriation authority for new and existing programming.

Protecting Illinois' water sources is a priority of IEPA and impacts communities in Illinois and beyond. The Rebuild Illinois capital plan included \$110 million to supplement IEPA's annual pay-as-you-go low-interest water loan programs. This includes \$100 million for the continued expansion of the drinking water and wastewater loan programs, to be deposited into IEPA's Water Revolving Fund to meet the required 20 percent state match for federal capitalization grants. IEPA received an additional \$100 million to provide grants for wastewater collection and treatment solutions for disadvantaged communities without modern sewage systems. The fiscal year 2021 proposed budget allows for IEPA to continue to enhance Illinois' water sources.

Rebuild Illinois also included \$50 million in new funding for the restoration of Illinois' land surfaces. The hazardous waste remediation program cleans contaminated sites that pose a threat to the environment and human health by working in coordination with the United States Environmental Protection Agency (US EPA). In Illinois, there are 46 sites listed on the US EPA Superfund National Priorities List (NPL). Superfund NPL sites are locations that contain hazardous waste generated by organizations that no longer exist, leaving no one to be held accountable for the remediation of the site. Funding provided enables IEPA to leverage federal funding for the remediation of NPL sites by providing a 10 percent match to US EPA. Remediation of NPL sites is essential to creating a healthier environment and reduce water pollution from stormwater run-off.

Rebuild Illinois included funding for two forward-thinking green initiative grant programs: Illinois Green Infrastructure and the Transportation Electrification grant programs. IEPA's new \$70 million Transportation Electrification Grant Program will give disadvantaged communities an early opportunity to convert methods of public transportation to their greener, all-electric counterparts. Transportation electrification will push Illinois ahead in expanded renewable energy use and cleaner air quality. IEPA also received \$25 million in funding to revive their Illinois Green Infrastructure Grant Program. The installation of green infrastructure mitigates flooding in urban areas during times of heavy rainfall and snowmelt and allows communities to reduce wastewater overflow into nearby bodies of water.

# Agency Budget Detail: Illinois Environmental Protection Agency

## FISCAL YEAR 2021 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The fiscal year 2021 proposed budget recommends \$651.5 million in new appropriations and includes reappropriations for programs funded in fiscal year 2020, including the:

- Wastewater Loan Program;
- Drinking Water Loan Program;
- Unsewered Communities Grant Program;
- Illinois Green Infrastructure Grant Program;
- Hazardous Waste Remediation Program; and
- Transportation Electrification Grant Program.

## AGENCY PROJECT DETAIL

### WATER REVOLVING FUND PROGRAM HIGHLIGHTS

IEPA's wastewater and drinking water loan programs provide low-interest loans through the Water Revolving Fund. These programs issue 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 secured by loan repayment revenues to expand the funding capacity of each program. The most recent bonds issued were the State of Illinois Clean Water Initiative Revolving Fund Revenue Bonds, Series 2019 (Green Bonds), which are rated AAA by both S&P Global Ratings and Fitch Ratings. For fiscal year 2021, \$450 million in new appropriations for wastewater and \$200 million for drinking water infrastructure projects in local communities are proposed.

### WASTEWATER LOAN PROGRAM

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

US EPA recognizes Combined Sewer Overflows (CSOs) as a major source of pollution, as they collect both stormwater and wastewater into a single pipe. Under normal conditions, this pipe transports all the wastewater it collects to a sewage plant for treatment and then discharges to a body of water. However, during periods of heavy rainfall or snowmelt, stormwater and untreated wastewater may discharge directly into nearby rivers and other bodies of water. Contaminants from CSOs can cause a variety of surface water problems, impair aquatic habitats and pose a threat to drinking water. Approximately 860 communities across the country have CSOs, and more than half can be found in four states: Illinois, Indiana, Ohio and Pennsylvania. Illinois has nearly 200 communities with these systems. The proposed budget includes \$450 million in new appropriation authority in fiscal year 2021 to assist communities in need of low interest funding opportunities to make necessary improvements to their wastewater treatment facilities.

The City of Joliet has received \$98.9 million in low-interest loans from IEPA's Wastewater Loan Program over the last five years to fund multiple phases of the city's Long-Term Control Plan (LTCP) to address CSOs. Joliet used these loan funds to construct wet weather pumping stations and wet weather flow treatment facilities; to clean and rehabilitate sanitary sewer and manholes; to separate combined sewers; and to construct new storm sewers. These modifications are designed to increase the structural integrity

# Agency Budget Detail: Illinois Environmental Protection Agency

of Joliet's system, minimize inflow and infiltration, and reduce the occurrence of CSOs. Additional phases of work are scheduled to begin in fiscal year 2021 and will be funded by IEPA through its wastewater loan program.

