CAPITAL BUDGET

FISCAL YEAR 2020

GOVERNOR JB PRITZKER

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CAPITAL BUDGET

Governor JB Pritzker

Fiscal Year 2020
July 1, 2019 – June 30, 2020

Illinois State Capital Budget Fiscal Year 2020

Printed by Authority of the State of Illinois

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NOTICE
For Release at 12:00 Noon, Wednesday, February 20, 2019

There is a total embargo on the budget for fiscal year 2020 until 12:00 noon, Wednesday, February 20, 2019. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2020.* 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 20, 2019.

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 20, 2019

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 2020 capital budget.

This proposal is a baseline maintenance program that does little to address the immense infrastructure needs of this state. It begins to address the annual accumulation of deferred maintenance at state facilities and the state's public colleges and universities, but falls short of a comprehensive capital program.

The fiscal year 2020 budget includes $1.8 billion for the Illinois Department of Transportation's road program. Another $750 million in new bonded capital will allow the Capital Development Board to address the state's deferred maintenance needs, including $600 million for state facilities and $150 million for colleges and universities.

Existing appropriations for preK-12 school construction and maintenance grants, statewide deferred maintenance, higher education deferred maintenance and highway and road maintenance are continued in the fiscal 2020 budget.

Illinois has not kept pace with the basic maintenance needs of its vast infrastructure network. Estimated deferred maintenance needs at state facilities alone total nearly $7.8 billion. It is critical that we begin to invest in our state's infrastructure so Illinois can remain competitive in the national and global economies. Later this session, my administration will advance a capital bill that addresses long overdue investments in infrastructure throughout the state.

Building the infrastructure needed to restore Illinois' place as an economic leader is a top priority of mine. I want to work closely with the General Assembly to create the transportation, logistics and communication network that will meet the needs of Illinois in its third century.

Sincerely,

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 2020

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Fiscal Year 2020 Illinois State Capital Budget Reader's Guide

WHAT IS THE CAPITAL BUDGET?

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

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

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor's Office presents a capital budget that details the current fiscal status of revenues and liabilities associated with the capital plan. By statute, the Governor's Office of Management and Budget (GOMB) is responsible for estimating revenues and developing recommendations that reflect the Governor's program and spending priorities. The *Fiscal Year 2020 State of Illinois Capital Budget* is available online at 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 recommendations are evaluated differently than operating appropriations. The major planning differences between capital and operating budgets are summarized in the table on the following page.

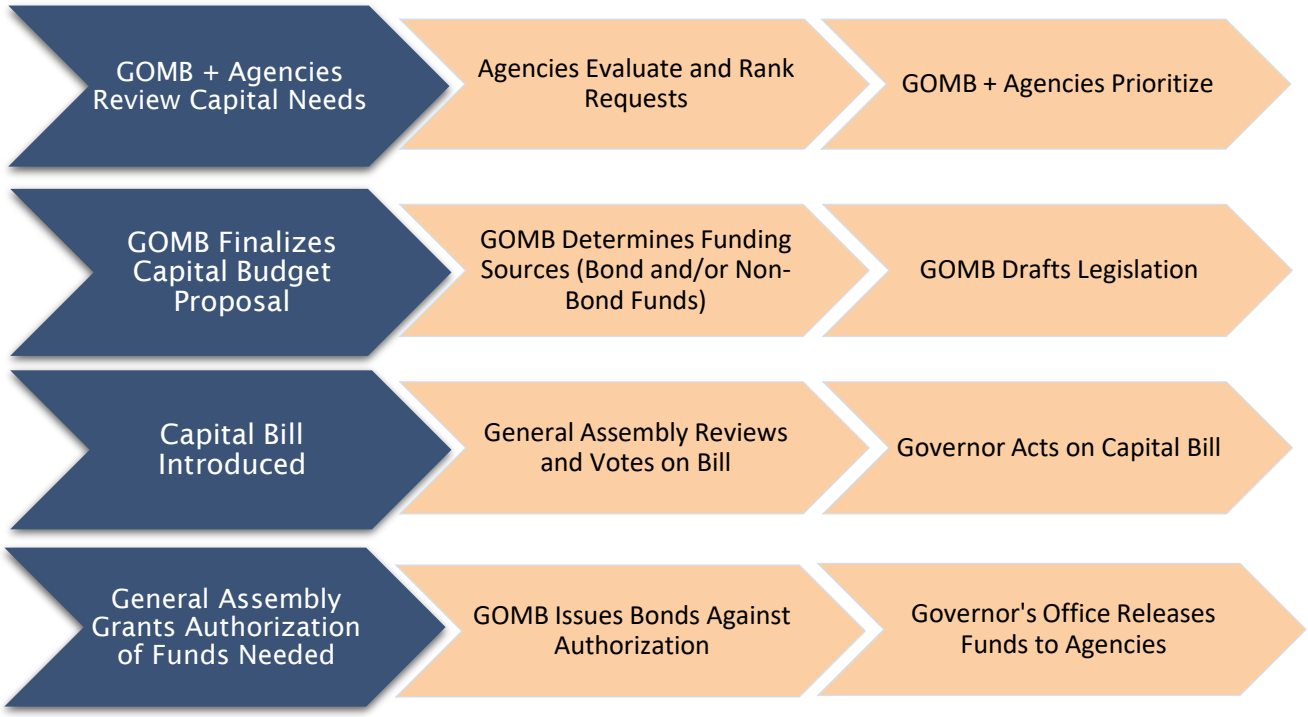
Key benefits of submitting a separate budget include:

- **Accountability and disclosure** which 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.

Differences Between Capital and Operating Budgets

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

How is a Capital Budget Created?



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

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

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

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.

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 2020

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Capital Budget Overview

Fiscal Year 2020 Capital Needs

The fiscal year 2020 capital budget continues currently funded projects and adds new funding for deferred maintenance. The budget prioritizes critical infrastructure projects that will improve the state's operational efficacy and vitality.

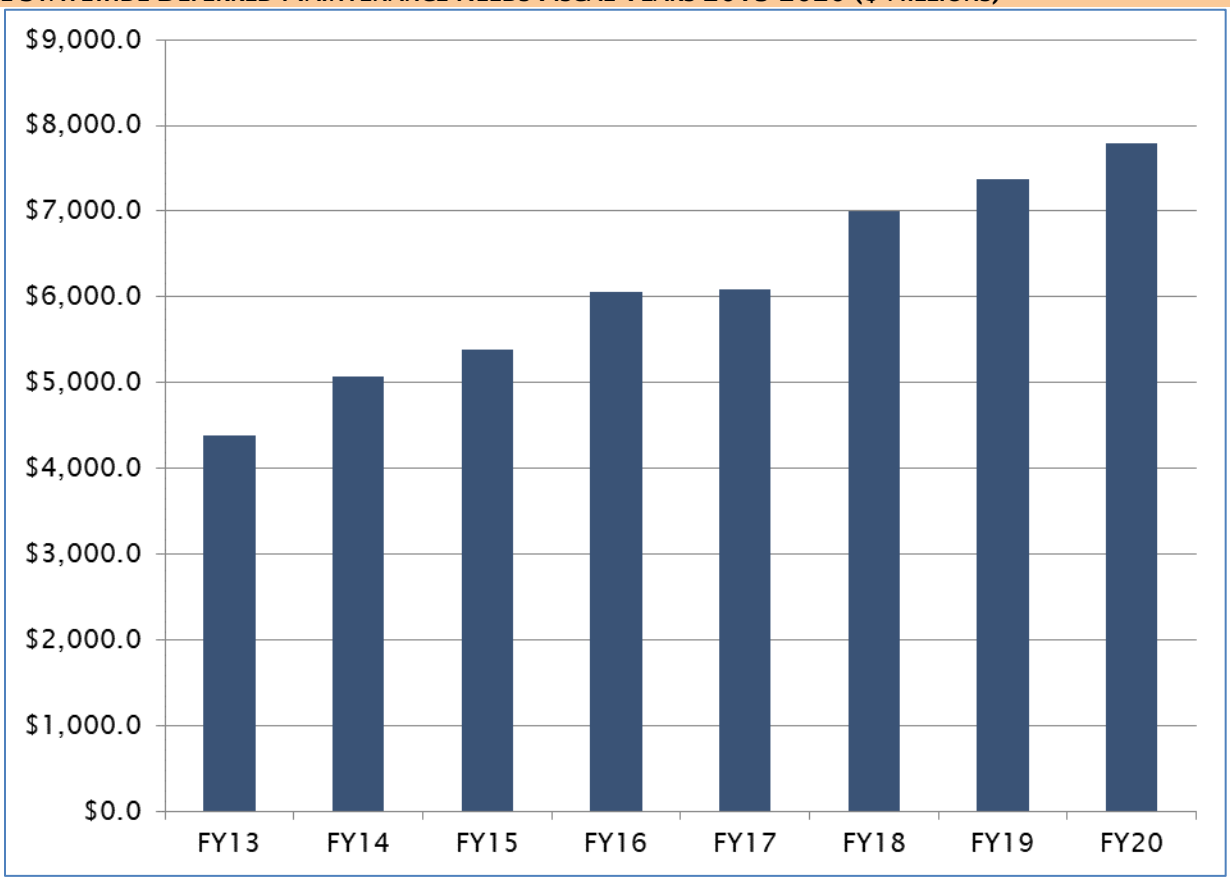
State Facility Deferred Maintenance

Agencies under the Governor occupy nearly 101 million square feet of state-owned space. The diversity of these facilities is significant, including office buildings, hospitals, state fairgrounds, laboratories, prisons, residential-care facilities, garages, state park lodges and historic structures.

The estimated deferred maintenance need for state facilities totals just under $7.8 billion. Deferred maintenance refers to upkeep and repairs that have been postponed. Over time, the backlog of repairs has accumulated for the state and continues to escalate. Projects include replacement of outdated plumbing, mechanical, electrical and heating and air conditioning (HVAC) systems; code required repairs; and repairs of damaged building shell elements such as roofs, windows and doors. Addressing these needs in a timely fashion reduces operational costs and prevents further facility damage, which can lead to higher repair costs in the future.

The chart below shows the growth of estimated deferred maintenance needs for state facilities over time. Since fiscal year 2013, deferred maintenance needs have grown at an average rate of $500 million per year.

Total Statewide Deferred Maintenance Needs Fiscal Years 2013-2020 ($ millions)