## DRINKING WATER LOANS

The fiscal year 2021 proposed budget includes \$200 million in new funding for drinking water infrastructure loans. IEPA has implemented a source water assessment program to assist with wellhead and watershed protection of public drinking water supplies. Source water protection is a proactive approach to protecting surface water and ground water that can be used as a source for public drinking water supplies. Ensuring that the best source of water is available to the public involves the implementation of pollution prevention practices to protect public water quality. Together with water treatment, pollution prevention establishes a multi-barrier approach to assuring clean and safe drinking water to the more than 11 million Illinoisans who rely on public water supplies.



Water treatment plant control building in Winchester, Illinois

The agency's drinking water loan program provided over \$1.4 billion in funding for public water system improvements across the state between 2014 and 2019. These infrastructure improvements were necessary for the continued supply of safe drinking water to citizens across the state. There is still strong demand for drinking water infrastructure improvements, and the agency will continue to provide a low-cost alternative for financing construction. The drinking water loan program has proven to be one of the most cost-effective means of constructing virtually every kind of necessary public water supply system improvement, including water meters, distribution mains, and storage and treatment facilities.

## LEAD INITIATIVE – DRINKING WATER LOAN EXPANSION

Until it was outlawed in 1986, lead had been commonly used in drinking water pipes. Human consumption of lead can have a number of negative health effects. IEPA expanded its drinking water loan program in 2017 to include funding for the replacement of lead service lines. The funding for lead service line replacements has been in the form of 100 percent forgivable loans of up to \$2 million.

## Agency Budget Detail: Illinois Environmental Protection Agency

The first community to receive a loan for this purpose was the City of Galesburg. Galesburg will be receiving their fourth loan for lead service line replacement in fiscal year 2020. Rockford was the second Illinois community to be awarded funding for lead service line replacement in fiscal year 2019 and plans to apply for additional loans to assist with long-term efforts to remove lead service lines.



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

Over the last few years, as community leaders have become more aware of the issue of lead service lines and the availability of loans from IEPA for the replacement of those service lines, applications for funding have steadily increased. The agency currently has more than \$21 million in applications under review for lead service line replacement. The agency is working to assist communities with the replacement of lead service lines by taking advantage of recent federal action allowing a one-time \$95 million transfer of wastewater loan funds to the drinking water loan program. Those funds will be solely dedicated to lead service line replacement activities. This transfer will enable IEPA to fund additional lead service line replacement projects in fiscal years 2021 through 2023.

### UNSEWERED COMMUNITIES

IEPA recognizes that small communities face unique challenges funding wastewater management solutions. There have been 200 communities identified that lack modern sewer systems with the potential for more to be identified. Communities that lack sewer systems connected to wastewater treatment facilities improperly dispose of their waste by straight pipe discharge. This results in the discharge of raw sewage into waters or onto land surfaces. IEPA seeks to address this issue with its new unsewered communities grant program. Rebuild Illinois included funding for IEPA to supply grants to disadvantaged communities to either connect to nearby publicly owned treatment facilities or to construct new treatment facilities. In fiscal year 2021, IEPA anticipates awarding \$20 million for infrastructure improvements in communities that will significantly enhance Illinois' environmental health.

### ILLINOIS GREEN INFRASTRUCTURE GRANTS

The IEPA Illinois Green Infrastructure Grant Program (IGIG) provides competitive grant awards for construction of green infrastructure Best Management Practices (BMPs) that prevent, eliminate or reduce water quality impairments through the decrease of stormwater run-off into Illinois' rivers, lakes and streams. According to the US EPA, localized and riverine flooding will likely become more frequent. Localized flooding happens when rainfall overwhelms the capacity of urban drainage systems, while riverine flooding happens when river flows exceed the capacity of the river channel. By reducing and detaining stormwater before it can flow through urban areas and by reconnecting streams to their floodplains, the IGIG program will reduce the frequency of localized and riverine flood events.

IEPA will prioritize projects that are cost-effective and yield the largest water quality benefits. BMPs proven effective at reducing stormwater run-off impacts from urban development and BMPs proven effective at reconnecting a body of water to its floodplain will receive priority.

# Agency Budget Detail: Illinois Environmental Protection Agency



The City of Champaign's West Washington Street stormwater project incorporating green infrastructure to capture, control and treat stormwater

## HAZARDOUS WASTE REMEDIATION PROGRAM

The Hazardous Waste Remediation 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. The intent of the Hazardous Waste Remediation Program is to provide a cradle-to-grave management scheme for hazardous wastes to ensure wastes are not mismanaged in a manner that will impact human health or the environment.



Groundwater treatment systems at the Southeast Rockford Groundwater Contamination National Priorities List site

In Rockford, IEPA in coordination with US EPA, has been investigating and remediating the Southeast Rockford Groundwater Contamination National Priorities List (NPL) site for many years. This site consists of an area of groundwater contamination that is approximately 3 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 site are primarily defined by the extent of groundwater contamination that exceeds 10 parts per billion (ppb). Existing funding will allow IEPA to continue work in Rockford. The \$50 million in new funding provided by Rebuild Illinois will allow IEPA to begin remediation efforts in various new sites

across Illinois like the Jennison-Wright Corporation NPL site, which is an abandoned wood treatment facility in Granite City in need of remediation.

# Agency Budget Detail: Illinois Environmental Protection Agency

## TRANSPORTATION ELECTRIFICATION GRANT PROGRAM

In fiscal year 2021, IEPA will begin its new Transportation Electrification Grant Program. The \$70 million program will allow the state to invest in the future of electric vehicles by providing grants to disadvantaged communities to electrify public transit and install charging infrastructure. The program will help reduce barriers to entry into the electric vehicle market and will ensure that these communities have an opportunity to be early adopters of electric public transportation methods. Funding projects like the replacement of diesel engine buses with electric buses will remove sources of air pollution, which will reduce greenhouse gas emissions and smog, improve public health and reduce ecological damage to Illinois.

### Fiscal Year 2021 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

| Fund                     | New Appropriations | Reappropriations   | Total              |
|--------------------------|--------------------|--------------------|--------------------|
| <b>Bonded</b>            |                    |                    |                    |
| Anti-Pollution Fund      | 0.0                | 162,000.0          | 162,000.0          |
| Build Illinois Bond Fund | 0.0                | 146,601.6          | 146,601.6          |
| <b>Pay-as-you-go</b>     |                    |                    |                    |
| Water Revolving Fund     | 651,500.0          | 1,471,149.8        | 2,122,649.8        |
| <b>Total</b>             | <b>651,500.0</b>   | <b>1,779,751.3</b> | <b>2,431,251.3</b> |

### Fiscal Year 2021 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

| Project Description  | FY 2021 Recommended New Appropriations |
|--|--|
| <b>Water Revolving Fund</b>  | <b>651,500.0</b>                       |
| Grants and Contracts to Address Nonpoint Source Water Quality Issues | 1,500.0                                |
| Illinois Water Works - Wastewater Loan Program                       | 450,000.0                              |
| Illinois Water Works - Drinking Water Loan Program                   | 200,000.0                              |
| <b>Total</b>   | <b>651,500.0</b>                       |