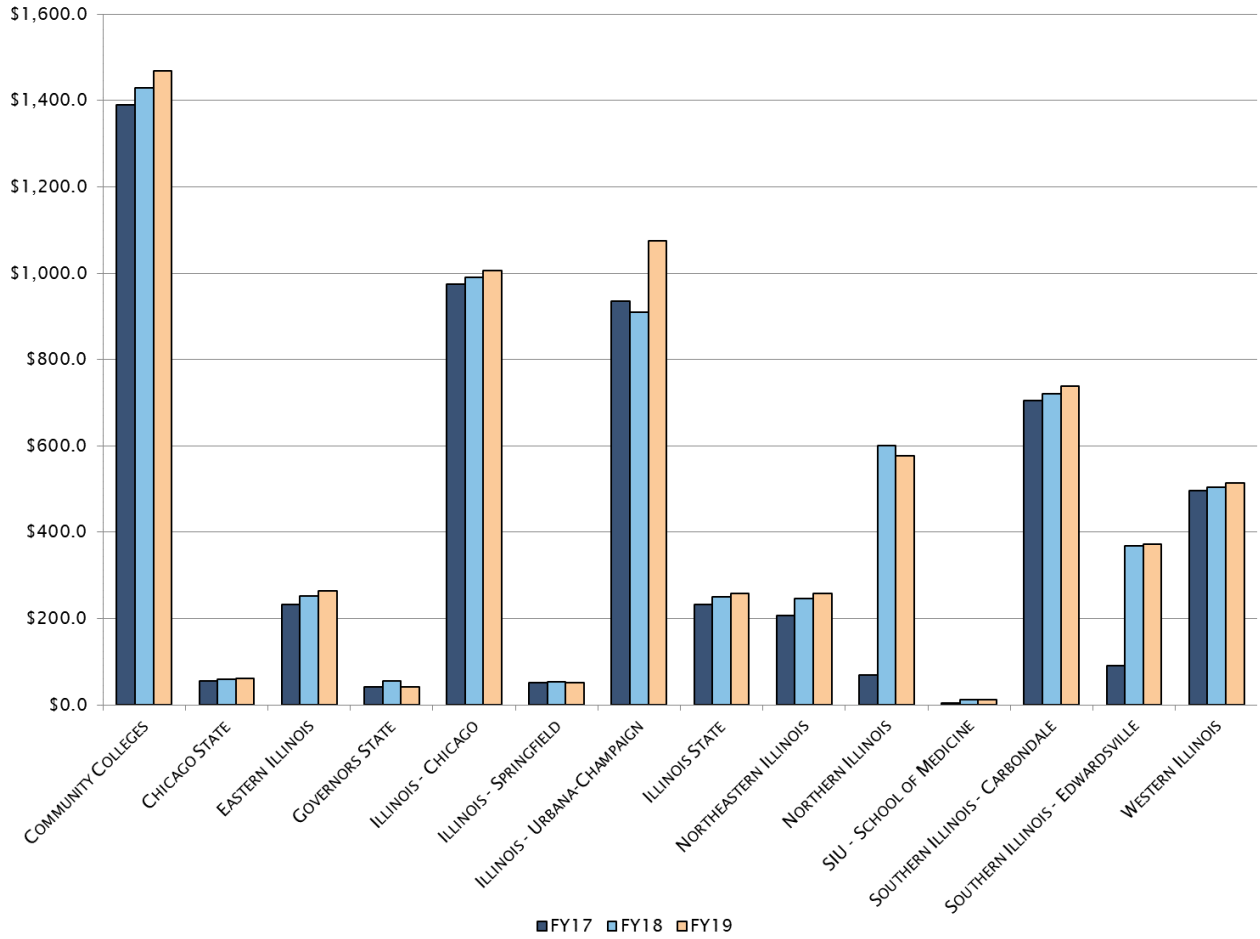
Capital Budget Overview

Higher Education Deferred Maintenance

Illinois institutions of higher education have more capacity to fund their own capital projects than state agencies. However, many universities and community colleges are still struggling to meet the high volume of maintenance demands. Fiscal year 2019 deferred maintenance needs for public universities total just under $6.7 billion.

The chart below shows higher education maintenance capital needs by fiscal year as reported by the state's community colleges and universities.

Higher Education Deferred Maintenance Needs Fiscal Years 2017-2019 ($ millions)



Note: Fiscal year 2020 estimates are not yet available.

PreK-12 Deferred Maintenance

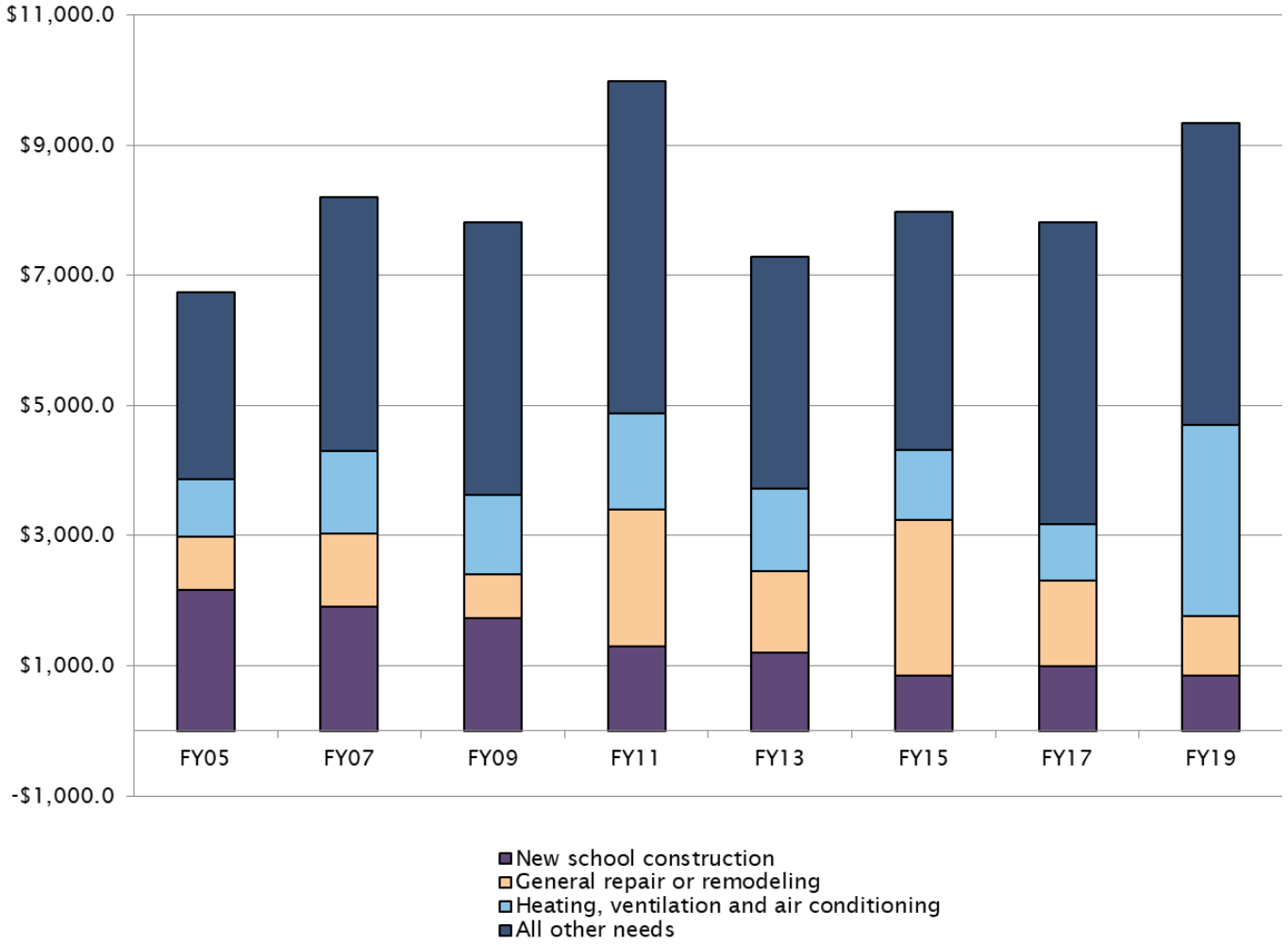
Beginning in fiscal year 2005, the Illinois State Board of Education (ISBE), in conjunction with the Capital Development Board (CDB), has published a biannual Capital Needs Assessment for preK-12 education facilities. School districts undertake many capital projects with local funding, but many also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

The 2009 capital plan, Illinois Jobs Now!, included approximately $1.5 billion in grants for school construction projects. The projects funded through Illinois Jobs Now! were requested by school districts during fiscal year 2003. While the funding was beneficial to upgrading facilities, the amount allocated to schools was not sufficient to stem the accumulation of deferred maintenance needs.

Capital Budget Overview

The chart below shows the capital needs reported in the most recent Capital Needs Assessment, by type of need. Please note, the data is incomplete because fewer than half of school districts participate in this report. Therefore, it can be inferred that the true deferred maintenance need is greater than the data indicates.

PreK-12 Deferred Maintenance Needs Fiscal Years 2005-2019 ($ millions)



Transportation Infrastructure Maintenance

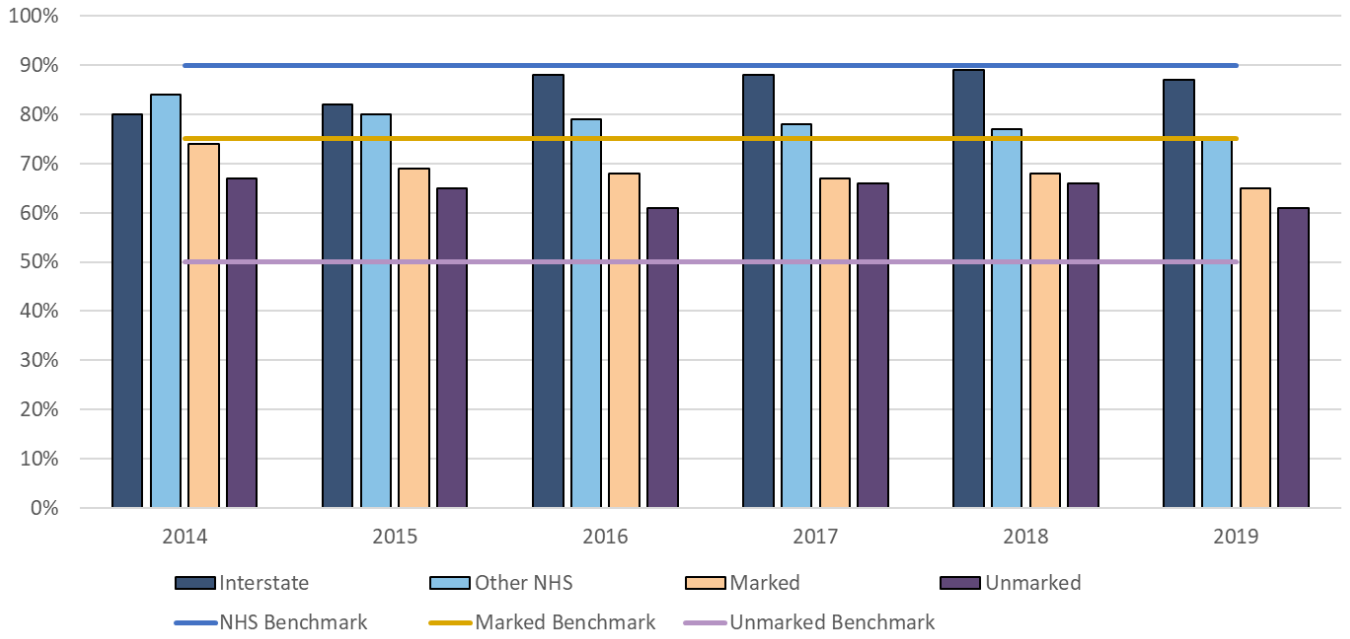
Illinois is located at the center of the United States Interstate Highway System. Three coast-to-coast interstates (I-70, I-80 and I-90) pass through the state. Illinois ranks third in the nation in total interstate miles with 2,169 miles. In recent years, the needs of our highway system and other transportation infrastructure have grown, while resources to address these needs have shrunk.

From our highways to our railroads and waterways, the lack of investment has caused a backlog of maintenance projects and a deterioration of infrastructure conditions.

The chart below shows the percentage of roadway mileage that has been rated as being in acceptable condition, by road type, from calendar years 2014 to 2019. The horizontal lines represent benchmarks set by the federal Moving Ahead for Progress in the 21st Century Act. This legislation set condition benchmarks for the National Highway System (NHS), marked highways and unmarked highways. Interstate and other roadways within the NHS have consistently been below the federal benchmark of 90 percent acceptable and are projected to fall even further behind within the next year.

Capital Budget Overview

Highway Systems State of Acceptable Condition



Fiscal Year 2020 Deferred Maintenance Funding

The fiscal year 2020 budget targets the deferred maintenance backlog statewide. This prioritization is reflected in both the continuation of current appropriations as well as the introduction of new funding.

New spending authority includes $600 million from the Capital Development Fund and Build Illinois Bond Fund that will allow CDB to address the most vital needs of agencies across the state. An additional $150 million is proposed for CDB to address critical repairs and upgrades at higher education facilities. New Road Program funding totaling $1.8 billion is included for the Illinois Department of Transportation (IDOT).

Existing appropriations for preK-12 school construction and maintenance grants, statewide deferred maintenance, higher education deferred maintenance, and highway and road maintenance are continued in the fiscal year 2020 budget.