# Agency Budget Detail: Other Agencies

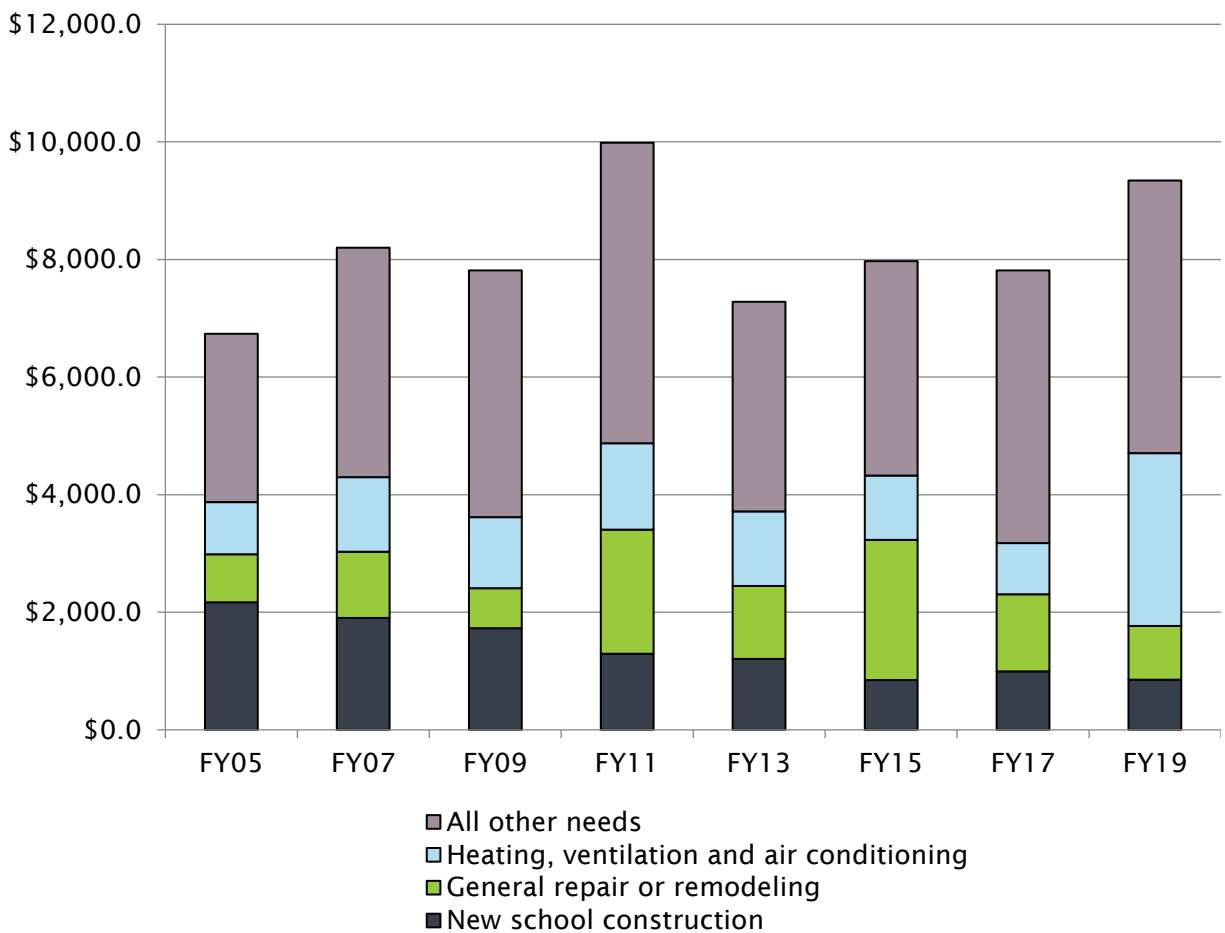
## ILLINOIS STATE BOARD OF EDUCATION

The Illinois State Board of Education’s (ISBE) mission is to provide each and every child with safe and healthy learning conditions, great educators and equitable opportunities by practicing data-informed stewardship of resources and policy development, all done in partnership with educators, families and stakeholders. ISBE’s primary capital responsibilities include the administration of school maintenance grants, as well as school construction grants that are jointly administered with the Capital Development Board (CDB).

### PREK-12 DEFERRED MAINTENANCE

As with other state facilities and institutions of higher education, preK-12 educational facilities have significant maintenance needs that have accumulated over time. ISBE, in conjunction with CDB, has published a biennial Capital Needs Assessment for preK-12 education facilities since fiscal year 2005. The chart below shows the capital needs reported in the most recent Capital Needs Assessment from fiscal year 2019 by type of need. Please note, the data is incomplete because fewer than half of school districts participated in this report.

### PREK-12 DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2005-2019 (\$ MILLIONS)



To address the deferred maintenance needs of preK-12 facilities, Rebuild Illinois provided ISBE with funding to issue maintenance grants to education providers statewide. Additionally, recent legislation is allowing ISBE to work with experts and stakeholders on potential revitalization and reformation of the School Construction Grant Program, which has been inactive since 2003.

# Agency Budget Detail: Other Agencies

## SCHOOL MAINTENANCE GRANT PROGRAM

The School Maintenance Grant Program is a dollar-for-dollar state matching grant program that awards up to \$50,000 per project exclusively for the maintenance or upkeep of buildings for educational purposes. Any school district, cooperative high school, Type 40 area vocational center or special education cooperative may apply for a grant.

Rebuild Illinois provided \$200 million for new school maintenance grants over the duration of the plan. ISBE also anticipates using reappropriations to issue upward of \$44 million in grants in fiscal year 2020. Applications for this round of funding closed on February 14, 2020.

## SCHOOL CONSTRUCTION GRANT PROGRAM

The General Assembly passed the School Construction Law in December 1997, creating the School Construction Grant Program. ISBE and CDB jointly administer the program, which was primarily designed to address the shortage of classroom space due to population growth or aging buildings. Since 1998, the state has issued nearly \$4.5 billion in school construction grants.

In 2019, PA 101-0010 established the School Construction Task Force. Members of the task force include appointees of the Governor, the Governor's Office of Management and Budget, the Capital Development Board, and leaders of the General Assembly. The task force also includes the state superintendent and five members of the public representing early childhood education programs, elementary, high school and unit school districts, and vocational education programs.