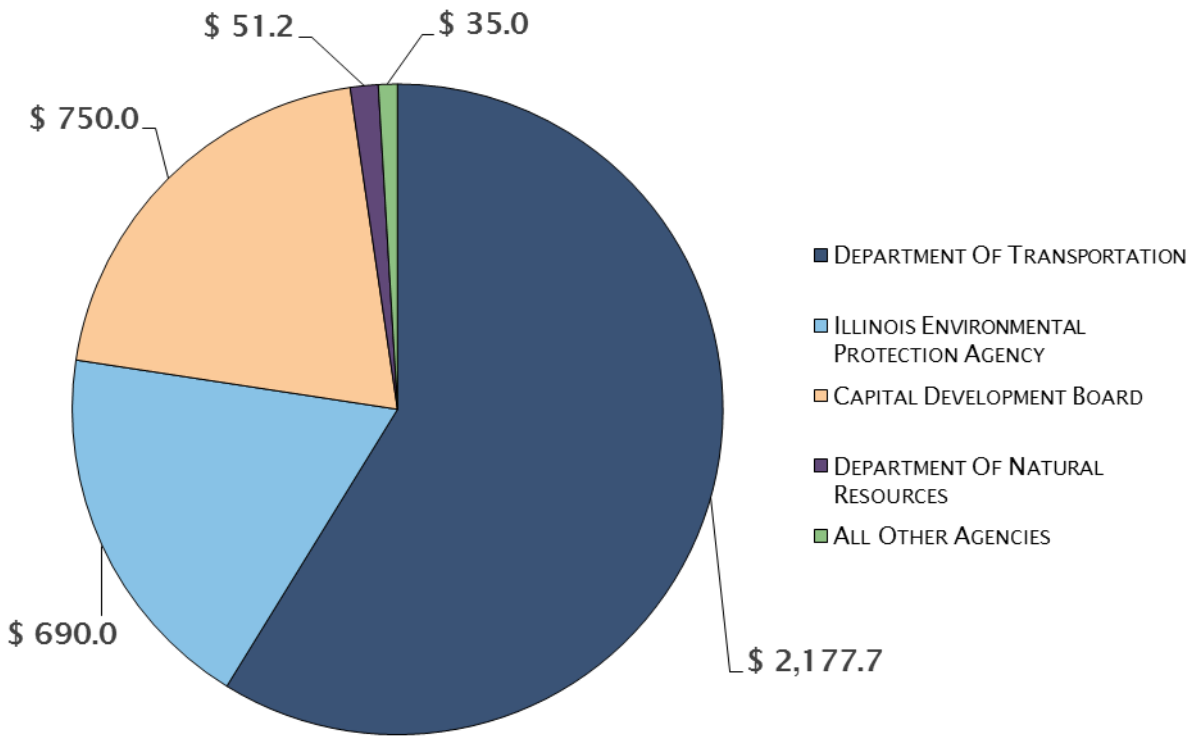
These new and continued appropriations represent a maintenance initiative that will begin reversing the cycle of postponing maintenance needs and will lay the path to future success for the state.

Capital Budget Overview

Fiscal Year 2020 Recommended New Capital Appropriations by Agency

Exhibit 1 displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Fifty-nine percent of the new capital requests are for IDOT's multi-year, multi-modal transportation improvement program, funded largely by the Motor Fuel Tax and vehicle registration fees. Approximately 20 percent of new capital requests are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency. The remaining recommended new appropriations include $750 million to CDB for deferred maintenance and $35 million to other agencies.

Exhibit 1 Recommended New Capital Appropriations by Agency ($ millions)



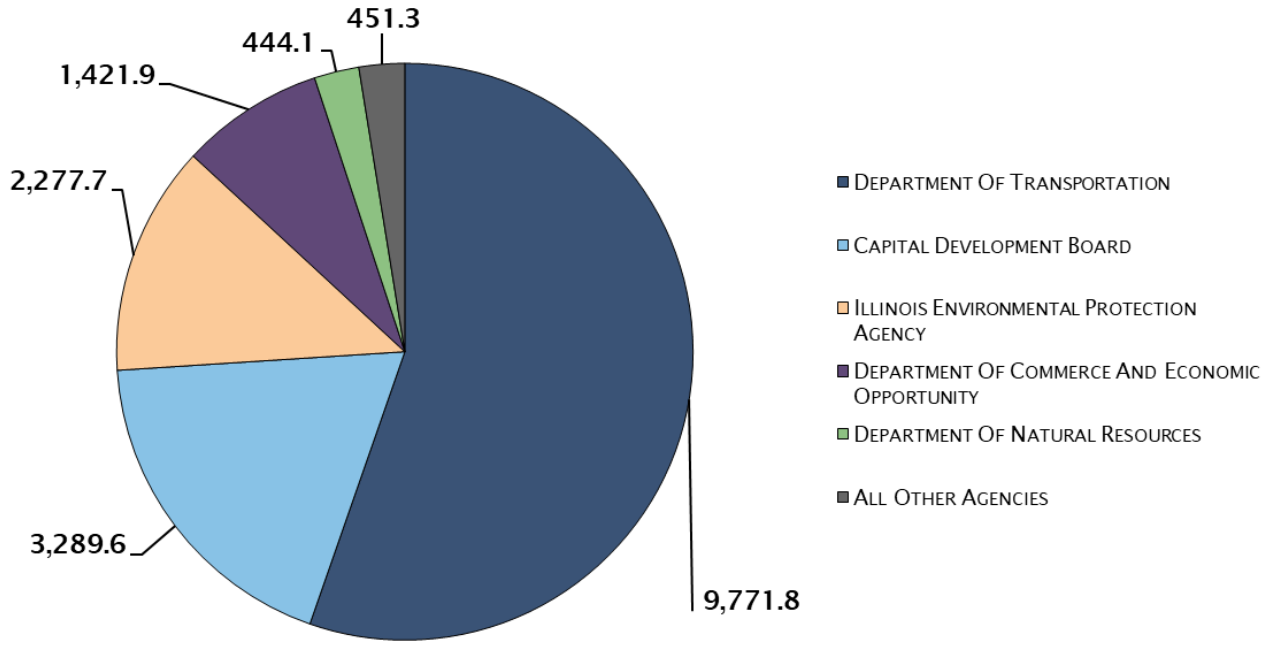
New Capital Appropriations by Agency ($ millions)	
Department Of Transportation	2,177.7
Illinois Environmental Protection Agency	690.0
Capital Development Board	750.0
Department Of Natural Resources	51.2
All Other Agencies	35.0
Total New Appropriations	3,703.9

Capital Budget Overview

Fiscal Year 2020 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; the table shows the breakout of the two categories.

Exhibit 2 Recommended Capital Appropriations by Agency ($ millions)



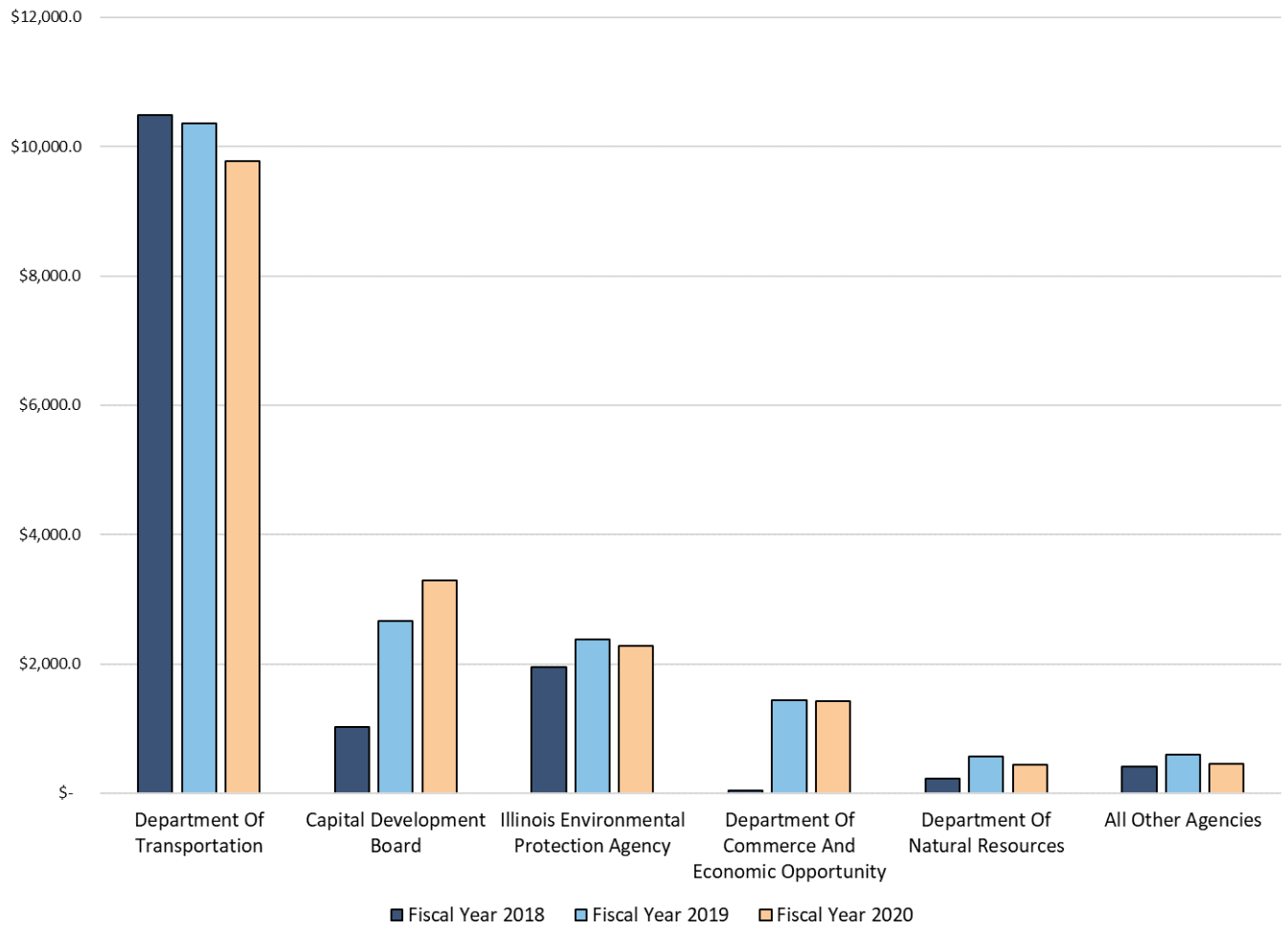
Agency ($ millions)	Bonded	Pay-as-you-go	Total
Department Of Transportation	**2,047.7**	**7,724.1**	**9,771.8**
New Appropriations	-	2,177.7	2,177.7
Reappropriations	2,047.7	5,546.4	7,594.1
Capital Development Board	**3,288.2**	**1.4**	**3,289.6**
New Appropriations	750.0	-	750.0
Reappropriations	2,538.2	1.4	2,539.6
Illinois Environmental Protection Agency	**103.4**	**2,174.3**	**2,277.7**
New Appropriations	28.0	662.0	690.0
Reappropriations	75.4	1,512.3	1,587.7
Department Of Commerce And Economic Opportunity	**1,420.9**	**1.0**	**1,421.9**
New Appropriations	-	-	-
Reappropriations	1,420.9	1.0	1,421.9
Department Of Natural Resources	**148.2**	**295.9**	**444.1**
New Appropriations	-	51.2	51.2
Reappropriations	148.2	244.7	392.9
All Other Agencies	**344.7**	**106.6**	**451.3**
New Appropriations	35.0	-	35.0
Reappropriations	309.7	106.6	416.3
Total	**7,353.0**	**10,303.4**	**17,656.5**

Capital Budget Overview

Fiscal Years 2018 – 2020 Capital Appropriations by Agency

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2018, 2019 and 2020. 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)

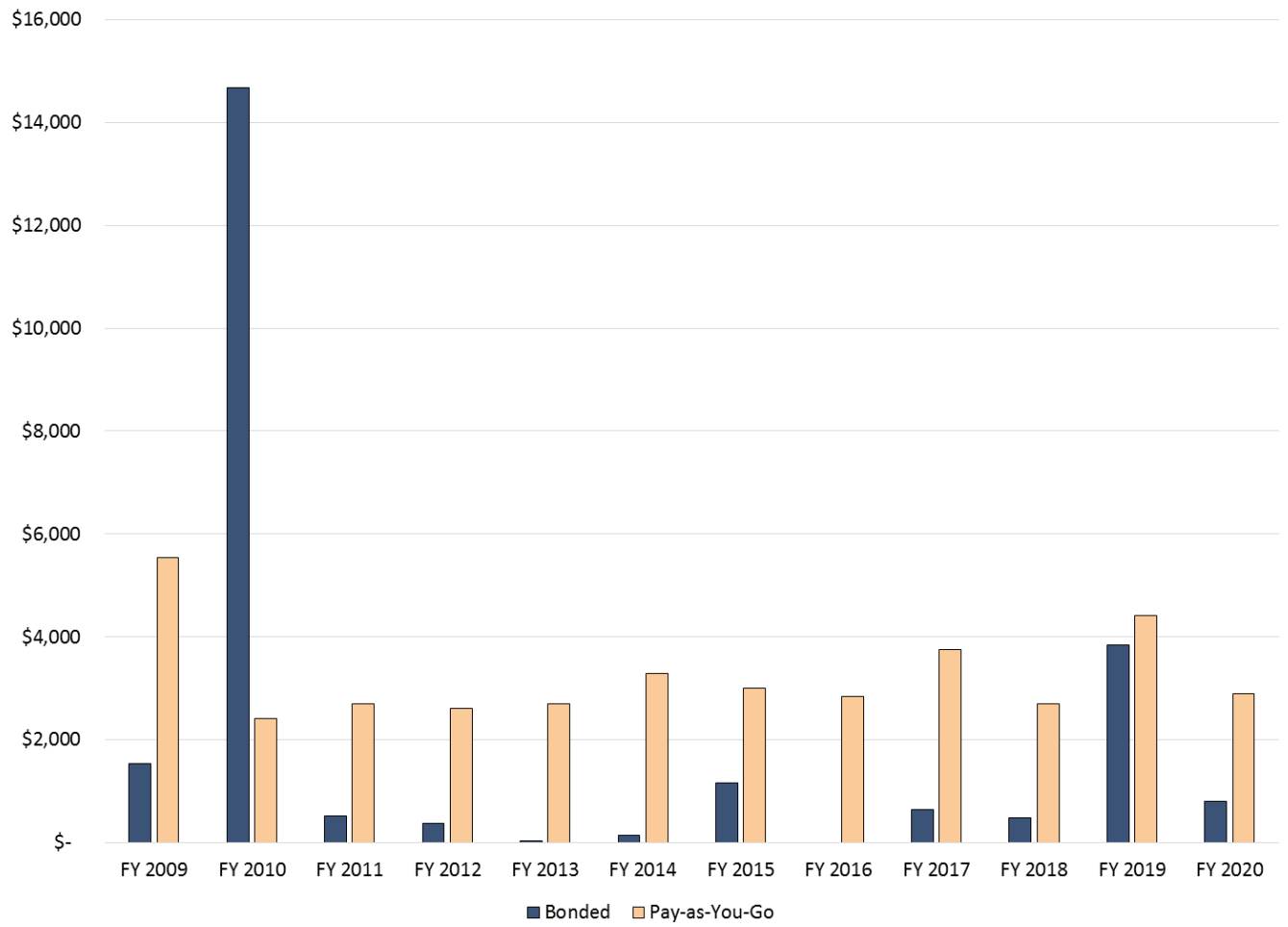


Capital Budget Overview

Fiscal Years 2009 – 2020 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 2020.

Exhibit 4 ($ millions)



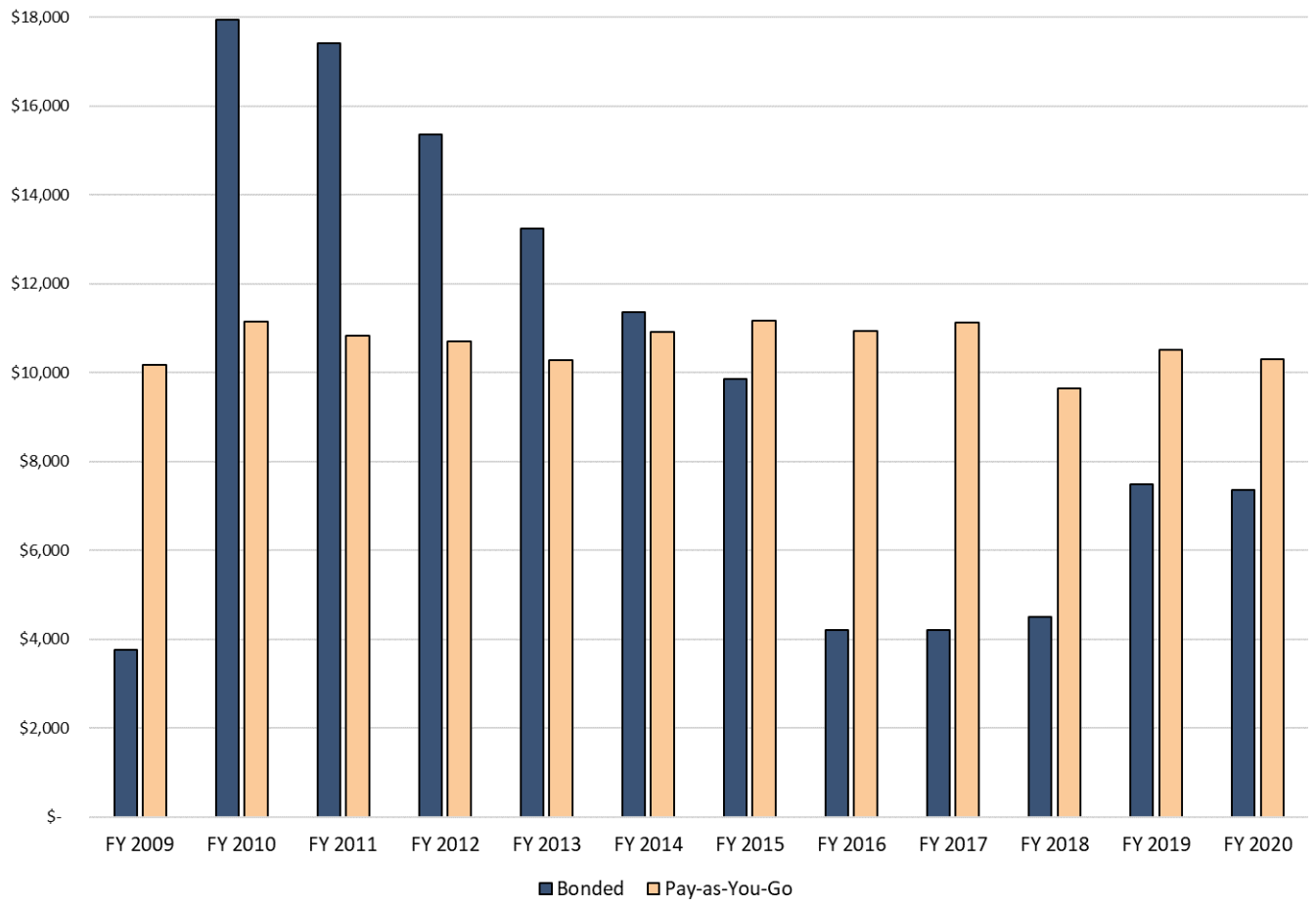
Note: A substantial portion of fiscal year 2019 appropriations appear as new due to the absence of a full enacted budget in fiscal year 2016. Many of these appropriations originated in fiscal year 2010 as part of the Illinois Jobs Now! capital plan.

Capital Budget Overview

Fiscal Years 2009 – 2020 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 2020.

Exhibit 5 ($ millions)



Capital Budget Overview

TABLE I: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS

Table I summarizes each agency's capital appropriations by funding category for fiscal years 2018, 2019 and 2020.

Agency ($ thousands)	FY 2018 Enacted Appropriation	FY 2019 Enacted Appropriation	FY 2020 Recommended Appropriation
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	**10,110**	**17,678**	**12,497**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	10,110	17,678	12,497
Federal Funds - Pay-as-you-go	0	0	0
Elected Officials And Elections	**10,110**	**17,678**	**12,497**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	10,110	17,678	12,497
Federal Funds - Pay-as-you-go	0	0	0
GOVERNOR'S AGENCIES			
Department Of Commerce And Economic Opportunity	**34,819**	**1,434,675**	**1,421,929**
Other State Funds - Pay-as-you-go	0	1,000	1,000
Other State Funds - Bonded	34,819	1,433,675	1,420,929
Federal Funds - Pay-as-you-go	0	0	0
Department Of Central Management Services	**2,320**	**0**	**0**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	2,320	0	0
Federal Funds - Pay-as-you-go	0	0	0
Department Of Natural Resources	**223,390**	**561,077**	**444,102**
Other State Funds - Pay-as-you-go	93,848	272,249	248,963
Other State Funds - Bonded	94,282	248,330	148,172
Federal Funds - Pay-as-you-go	35,260	40,498	46,968
Department Of Innovation and Technology	**397,680**	**400,000**	**260,000**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	397,680	400,000	260,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Military Affairs	**0**	**55,539**	**65,539**
Other State Funds - Pay-as-you-go	0	50,539	50,539
Other State Funds - Bonded	0	5,000	15,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Public Health	**0**	**16,092**	**6,000**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	16,092	6,000
Federal Funds - Pay-as-you-go	0	0	0
Department Of Transportation	**10,482,642**	**10,357,390**	**9,771,787**
Other State Funds - Pay-as-you-go	7,363,885	7,468,153	7,372,829
Other State Funds - Bonded	2,810,925	2,544,940	2,047,661
Federal Funds - Pay-as-you-go	307,831	344,297	351,297

Capital Budget Overview

Agency ($ thousands)	FY 2018 Enacted Appropriation	FY 2019 Enacted Appropriation	FY 2020 Recommended Appropriation
Capital Development Board	**1,026,527**	**2,664,459**	**3,289,572**
Other State Funds - Pay-as-you-go	0	16,100	1,400
Other State Funds - Bonded	1,026,527	2,648,359	3,288,172
Federal Funds - Pay-as-you-go	0	0	0
Illinois Environmental Protection Agency	**1,952,394**	**2,379,670**	**2,277,736**
Other State Funds - Pay-as-you-go	1,835,209	2,255,996	2,174,348
Other State Funds - Bonded	117,186	123,674	103,387
Federal Funds - Pay-as-you-go	0	0	0
Illinois Emergency Management Agency	**0**	**6,815**	**6,815**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	6,815	6,815
Federal Funds - Pay-as-you-go	0	0	0
Governor's Agencies	**14,119,773**	**17,875,716**	**17,043,480**
Other State Funds - Pay-as-you-go	9,292,942	10,064,037	9,849,079
Other State Funds - Bonded	4,483,739	7,426,885	6,796,137
Federal Funds - Pay-as-you-go	343,092	384,794	398,264
ELEMENTARY AND SECONDARY EDUCATION			
State Board Of Education	**4,391**	**85,691**	**85,491**
Other State Funds - Pay-as-you-go	0	56,300	56,100
Other State Funds - Bonded	4,391	29,391	29,391
Federal Funds - Pay-as-you-go	0	0	0
Elementary And Secondary Education	**4,391**	**85,691**	**85,491**
Other State Funds - Pay-as-you-go	0	56,300	56,100
Other State Funds - Bonded	4,391	29,391	29,391
Federal Funds - Pay-as-you-go	0	0	0
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	**0**	**20,000**	**15,000**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	20,000	15,000
Federal Funds - Pay-as-you-go	0	0	0
Legislative Agencies	**0**	**20,000**	**15,000**
Other State Funds - Pay-as-you-go	0	0	0
Other State Funds - Bonded	0	20,000	15,000
Federal Funds - Pay-as-you-go	0	0	0
GRAND TOTAL	**14,134,274**	**17,999,085**	**17,656,468**
Other State Funds - Pay-as-you-go	9,292,942	10,120,337	9,905,179
Other State Funds - Bonded	4,498,240	7,493,955	7,353,025
Federal Funds - Pay-as-you-go	343,092	384,794	398,264

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

Table II summarizes, by source, all revenues deposited into appropriated capital funds for fiscal years 2017 through 2020.