Currently, the task force is reviewing the School Construction Law and researching the needs for capital improvements in schools throughout the state. The task force must submit a report to the Governor, the General Assembly and the chairperson of the State Board of Education, which outlines recommendations for revising the School Construction Law and implementing a sound capital program to support the capital needs of public schools, early childhood programs and vocational education programs on or before March 1, 2020. Recommendations of the task force will assist the administration and legislators in a potential overhaul to make the School Construction Grant Program functional and equitably beneficial to schools across Illinois.

## OFFICE OF THE ILLINOIS SECRETARY OF STATE



Aurora Public Library was awarded \$10 million for construction of a new library in fiscal year 2013

The Rebuild Illinois capital plan provided \$50 million to the Office of the Illinois Secretary of State (SOS) for the Public Library Construction Act Grant Program.

During the last round of public library grants in fiscal year 2013, SOS awarded \$50 million across 21 grants, serving more than 3.1 million people and resulting in more than \$118 million of investment in public library infrastructure. With new funding in fiscal year 2020, SOS will expand the program to more public libraries. Projects will include replacing or reconstructing facilities damaged by natural disasters, upgrading or replacing aging facilities, addressing health or safety hazards, and increasing accessibility for individuals with disabilities. Applications for the first round of grant funding will be collected in the spring of fiscal year 2020.

# Agency Budget Detail: Other Agencies

## OFFICE OF THE ARCHITECT OF THE CAPITOL

The Office of the Architect of the Capitol (OAC) is responsible for developing and implementing a long-range master plan for the capitol complex in Springfield. OAC reviews and approves all contracts for the repair, rehabilitation, construction, renovation and alteration of state buildings located in the capitol complex, which is defined as the area bounded by Washington, Third, Cook and Pasfield streets. In addition to buildings and facilities, OAC oversees the tunnels, power and heating plans, grounds, parking, and landscaping. The office has authority to allocate space within the capitol complex for the use of the General Assembly and its related agencies, and to acquire land for the operation and expansion of state facilities within the complex. The design for the capitol complex master plan was halted approximately 10 years ago at just under 75 percent completion. The OAC has recently restarted this process with the goal of completing the master plan design by fall 2020. A completed master plan will help guide infrastructure work, remodeling and reuse of existing buildings.



The Illinois State Capitol Building in Springfield

Utilizing the \$350 million provided by the Rebuild Illinois capital plan, OAC is currently overseeing the design phase for the capitol building's north wing renovation. Preliminary work and relocation of staff will start in the summer of 2020 to prepare for the 30 month construction schedule, which is anticipated to begin in 2021. Improvements associated with the north wing renovation include upgrades to the fire alarm, sprinkler and emergency lighting systems; improvements to accessibility of the Capitol itself, as well as accessible bathrooms, routes and door hardware; and modernization of the mechanical, electrical, plumbing and information technology systems to improve energy efficiency, air quality and thermal comfort. Security upgrades are also anticipated, including removal of vehicle parking and drives near the building and relocating visitor screening to the outside of the building. Enhanced electronic locking and lockdown provisions will also be incorporated. In addition, the plan calls for more space for conference and meeting rooms in the complex.

A large component of the north wing remodel will be restoration of design elements back to original construction. Mezzanines were added in the 1970s that destroyed original room proportions and caused ornate plaster crown moldings to be out of scale. These mezzanines will be removed to return spaces back to their original grandeur. Where original documentation cannot be found, the re-creation of historic and period-appropriate details will be incorporated.

With the north wing remodel, approximately 110 parking spaces are expected to be lost. To account for those cars, a new underground parking garage just north of the Stratton Building is planned. Design for the structure will begin in 2020.

Once the north wing remodel is under construction, OAC will begin to lead the design phase of the east wing renovation. The east wing improvements will be similar to those in the north wing, focusing on accessibility, life safety, security, modernization of building systems and restoration.

# Agency Budget Detail: Other Agencies

## DEPARTMENT OF MILITARY AFFAIRS

The Department of Military Affairs (DMA) is responsible for the construction and maintenance of the state's National Guard facilities, such as training areas, aviation facilities, readiness centers and the Illinois Military Academy. The federal government provides 100 percent of funding for most of these facilities, as well as the State Military Museum and the United States Property and Fiscal Office functions. The state shares responsibility of the joint force headquarters building and the 48 readiness centers. Most of the readiness centers are 50 percent state and 50 percent federally funded.