Source ($ millions)	Actual FY 2017	Actual FY 2018	Estimated FY 2019	Projected FY 2020
State Taxes				
Motor Fuel Tax	1,348.4	1,367.9	1,368.0	1,377.5
Telecommunications Tax	57.5	56.9	53.3	49.2
Cigarette Tax	14.7	14.6	0.0	0.0
Real Estate Transfer Tax	38.3	40.2	15.7	12.8
Other Taxes	0.4	0.4	0.6	0.6
Total State Taxes	**1,459.2**	**1,480.1**	**1,437.6**	**1,440.0**
Non-Tax State Sources				
Motor Vehicle and Operators License Fees	1,458.5	1,358.2	1,461.0	1,495.9
Water Revolving Fund Loan Repayment	213.2	154.5	111.8	178.0
Bond Issue Proceeds	1,584.3	1,860.2	1,277.3	1,221.0
Licenses, Fees and Registrations	59.9	59.4	58.9	58.8
Sale of Property, Other Earnings and Net Transfers	255.0	209.3	256.1	262.1
Total Non-Tax State Sources	**3,571.0**	**3,641.6**	**3,165.1**	**3,215.8**
Federal Receipts	2,291.2	1,722.5	1,683.5	2,138.1
TOTAL RECEIPTS ALL SOURCES	**7,321.4**	**6,844.2**	**6,286.2**	**6,794.0**

Note: The fiscal year 2020 recommended budget includes proposals that affect the distribution of Cigarette Tax and Real Estate Transfer Tax. Please see the *Fiscal Year 2020 Illinois State Budget - Chapter 4: Economic Outlook and Revenue Forecast* for details on these proposals.

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 2017 through 2020.

($ millions)	Actual 2017	Actual 2018	Estimated 2019	Projected 2020
Receipts				
State Sources				
Motor Vehicle and Operators License Fees	911.5	844.3	911.8	914.4
Transfers from Motor Fuel Tax Fund	303.3	305.2	308.5	314.6
Repayment of Treasurer's Investment Borrowing	0.0	0.0	100.8	0.0
Other Earnings, Reimbursements and Transfers	178.2	148.6	129.2	188.8
Total State Sources	**1,392.9**	**1,298.1**	**1,450.3**	**1,417.8**
Total Federal Sources	**1,558.4**	**1,275.6**	**1,294.9**	**1,790.1**
TOTAL RECEIPTS	2,951.3	2,573.6	2,745.2	3,207.9
Disbursements				
Expenditures*				
Department Of Transportation - Construction	1,075.8	1,300.1	917.6	1,396.2
Department Of Transportation - Operations	1,017.8	974.2	927.4	1,024.2
Department Of Transportation - All Other	241.4	144.1	204.5	169.5
Secretary Of State	1.2	1.3	2.5	2.6
Department Of Central Management Services - Group Insurance	231.9	137.6	118.0	166.3
All Other Agencies	7.7	4.4	11.5	12.0
Total Expenditures	**2,575.7**	**2,561.7**	**2,181.6**	**2,770.8**
Transfers				
Workers' Compensation Revolving Fund	19.7	20.4	20.3	21.3
Debt Service	305.2	349.0	342.9	343.8
Treasurer's Investment Borrowing	0.0	0.0	100.0	0.0
Other Transfers	3.3	237.4	279.4	278.9
Total Transfers	**328.1**	**606.8**	**742.6**	**644.0**
TOTAL DISBURSEMENTS	2,903.9	3,168.5	2,924.2	3,414.8
SAMS Adjustment	**(32.3)**	**(5.6)**	**0.0**	**0.0**
NET CHANGE IN CASH (Receipts minus Disbursements)	47.5	(594.9)	(179.0)	(206.9)
plus: CASH BALANCE AT BEGINNING OF YEAR	**1,133.8**	**1,213.5**	**624.2**	**445.2**
equals: CASH BALANCE AT END OF YEAR	**1,213.5**	**624.2**	**445.2**	**238.3**

*These figures reflect cash basis expenditures.

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 2017 through 2020.

($ millions)	Actual 2017	Actual 2018	Estimated 2019	Projected 2020
Receipts				
Non-allocable Receipts				
Refunds on Nontaxable Motor Fuel	34.8	25.6	17.3	17.6
International Fuel Tax Agreement (IFTA) to Other States	19.5	20.7	22.4	22.6
Allocable Receipts	**1,221.1**	**1,247.2**	**1,255.1**	**1,264.2**
TOTAL GROSS RECEIPTS	1,275.4	1,293.5	1,294.8	1,304.5
Disbursements				
Transfers Out				
State Construction Account Fund	222.8	221.0	218.3	222.1
Road Fund	303.3	305.2	308.5	314.6
MFT Counties Fund	201.1	202.3	210.3	208.7
MFT Municipalities Fund	282.0	283.8	293.4	292.7
MFT Townships and Road Districts Fund	91.3	91.8	95.5	94.7
Grade Crossing Protection Fund	42.0	42.0	42.0	42.0
State Boating Act Fund	5.0	5.0	5.0	5.0
Vehicle Inspection Fund	0.0	0.0	23.0	23.0
Other Funds	0.1	0.0	0.1	0.0
Total Transfers Out	**1,147.5**	**1,151.2**	**1,196.1**	**1,202.9**
Expenditures*				
Department Of Revenue (net IFTA and Refunds)	47.9	44.6	45.4	44.7
Secretary Of State	1.3	1.3	1.3	1.3
Department Of Transportation	12.6	13.3	14.3	14.7
Illinois Environmental Protection Agency	60.0	30.0	23.0	23.0
Refunds on Nontaxable Motor Fuel	34.8	25.6	17.3	17.6
International Fuel Tax Agreement to Other States	19.5	20.7	22.4	22.6
Total Expenditures	**176.1**	**135.5**	**123.6**	**124.0**
TOTAL DISBURSEMENTS	1,323.7	1,286.7	1,319.8	1,326.8
SAMS Adjustment	**(0.0)**	**(0.0)**	**0.0**	**0.0**
NET CHANGE IN CASH (Receipts minus Disbursements)	(48.2)	6.8	(25.0)	(22.4)
plus: CASH BALANCE AT BEGINNING OF YEAR	**153.7**	**105.5**	**112.2**	**87.3**
equals: CASH BALANCE AT END OF YEAR	105.5	112.2	87.3	64.9

*These figures reflect cash basis expenditures.

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2020

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2020.

Cash Basis	Cash Balance, Beginning of Year	plus Receipts			equals	minus Disbursements		equals
		Revenue from						
Fund Category and Fund Name ($ thousands)		State Sources	Federal Sources	Transfers In	Total Resources	Transfers Out	Warrants Issued	Cash Balance, End of Year
HIGHWAY FUNDS	1,244,552	2,965,378	1,790,201	1,168,563	7,168,695	1,849,979	4,374,273	944,442
SPECIAL STATE FUNDS	505,004	878,564	228,877	181,551	1,793,996	191,106	1,063,375	539,515
BOND FINANCED FUNDS	1,288,678	804,300	0	0	2,092,978	0	1,038,045	1,054,933
FEDERAL TRUST FUNDS	4,304	3,882	107,817	0	116,003	0	109,424	6,579
STATE TRUST FUNDS	61,442	3,767	7,456	0	72,665	0	6,260	66,405
GRAND TOTAL	3,103,981	4,655,891	2,134,351	1,350,114	11,244,337	2,041,086	6,591,377	2,611,875

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2020

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2020.

Cash Basis	Cash Balance, Beginning of Year	plus Receipts			equals	minus Disbursements		equals
		Revenue from						
Fund Category and Fund Name ($ thousands)		State Sources	Federal Sources	Transfers In	Total Resources	Transfers Out	Warrants Issued	Cash Balance, End of Year
HIGHWAY FUNDS								
Grade Crossing Protection	87,960	0	0	42,000	129,960	3,002	24,913	102,045
Motor Fuel Tax	87,281	1,304,414	57	0	1,391,752	1,202,883	123,946	64,924
Motor Fuel Tax Counties	0	0	0	208,664	208,664	0	208,664	0
Motor Fuel Tax Municipalities	0	0	0	292,643	292,643	0	292,643	0
Motor Fuel Tax Townships and Road Districts	0	0	0	94,707	94,707	0	94,707	0
Road	445,176	1,106,990	1,790,144	310,792	3,653,102	644,018	2,770,762	238,322
State Construction Account	624,135	553,974	0	219,757	1,397,867	76	858,639	539,151
TOTAL HIGHWAY FUNDS	1,244,552	2,965,378	1,790,201	1,168,563	7,168,695	1,849,979	4,374,273	944,442
SPECIAL STATE FUNDS								
Adeline Jay Geo-Karis Illinois Beach Marina	251	270	0	0	521	97	19	405
Downstate Transit Improvement	22,887	0	0	0	22,887	0	11,000	11,887
Federal High Speed Rail Trust	20,247	0	80,000	0	100,247	10	100,000	237
Illinois Forestry Development	837	1,820	979	0	3,636	0	2,553	1,083
Illinois Habitat	8,726	1,238	0	0	9,964	124	1,017	8,823
Illinois National Guard Construction	4,860	19,350	0	0	24,210	0	22,050	2,160
Illinois Wildlife Preservation	2,794	335	93	145	3,366	0	650	2,716
Natural Areas Acquisition	17,808	12,772	35	0	30,615	86	13,951	16,577
Off-Highway Vehicle Trails	1,393	409	0	0	1,802	0	1,000	802
Open Space Lands Acquisition and Development	27,819	1	0	0	27,819	32	18,159	9,628
Park and Conservation	13,541	26,746	803	15,000	56,090	352	51,427	4,311
Partners for Conservation Projects	1,153	0	0	0	1,153	0	500	653
Plugging and Restoration	1,677	1,239	0	0	2,916	5	1,400	1,510
Port Development Revolving Loan	204	0	0	0	204	0	0	204
Rail Freight Loan Repayment	1,270	185	0	0	1,454	0	600	854
School Infrastructure	61,424	49,167	0	161,242	271,833	165,618	8,096	98,120
Snowmobile Trail Establishment	510	178	0	0	688	0	172	516
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	4,343	4,415	1,813	5,040	15,611	110	13,732	1,769
State Furbearer	480	79	0	26	585	0	77	508
State Migratory Waterfowl Stamp	6,222	1,048	0	0	7,270	0	1,405	5,865
State Parks	3,031	10,078	0	0	13,109	80	11,579	1,450
State Pheasant	3,445	425	0	98	3,968	0	314	3,654
State Rail Freight Loan Repayment	4,437	1,970	0	0	6,408	0	200	6,208
Underground Storage Tank	84,346	75,947	0	0	160,293	24,000	48,790	87,503
Water Revolving	186,431	626,735	125,059	0	938,225	0	692,083	246,141
Wildlife and Fish	24,790	42,482	20,095	0	87,368	346	62,482	24,539
TOTAL SPECIAL STATE FUNDS	504,924	876,889	228,877	181,551	1,792,241	190,860	1,063,257	538,124

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2020

Cash Basis	Cash Balance, Beginning of Year	plus Receipts			equals	minus Disbursements		equals
		Revenue from						
Fund Category and Fund Name ($ thousands)		State Sources	Federal Sources	Transfers In	Total Resources	Transfers Out	Warrants Issued	Cash Balance, End of Year
BOND FINANCED FUNDS								
Anti-Pollution	2,164	0	0	0	2,164	0	0	2,164
Build Illinois Bond	354,340	0	0	0	354,340	0	129,840	224,501
Capital Development	176,344	400,000	0	0	576,344	0	457,573	118,772
School Construction	23,597	0	0	0	23,597	0	1,191	22,406
Transportation Bond, Series A	49	0	0	0	49	0	49	0
Transportation Bond, Series B	415,780	250,000	0	0	665,780	0	257,393	408,387
Transportation Bond, Series D	316,404	154,300	0	0	470,704	0	192,000	278,704
TOTAL BOND FINANCED FUNDS	1,288,678	804,300	0	0	2,092,978	0	1,038,045	1,054,933
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation Council Federal Trust	1,203	0	21,376	0	22,579	0	19,573	3,006
Federal Mass Transit Trust	0	0	25,000	0	25,000	0	25,000	0
Federal Title IV Fire Protection Assistance	250	0	500	0	750	0	500	250
Federal/State/Local Airport	2,798	3,075	60,711	0	66,584	0	63,397	3,187
Flood Control Land Lease	54	807	0	0	861	0	724	137
Forest Reserve	0	0	230	0	230	0	230	0
TOTAL FEDERAL TRUST FUNDS	4,304	3,882	107,817	0	116,003	0	109,424	6,579
STATE TRUST FUNDS								
AML Reclamation Set Aside	55,811	1,648	5,000	0	62,459	0	0	62,459
Capital Development Board Contributory Trust	5,456	2,119	1,706	0	9,281	0	5,510	3,771
Land and Water Recreation	174	0	750	0	924	0	750	174
TOTAL STATE TRUST FUNDS	61,442	3,767	7,456	0	72,665	0	6,260	66,405
GRAND TOTAL	3,103,901	4,654,216	2,134,351	1,350,114	11,242,582	2,040,840	6,591,259	2,610,483

Capital Budget Overview

Fiscal Year 2020 Sources and Uses of Appropriations

Chart 1: Sources of FY20 New Appropriations

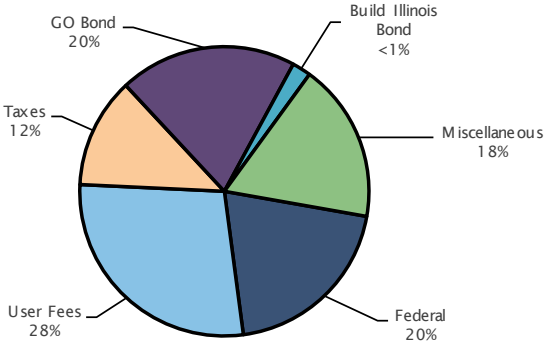
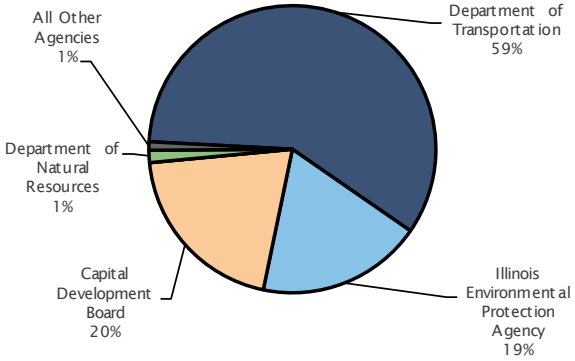


Chart 2: Uses of FY20 New Appropriations



($ 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	673,329	52,431	0	0	19,594	0	**745,355**
User Fees	1,012,588	0	0	0	18,753	0	**1,031,342**
Taxes	444,264	0	0	0	12,232	0	**456,496**
GO Bond	0	0	700,000	0	0	35,000	**735,000**
Build Illinois Bond	0	28,000	50,000	0	0	0	**78,000**
Miscellaneous	47,518	609,569	0	0	660	0	**657,747**
Total	**2,177,700**	**690,000**	**750,000**	**0**	**51,240**	**35,000**	**3,703,940**

Chart 3: Sources of FY20 Reappropriations

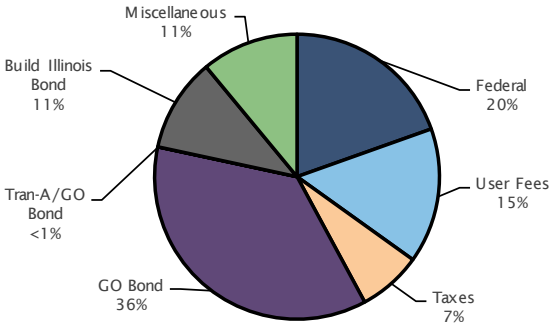
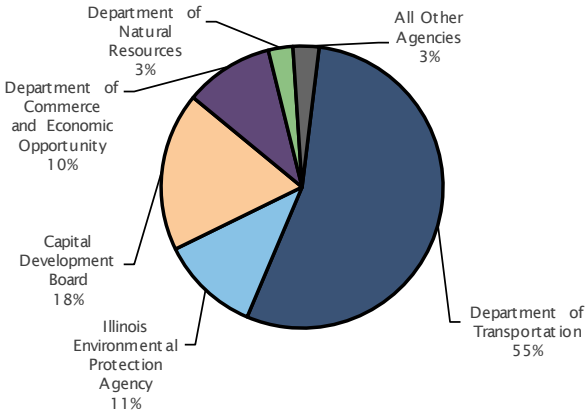


Chart 4: Uses of FY20 Reappropriations



($ thousands)	Department of Transportation	Illinois Environmental Protection Agency	Capital Development Board	Department of Commerce and Economic Opportunity	Department of Natural Resources	All Other Agencies	Total
Federal	2,552,937	119,780	1,066	0	56,036	0	**2,729,819**
User Fees	2,032,684	0	0	0	105,682	0	**2,138,366**
Taxes	871,738	0	0	0	80,684	56,100	**1,008,522**
GO Bond	2,047,036	43,000	2,504,570	62,427	112,944	286,858	**5,056,835**
Tran-A/GO Bond	625	0	0	0	0	0	**625**
Build Illinois Bond	0	32,387	33,602	1,358,502	35,228	22,845	**1,482,565**
Miscellaneous	89,067	1,392,568	334	1,000	2,288	50,539	**1,535,795**
Total	**7,594,087**	**1,587,736**	**2,539,572**	**1,421,929**	**392,862**	**416,342**	**13,952,528**

Miscellaneous category includes loan repayments, investment income and settlements.

CHAPTER 3

AGENCY BUDGET DETAIL

Illinois State Capital Budget Fiscal Year 2020

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Agency Budget Detail: Capital Development Board

Capital Development Board

401 South Spring Street
William G. Stratton Office Building
3rd Floor
Springfield, IL 62794
217.782.2864
www.illinois.gov/cdb

Major Responsibilities

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

Fiscal Year 2020 Capital Budget

Reversing the cycle of deferred maintenance and concentrating on critical repairs will continue to be a focus for CDB in fiscal year 2020.

- Illinois has significant deferred maintenance needs. Past investments in infrastructure have not consistently addressed the needs of existing state assets.
    - Illinois Jobs Now! (IJN!), the state's most recent large-scale capital program, focused on new construction and grants. CDB received approximately $300 million for deferred maintenance from IJN!.
- Estimated deferred maintenance needs at state facilities total nearly $7.8 billion.
    - Deferred maintenance represents routine capital needs that escalate when unaddressed.
    - The value of these needs grows by an average of approximately $500 to $700 million per year.

Budget Highlights

The recommended fiscal year 2020 capital budget continues projects appropriated in fiscal year 2019. It also includes new lump sum appropriations to address critical deferred maintenance needs: $600 million for projects at state-owned facilities and $150 million for higher education facilities. Lump sum appropriations allow CDB the flexibility to address true statewide needs as they occur.

This level of funding is a baseline plan that keeps pace with the estimated accrual of deferred maintenance needs the state accrues every year. Additional appropriation authority would be necessary to address the backlog of deferred maintenance.

Fiscal Year 2020 Deferred Maintenance Needs

There are more than 8,700 state buildings, occupying over 101 million square feet of floor space. The diversity of these facilities is significant, with building types such as office buildings, hospitals, state fairgrounds, laboratories, prisons, residential care facilities, garages, state park lodges and historic structures. The state is responsible for keeping these assets safe for the public and ensuring that they can be used in the manner that the state requires. CDB serves other state agencies and the public by facilitating repairs, maintenance and upgrades to state facilities.

As agencies, universities and community colleges attempt to keep up with day-to-day facility maintenance needs, larger projects fall behind. Temporary, lower-cost solutions often replace permanent fixes, leading to more expensive and complex issues down the road: if a roof leaks, it is tarped instead of replaced; if a pipe breaks, it is patched. The state's assets must be prioritized and maintained as investments, not left to deteriorate or otherwise rely on agencies' strained repair and maintenance appropriations. The fiscal year 2020 recommended budget, with its new deferred maintenance lump sums, begins to stem the cycle of backlogged repairs and replacements by allowing CDB to address agency maintenance needs statewide.

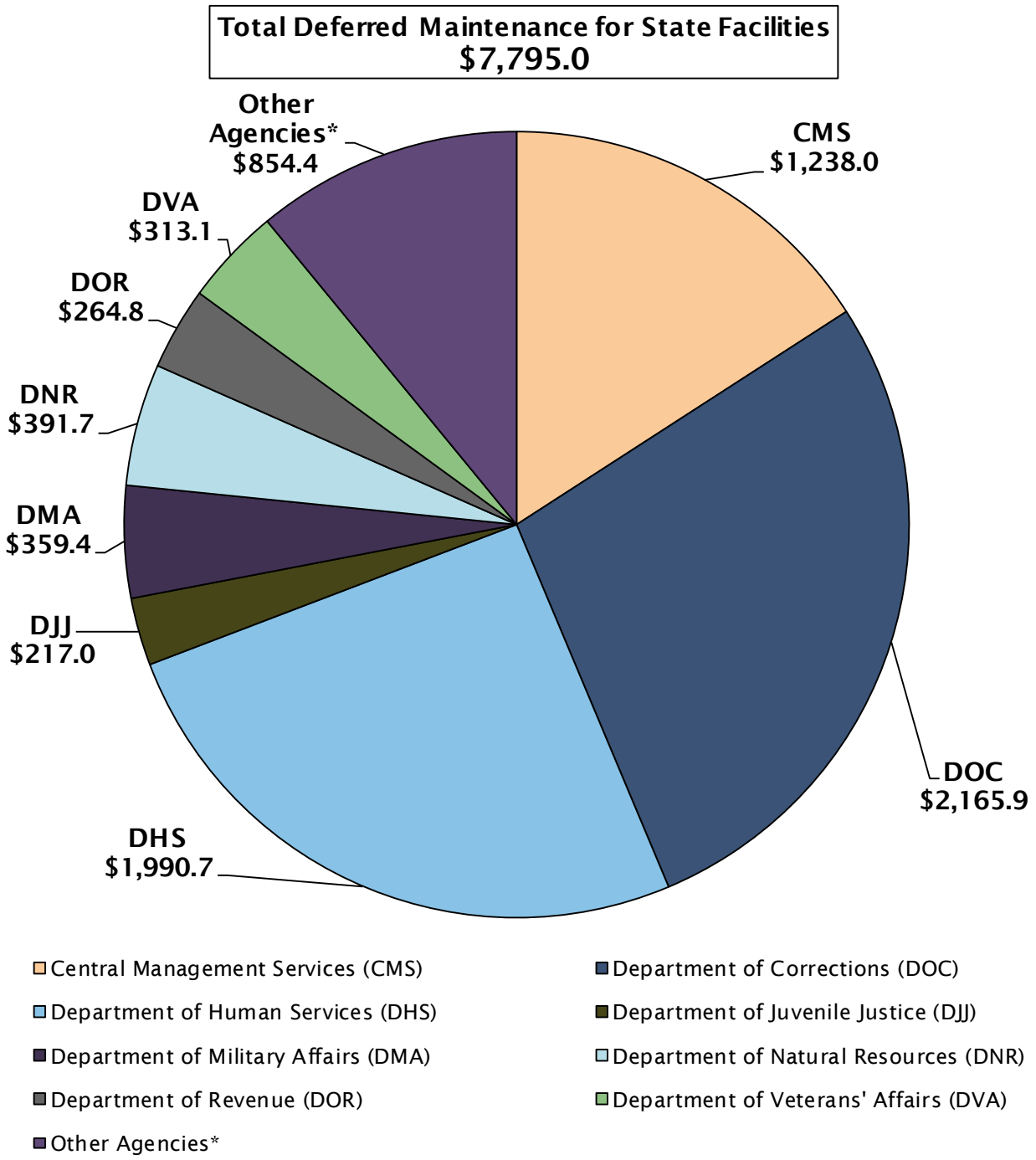
For CDB, the Governor is recommending $750 million for new bonded capital lump sums to address statewide facility needs, as well as specifically targeting the needs of higher education institutions. The fiscal year 2020 proposed budget requests enough new appropriation authority to begin to halt the growth of statewide maintenance repair and upgrade needs that directly affect safety and operations statewide. Addressing the backlog of deferred maintenance issues would allow agencies to correct serious infrastructure failures. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

Many of the most critical deferred maintenance capital projects are at locations that house people 24 hours a day, 7 days a week. Most of the statewide deferred maintenance needs are for facilities operated by the Department of Human Services (DHS) and the Department of Corrections (DOC).