General Richard L. Jones Armory in Chicago, IL circa 1931

More than half of the readiness centers in Illinois were built before 1960. Over the past two decades, the equipment and technology needs of today's military have grown exponentially, and the facilities that have served communities for generations now require renovation and expansion to conform to today's standards and anticipated future needs. Illinois readiness centers must be modernized and maintained in order to effectively and efficiently assemble, train and deploy soldiers in times of emergency.

DMA uses federal dollars to address maintenance needs wherever possible. Over the past three years, the department has secured \$45 million in federal funds for maintenance and restoration projects, and approximately \$50 million in federal Military Construction (MILCON) funds. However, DMA oversees 4.2 million square feet of buildings, including 2.4 million square feet at readiness centers and an additional 7.9 million square feet of parking structures in the Illinois National Guard inventory. The deferred maintenance needs at these facilities are estimated to be nearly \$380 million.

Rebuild Illinois provided DMA with \$90 million in state-funded appropriations for critical maintenance and upgrades at DMA facilities. These state funds will also generate federal matching funds, which will flow into the Illinois National Guard Construction Fund and allow DMA to undertake additional projects.

DMA is planning major restoration initiatives at the General Richard L. Jones Armory (constructed in 1931) and the Northwest Armory (constructed in 1940). These locations have inadequate parking, undersized office space and outdated mechanical, plumbing and electrical systems, which result in poor energy efficiency and degraded facility effectiveness. Planned investments in rehabilitation of these facilities' interiors and exteriors will improve ADA compliance, major systems and roofing.

Additionally, the Peoria Armory is competing at the national level for federal MILCON funding for a new readiness center to replace the existing complex. The current complex was constructed in the 1970s by the Air National Guard and does not provide the infrastructure required for the units and soldiers to effectively accomplish their missions. The new readiness center would allow all assigned units to be housed in one building, equipped with the most modern equipment and space allowances. This construction project would require a 25 percent state share of approximately \$9 million, and would receive 75 percent federal reimbursement for a total investment of \$36 million.

## DEPARTMENT OF PUBLIC HEALTH

In 2007, the General Assembly passed legislation that established the Comprehensive Lead Education, Reduction and Window Replacement Program (CLEAR-Win) at the Department of Public Health (DPH). The purpose of this program is to assist homeowners in reducing lead paint hazards. During its pilot phase from 2010-2015, the program spent approximately \$4.9 million on the removal and replacement of nearly 8,000 lead-tainted windows in the neighborhoods of Englewood and West Englewood on Chicago's south side, and the city and county of Peoria.

## Agency Budget Detail: Other Agencies

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The proposed fiscal year 2021 budget continues funding for a statewide CLEAR-Win program. The expanded program allows DPH to provide grants to qualifying local organizations such as health departments and housing agencies. The grantee organizations will work with community residents to remove paint or plumbing lead sources, focusing on homes where a child has been found to have an elevated blood lead level.

### DEPARTMENT OF INNOVATION AND TECHNOLOGY

The Department of Innovation and Technology (DoIT) is responsible for the information technology functions of agencies under the authority of the Governor. DoIT's mission is to empower the State of Illinois through high-value, customer-centric technology by delivering best-in-class innovation to client agencies, fostering collaboration and empowering employees to provide better services to residents, businesses and visitors.

Throughout the next five years, DoIT will build the solid foundation necessary for any modern technology organization, focusing on the following five areas:

- **Architecture:** DoIT has created a Chief Enterprise Architect position to create a common technical blueprint that will guide the state's technology strategy;
- **Service Management:** In order to better serve information technology customers across the state, DoIT is focusing on filling more customer service positions and implementing best practices to provide support and to administer and maintain technology;
- **Program Management:** DoIT is working to implement best practices and build out the program management department by improving discipline and proficiency in project management and hiring additional staff;
- **Data and Analytics:** DoIT has hired a Chief Data Officer to implement improved data practice and efficiently manage and leverage data resources; and
- **Information Security:** In an ever-changing environment, DoIT continues to research and implement new tools to effectively secure and safeguard the state's technology resources from cyber threats.

The fiscal year 2020 budget includes a \$394 million capital reappropriation for information technology upgrades across the state and a new \$20 million appropriation to address and revitalize the Illinois Century Network. Both appropriations are recommended to be reappropriated in fiscal year 2021.

### INFORMATION TECHNOLOGY

Illinois is transitioning to an Enterprise Resource Planning (ERP) platform, which will enable the state to realize efficiencies in financial reporting and streamline accounts receivable and accounts payable by automating interactions among state agencies. The streamlined interactions will improve cash management by increasing transparency of revenue and disbursements within the state. To date, 53 agencies or divisions have transitioned to the ERP system, with another three anticipated to go live in fiscal year 2021.

Another transformation initiative designed to improve efficiency and increase cost-effectiveness of data storage across the state is the hybrid cloud. This initiative will allow DoIT to reduce the state's cyber risk through the use of encryption and increased network security, and reduce expenses by eliminating costly, out-of-date equipment while maintaining the flexibility to utilize existing hard storage resources for sensitive data.

# Agency Budget Detail: Other Agencies

Additionally, DoIT is modernizing the state’s information technology capabilities through four projects that will replace outdated systems, implementing industry leading technology and allowing for better asset and portfolio management. These projects include:

- Information Technology Service Management (ITSM): ITSM refers to all activities involved in designing, creating, delivering, supporting and managing the lifecycle of information technology services, including incident management, problem management and change management.
- Information Technology Operations Management (ITOM): Focusing on the implementation of a configuration management database, this project aims to deliver stable service by controlling and monitoring all operations related to information technology services and the underpinning infrastructure.
- Information Technology Business Management (ITBM): This project will implement application portfolio management, and project and portfolio management systems to help the state govern information technology business processes. This includes performing application rationalization, aligning projects and resources with organizational strategic goals, and delivering products and services efficiently and effectively.
- Information Technology Asset Management (ITAM): The ITAM project involves implementing industry leading solutions and business practices to manage software assets and incorporate information technology assets across business units within each organization. This helps organizations manage the overall asset life cycle and make tactical and strategic decisions by merging financial, inventory, contractual and risk management responsibilities.

DoIT continues to evaluate the state’s highest priority information technology capital needs and adjusts priorities as those needs change. DoIT works with other state agencies to provide expertise and asset management when evaluating information technology infrastructure needs.

## STATEWIDE BROADBAND



Illinois Century Network

DoIT is responsible for maintenance of the Illinois Century Network (ICN), a high speed broadband network serving K-12 and higher education institutions, public libraries and museums, state and local government, and broadband service providers. The ICN provides internet and intranet connectivity for thousands of sites statewide. It ensures high availability for cloud-based content, disaster recovery services, and data, video and audio communications. The ICN owns or leases approximately 2,100 miles of fiber throughout the state and interconnects with multiple regional, public and private networks throughout Illinois.

The Rebuild Illinois capital plan included \$420 million for Connect Illinois, the Governor’s plan to revitalize broadband infrastructure and deployment to unserved and underserved areas of Illinois. The Department of Commerce and Economic Opportunity will invest \$400 million of that total to increase access to broadband and improve connection across Illinois. The remaining \$20 million will be used to address critical infrastructure needs of the Illinois Century Network, focusing on K-12 institutions. The Illinois K-12 network is designed to address K-12 requirements for digital learning. Projects for the ICN include:

- Refreshing aged components with efficient, high capacity network nodes;
- Supporting additional interconnects to cloud resources, including Internet2 and other state networks;
- Enabling increased redundancy for mission-critical applications;
- Supporting increased security on the network and for customers via state-of-the-art security appliances;
- Supporting enhanced provision, management and monitoring of the network via ICN equipment refresh and customer premise equipment; and
- Enhancing the integrity of the ICN through replacement of data center power equipment.

## Agency Budget Detail: Other Agencies

### ILLINOIS HOUSING DEVELOPMENT AUTHORITY

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

### ILLINOIS ARTS COUNCIL

The Illinois Arts Council improves economic vitality and quality of life in Illinois by investing in the nonprofit arts sector. The council focuses on advancing arts education, promoting an encouraging atmosphere for creative artists to live and work, and providing support to build strong arts communities.

The recommended fiscal year 2021 budget includes a \$50 million reappropriation for the Arts Build Illinois capital grant program. This new program, created as part of the Rebuild Illinois capital plan, will provide grants to assist with the infrastructure needs of arts and cultural facilities. This includes acquisition, design, construction, renovation or other capital improvements. The Arts Council aims to promote the development of facilities that contribute to the cultural and economic lives of their communities.