- Exhibit 1 shows the fiscal year 2020 deferred maintenance needs broken out by user agency. DOC and DHS account for more than half of statewide deferred maintenance needs.
- Exhibit 2 shows statewide deferred maintenance broken out by agency over time. Maintenance needs have grown from $6.1 billion in fiscal year 2016 to nearly $7.8 billion in fiscal year 2020.

Agency Budget Detail: Capital Development Board

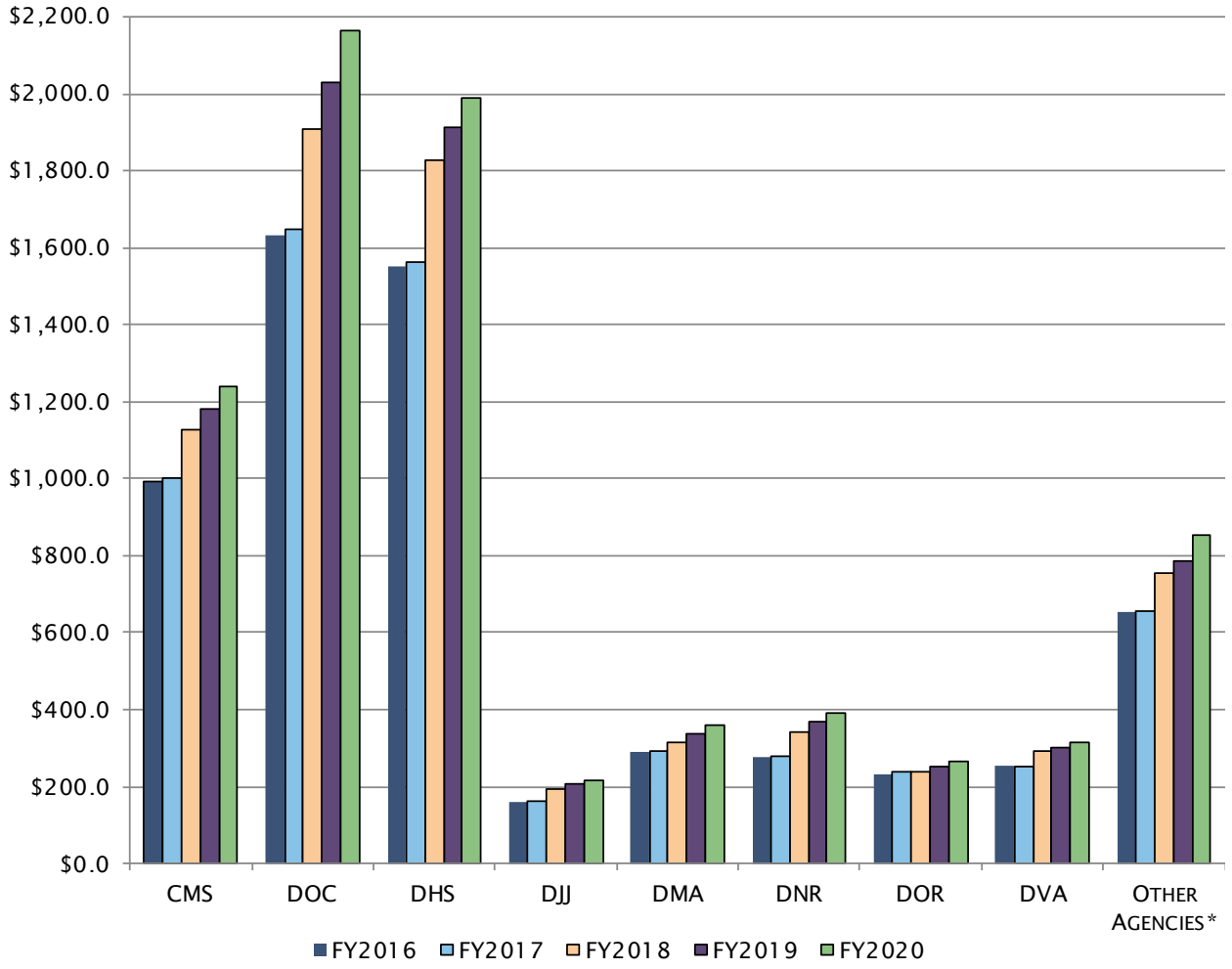
EXHIBIT 1 – TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2020 ($ MILLIONS)



*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 2016-2020 ($ MILLIONS)



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

DEPARTMENT OF CORRECTIONS DEFERRED MAINTENANCE NEEDS

The Department of Corrections (DOC) operates 29 adult correctional facilities that house approximately 37,000 inmates. The department has the highest deferred maintenance backlog of any state agency with over $2.1 billion in estimated needs. Correctional facilities operate 24 hours a day, 7 days a week and must maintain minimum standards to ensure the safety of both staff and the inmates housed. The deferred maintenance needs also cause significant challenges related to costly litigation. These issues include, but are not limited to, inoperable or inadequate dietary equipment, leaky roofs, brittle and porous windows, physical structures that result in difficulty with the Americans with Disabilities Act (ADA) compliance, and a lack of programming space to fulfill statutory requirements for rehabilitative efforts.

There are many critical maintenance projects at DOC facilities, such as:

- **Big Muddy** – Installation of emergency generator in Vocational Building
- **Centralia** – Replacement of HVAC system in segregation unit
- **Danville** – Rehabilitation of Vocational Building piping system
- **Decatur** – Leveling foundation; replacement of boiler controls and valves
- **Dixon** – Asbestos abatement; remodeling health care unit; reroofing buildings
- **East Moline** – Expansion and renovation of gatehouse
- **Graham** – Replacement of freezers; replacement of exhaust fans and reroofing of housing units
- **Hill** – Installation of emergency generator; replacement of roofing systems
- **Jacksonville** – Replacement of all locks
- **Lincoln** – Installation of emergency generator; replacement of damaged doors and jambs
- **Logan** – Roof replacement
- **Menard** – Upgrading of boiler controls; repair of multi-purpose building; installation of inmate toilets and sinks in health care unit; upgrading of electrical distribution system
- **Pinckneyville** – Replacement of fence alarms
- **Pontiac** – Installation of accessible ramp to the health care unit
- **Robinson** – Replacement of the HVAC system in housing units; installation of ventilation system and application of epoxy to showers in housing units
- **Shawnee** – Upgrading of outdoor perimeter lighting
- **Sheridan** – Roof replacement; rehabilitation of inner facility roads
- **Southwestern** – Installation of new generator
- **Stateville** – Replacement of boiler system
- **Vienna** – Upgrading of sewer treatment facility
- **Western** – Replacement of water heaters, cooling tower and temperature control systems
- **Statewide** – Demolition of vacant structures; installation of fiber cabling to increase bandwidth; upgrades to cameras

This list of projects illustrates the condition of the correctional centers statewide. Addressing every project on this list would cost approximately $140 million, less than 7 percent of the total deferred maintenance needs for the department.

Agency Budget Detail: Capital Development Board

DEPARTMENT OF HUMAN SERVICES DEFERRED MAINTENANCE NEEDS

The Department of Human Services (DHS) operates 18 mental health and developmental centers statewide that house persons in the care of the state who cannot care for themselves due to mental illness or developmental disability. DHS also operates the Illinois School for the Deaf and the Illinois School for the Visually Impaired. DHS maintains over 300 buildings that provide 24/7 housing, along with support buildings. 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, broken water mains, outdated electrical and mechanical systems, and facilities that require upgrades to remain compliant with safety codes and hospital accreditations.

In total, the department has estimated deferred maintenance needs of nearly $2 billion spread across every DHS facility in the state. Some of the department's many critical projects include:

- **Alton** – Renovation of patient shower and bathroom areas; reroofing buildings
- **Chester** – Replacement of smoke and heat detectors; upgrading HVAC system
- **Chicago-Read** – Replacement of heating system
- **Choate** – Upgrading roadway and pathway lighting
- **Elgin** – Replacement of power plant; renovation of dietary facilities
- **Fox** – Replacement of walk-in coolers and freezers
- **Kiley** – Upgrading emergency public address system
- **Ludeman** – Replacement of water main piping
- **Mabley** – Replacement of roofs
- **Madden** – Upgrading security camera system
- **McFarland** – Upgrading electrical system
- **Murray** – Repairing leaking therapeutic pool
- **Rushville** – Replacement of fire panel
- **School for the Deaf** – Replacement of administration building sprinklers
- **School for the Visually Impaired** – Replacement of sidewalks and parking lots
- **Shapiro** – Replacement of heating and cooling systems in residential buildings

This deferred maintenance list is estimated to cost at least $60 million to remedy and is illustrative of the larger deferred maintenance needs for DHS. The facilities require numerous small projects to be properly maintained, but the agency also has much larger projects that account for substantial portions of the needed repairs.

One such critical need is at the Elgin Mental Health Center. Renovation of the central dietary facility is necessary to comply with certification standards. This includes mechanical and electrical upgrades as well as new kitchen equipment. Wet floors, caused by condensation dripping from the ceiling and ductwork, are causing contamination of cleaned utensils and unsafe walking conditions. The exhaust system is inadequate to remove excess heat and steam, resulting in overhead ceiling and ventilation ducts that are contaminated with moisture, mold growth and peeling paint. This $5.6 million project will begin in late fiscal year 2019.

Dietary facility at Elgin Mental Health Center

Higher Education Deferred Maintenance Needs

Illinois institutions of higher education have more capacity to fund their own capital projects than state agencies. However, many universities and community colleges are still struggling to meet the high volume of maintenance demands. Fiscal year 2019 capital needs for public universities and community colleges are estimated at nearly $6.7 billion.

Piping at Governors State University

At Governors State University, for example, nearly $7.7 million is being invested to correct a severely damaged piping system. The project provides for replacement of corroded domestic water pipes, sewer and storm drains in five buildings, and renovation of the restrooms. The fiscal year 2020 proposed budget includes reappropriations of the higher education deferred maintenance and emergency lump sum enacted in fiscal year 2019, and features a new $150 million lump sum to continue addressing these needs at universities and community colleges.

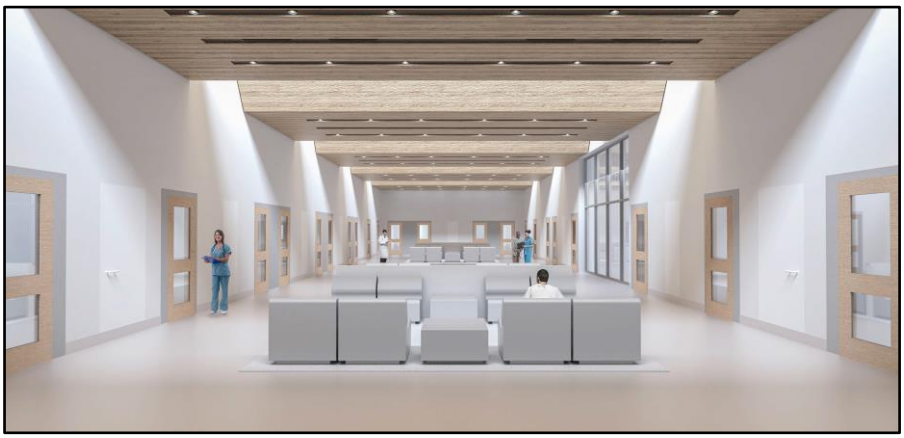
Ongoing Major Initiatives

The recommended fiscal year 2020 appropriations will continue to provide funding for large scale initiatives across a number of agencies.