#### Fiscal Year 2021 Recommended Appropriations for Other Agencies (\$ thousands)

| Fund   | New Appropriations | Reappropriations   | Total              |
|--|--------------------|--------------------|--------------------|
| <b>Bonded</b>                                    |                    |                    |                    |
| <b>Build Illinois Bond Fund</b>                  |                    |                    |                    |
| Department Of Public Health                      | 0.0                | 15,000.0           | 15,000.0           |
| Illinois Housing Development Authority           | 0.0                | 200,000.0          | 200,000.0          |
| Office Of The Secretary Of State                 | 0.0                | 459.3              | 459.3              |
| <b>Capital Development Fund</b>                  |                    |                    |                    |
| Department Of Innovation And Technology          | 0.0                | 320,384.6          | 320,384.6          |
| Department Of Military Affairs                   | 0.0                | 70,750.0           | 70,750.0           |
| Office Of The Architect Of The Capitol           | 0.0                | 359,278.2          | 359,278.2          |
| Office Of The Secretary Of State                 | 0.0                | 50,075.0           | 50,075.0           |
| State Board Of Education                         | 0.0                | 25,000.0           | 25,000.0           |
| <b>Pay-as-you-go</b>                             |                    |                    |                    |
| <b>Illinois National Guard Construction Fund</b> |                    |                    |                    |
| Department Of Military Affairs                   | 0.0                | 72,300.0           | 72,300.0           |
| <b>Rebuild Illinois Projects Fund</b>            |                    |                    |                    |
| Illinois Arts Council                            | 0.0                | 50,000.0           | 50,000.0           |
| <b>School Infrastructure Fund</b>                |                    |                    |                    |
| State Board Of Education                         | 0.0                | 209,928.4          | 209,928.4          |
| <b>Total</b>                                     | <b>0.0</b>         | <b>1,373,175.5</b> | <b>1,373,175.5</b> |

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# CHAPTER 4

## GLOSSARY



*Illinois State Capital Budget Fiscal Year 2021*

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# Glossary

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**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 designed to divert traffic from freeways or expressways, and often having limited or private access.

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

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

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

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

**Bottomlands Swamp** - A forest river swamp. These ecosystems are commonly found wherever streams or rivers flood beyond their channel confines.

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

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

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

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

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

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

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

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

**Diamond Interchange** - A common type of interchange in which a freeway is grade-separated from a 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.

**Directional Interchange** - An interstate road that provides free-flow movement in all directions with a small deviation from the direction of travel, as opposed to loop ramps, which require large deviation from the original trajectory.

# Glossary

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**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** - To establish by legal authoritative act; specifically, to make into law.

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

**Expenditure** - Exchange of an asset of the state or incurrence of liability by a state agency for an asset, goods received or services rendered.

- **At the agency level** – occurs when a voucher for goods and/or services is submitted by an agency for approval and payment by the Comptroller.
- **At the Comptroller level** – occurs when the Comptroller approves a voucher for payment.

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

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

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

**Four-Quadrant Gate** - A type of boom barrier gate protecting a grade crossing. It has a gate mechanism on both sides of the tracks for both directions of automotive traffic.

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

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

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

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

**Girder** - A support beam used in construction. It is the main horizontal support of a structure which supports smaller beams.

**Girder Bridge** - A common type of bridge where the bridge deck is built on top of girders, that have in turn been placed on piers and abutments that support the span of the bridge.

**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.

**Interlocking (Rail)** - An arrangement of signal apparatus that prevents conflicting movements through junctions or crossings, designed so it is impossible to display a signal to proceed unless the route is safe.

# Glossary

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

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

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

**Loop Detector** - A device that can detect vehicles passing or arriving at a certain point; for instance, approaching a traffic light or in motorway traffic. Loop detectors can also be called vehicle detection loops or inductive-loop traffic detectors.

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

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

**Multi-Modal** - Multiple modes of transport, for example rail, transit, aeronautics and waterways.

**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.

**Procurement** - The obtaining of supplies or goods by government.

**Purlin** - A horizontal beam along the length of a roof, resting on a main rafter and supporting the common rafters or boards.

**Ramp Taper** - Structures moving traffic laterally from the normal lane to an adjacent lane of traffic at prevailing highway speeds.

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

**Rolling Stock** - Any vehicle that moves on a railway.

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

**Six-Lane Cross Section** - A six-lane arterial highway that typically contains paved travel lanes, curbing and driveway entrances, directional signage and sidewalks.

# Glossary

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

**Storage Hangar** - A closed building structure to hold aircraft.

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

**Three-Span Steel Plate** - Steel plates are meant to carry loads from systems and/or to support columns from different floors.

**Tot-Lot** - A small playground for young children.

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

**Voucher** - Document submitted to the Comptroller by a governmental agency requesting payment to a vendor for goods received or services performed or authorized. It evidences the propriety of a transaction and indicates the account(s) in which it is to be recorded.

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

**Wellhead** - A specific place where a spring comes out of the ground.

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

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# State of Illinois



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