Department of Corrections

Rasho v. Walker Mental Health Projects

In 2007, inmates in the custody of the Department of Corrections (DOC) filed a class action lawsuit challenging the constitutional adequacy of the mental health services provided statewide to offenders, with a particular emphasis on those who are seriously mentally ill. There are approximately 13,000 inmates on the mental health caseload, nearly 4,500 of whom are identified as seriously mentally ill, and the number is expected to grow. DOC and the plaintiffs entered into a settlement agreement in May 2016. DOC has worked with CDB to renovate existing facilities, including portions of a DHS facility, to achieve the infrastructure that the department believes is needed to provide the level of care required for the inmates under this settlement agreement.


Rendering of the new In-Patient Treatment Facility at Joliet

The state is currently constructing a $150 million new Joliet Inpatient Treatment Facility under the guidelines of the Rasho settlement. The new facility will provide treatment and care for psychiatric patients and general medicinal care for patients in DOC custody. In addition to the new facility, work has been completed at five existing facilities to provide residential treatment units for DOC psychiatric residents. The five facilities are: the Elgin Treatment Center, the Joliet Treatment Center, and the Logan, Pontiac and Dixon Correctional Centers.

Agency Budget Detail: Capital Development Board

Department of Veterans' Affairs

Chicago Veterans' Home

Rendering of Chicago Veterans' Home

For the Department of Veterans' Affairs (DVA), 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 will be in conformance with the requirements of the United States Department of Veterans' Affairs and the Illinois Department of Public Health. The project is expected to be completed by December 2019 and will be eligible for up to 65 percent federal reimbursement.

Quincy Veterans' Home

The Quincy Veterans' Home is the oldest and largest veterans' home in Illinois, consisting of approximately 37 buildings constructed between 1886 and 2002. It is home to more than 380 veterans and elderly persons, and employs more than 500 direct care and support staff. The home has experienced outbreaks of Legionella attributed to poor potable water quality.

During late 2015, a $6.4 million cooperative effort began between 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. In June 2018, CDB began working with a steering committee, an advisory committee and a consultant planning team to craft a comprehensive master plan, which was completed in December 2018. The plan ensures that future new construction and improvements on the campus will provide a safe and secure environment for the facility's occupants, and provides an overall 5-year, 10-year, 20-year and 50-year phased implementation plan.

Lester Hammond Hall

During initial renovations of the home, the most expedient solution to the immediate health and safety concerns was found to be the acquisition and restoration of a vacant existing facility in the vicinity, formerly known as Sycamore Healthcare, at 720 Sycamore Street in Quincy. The facility, now known as Hammond Hall, was purchased and renovated under an emergency procurement to allow for the relocation of some of the Quincy Veterans' Home residents while further remedial efforts continue to take place at the home. This $26 million project was completed in December 2018, and DVA has started transitioning residents into the facility.

The scope of work for construction of a new nursing home and domiciliary on the Quincy Veterans' Home campus provides for accommodation of up to 340 beds and is estimated to cost $230 million. The location of this new facility and its relationship with the rest of the campus will be coordinated with the overall master plan. The project also includes improvements and connections to existing campus infrastructure.

Department of Agriculture

Illinois State Fair Coliseum of Champions

In September 2016, the historic Coliseum at the Illinois State Fairgrounds in Springfield was closed due to failure of a structural beam. The Coliseum was built in 1901 to provide an indoor arena for horse shows and other events. The facility is used throughout the year and attracts high profile events to Springfield.

Recently renamed the Coliseum of Champions, the structure is undergoing critical repairs and upgrades in two phases. Phase one includes:

- Completely removing and replacing the roofing system, including steel trusses and load bearing walls;
- Dismantling, repairing and cleaning existing ventilators, replacing windows and completing other minor repairs of roof-related equipment;
- Replacement of wood purlins and decking with new framing and wood decking;
- Reinstallation of all associated accessories, including but not limited to ventilators, lights, fire alarm systems, public address (PA) systems and roofing materials; and
- Repairing and painting all steel trusses and columns.

Phase one is scheduled to be completed before the 2019 Illinois State Fair with a total budget of $13 million. Planning is underway for phase two, which will install heating and cooling in the facility for year-round use, as well as opening the arches and installing custom framed windows. Phase two also provides for completion of the building's renovation, including projects for compliance with the Americans with Disabilities Act (ADA) such as restrooms, seating and other elements.

Renderings of the renovated Coliseum of Champions

Agency Budget Detail: Capital Development Board

Fiscal Year 2020 Recommended Appropriations for the Capital Development Board
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	50,000.0	33,601.9	83,601.9
Capital Development Fund	700,000.0	2,210,080.5	2,910,080.5
School Construction Fund	-	294,489.3	294,489.3
Pay-as-you-go			
Capital Development Board Contributory Trust Fund	-	1,400.0	1,400.0
Total	**750,000.0**	**2,539,571.8**	**3,289,571.8**

Fiscal Year 2020 Recommended New Appropriations for the Capital Development Board
($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Capital Development Fund	**700,000.0**
Deferred Maintenance, Emergencies, Remobilization, Escalation Costs and other capital improvements as authorized by subsection (e) of Section 3 of the General Obligation Bond Act (Deferred Maintenance Lump Sum)	550,000.0
Deferred Maintenance, Emergencies, Remobilization, Escalation Costs and other capital improvements for higher education projects as authorized by subsection (a) of Section 3 of the General Obligation Bond Act (Higher Education Deferred Maintenance)	150,000.0
Build Illinois Bond Fund	**50,000.0**
Deferred Maintenance, Emergencies, Remobilization, Escalation Costs and other capital improvements as authorized by subsection (a) of Section 4 of the Build Illinois Bond Act.	50,000.0
Grand Total	**750,000.0**

Agency Budget Detail: Department of Commerce and Economic Opportunity

Department of Commerce and Economic Opportunity

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

Major Responsibilities

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

Fiscal Year 2020 Capital Budget

Budget Highlights

The proposed budget contains no new appropriations for capital programs or projects. The recommended fiscal year 2020 capital budget includes a continuation of prior year initiatives and programs such as:

- Office of Minority Economic Empowerment;
- Metropolitan Exposition Centers;
- Urban Weatherization Initiative;
- Office of Entrepreneurship, Innovation and Technology;
- Community Infrastructure Development;
- Office of Business Development; and
- Discovery Partners Institute.

Agency Project Detail

Office of Minority Economic Empowerment

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

The office's Minority-Owned Business Capital and Infrastructure Program's $15 million fiscal year 2019 appropriation will be reappropriated in fiscal year 2020. The program will support minority-owned businesses and communities with significant minority populations. The program will provide grants to units of local government, economic development organizations, and businesses for capital and infrastructure expenditures. Specific projects may include:

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

Agency Budget Detail: Department of Commerce and Economic Opportunity

Metropolitan Exposition Centers

Decatur Civic Center

Several cities across the state have received grants to improve civic centers that help form the core of a dynamic metropolitan area. Improvements to these civic centers make Illinois cities more attractive to expositions and draw in additional tourism dollars.

Urban Weatherization Initiative

The Urban Weatherization Initiative aims to increase energy efficiency for homeowners and renters in disadvantaged communities. Grantees conduct energy audits on eligible homes to identify potential cost saving measures. Homes are then weatherized, which can include the installation or repair of insulation, weatherstripping, furnaces, cooling units, windows, doors and other building components. Public, private or nonprofit entities that are able to provide residential weatherization services and apply through the competitive application process are eligible as grantees. The program is also intended to train, increase skills and create career opportunities for the unemployed or underemployed in economically distressed communities. The program's $399 million fiscal year 2019 appropriation will be reappropriated in fiscal year 2020.

Office of Entrepreneurship, Innovation and Technology

The Office of Entrepreneurship, Innovation and Technology provides grants, loans and other investments to emerging technology enterprises to support and encourage:

- Commercialization of technology-based products and services;
- Technology transfer projects involving the promotion of new or innovative technologies; and
- Research and development projects to respond to unique, advanced technology projects and to foster the development of Illinois' economy through the advancement of the state's economic, scientific and technological assets.

Supporting emerging technologies can provide sizeable returns on investment by attracting private sector capital investment and creating high-wage jobs in Illinois.

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

Agency Budget Detail: Department of Commerce and Economic Opportunity

Community Infrastructure Development

DCEO administers capital grants to local governments, educational entities and not-for-profit organizations through the Community Infrastructure Development program. The program is designed to bolster the state's economy, promote a clean air and water environment, and improve the overall quality of life throughout the State of Illinois by investing in roads, bridges, schools, parks and other public projects.

Easterseals DuPage Lily Garden Child Care Center

Office of Business Development

The Office of Business Development assists companies seeking to locate or expand in Illinois. The office administers a portfolio of tax incentives and grant programs to help companies develop, redevelop, expand and locate in Illinois. The office enhances the economic competitiveness of the state with incentive financing of bondable development costs, including the purchase of land, construction or rehabilitation of buildings and utilities, and the acquisition of equipment. The Office of Business Development makes grants to businesses to reduce the cost of financing public or private improvements to stimulate job growth.

The Large Business Development program is used to foster economic development throughout the state. In addition, the program has provided grants to businesses and local governments to revitalize designated brownfield redevelopment zones.

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

University of Illinois - Discovery Partners Institute

The proposed fiscal year 2020 budget includes a reappropriation of $500 million in spending authority to provide a state match for private donations from individuals, corporations and other entities. The state matching funds will only be released if the corresponding private donations are secured. The funding would contribute to the University of Illinois for design and construction of an institute in Chicago. The institute will foster public-private research partnerships, resulting in new products and companies.

Agency Budget Detail: Department of Commerce and Economic Opportunity

Fiscal Year 2020 Recommended Appropriations for the Department of Commerce and Economic Opportunity
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	1,358,502.4	1,358,502.4
Capital Development Fund	-	62,426.7	62,426.7
Pay-as-you-go			
Port Development Revolving Loan Fund	-	1,000.0	1,000.0
Total	-	1,421,929.1	1,421,929.1

Agency Budget Detail: Department of Natural Resources

Department of Natural Resources

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

Major Responsibilities

- The Department of Natural Resources (DNR) operates state parks and manages projects that protect, preserve and enhance the state's natural, cultural and recreational resources, keep waters clean, and increase emergency preparedness.
- The department oversees various recreational grant programs that assist in local acquisition and development of public parks, trails and open spaces.
- DNR's Office of Water Resources is a leader in state floodwater management plans and urban flood damage reduction projects, and the Office of Mines and Minerals operates the state's Abandoned Mined Lands reclamation program.

Fiscal Year 2020 Capital Budget

Budget Highlights

The fiscal year 2020 proposed budget continues funding for projects that were ongoing or revived in the fiscal year 2019 enacted budget and includes new appropriations for pay-as-you-go projects and grants. Projects include prior year outdoor grants, flood hazard mitigation buyouts, mined lands reclamation, recreational trails and water resources programming.

DNR is responsible for providing recreational grants and the oversight of the state's natural and cultural resources, including parks, waterways and maintenance of facilities and sites. The proposed fiscal year 2020 budget provides full funding for some new and all ongoing and prior year projects and grants.

Agency Project Detail

Maintenance Needs

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

There is an estimated $391.7 million in needed improvements to allow the citizens of Illinois to continue using and enjoying the park, trail and historic site systems safely. These projects are vital to maintain the structural integrity of the facilities, prevent the loss of state assets, and preserve valuable and irreplaceable historic structures. DNR is the largest single operator of wastewater treatment plants in the state, and a wide range of the department's potable and wastewater treatment facilities need repair, renovation or replacement. Projects include replacement of sewage treatment plants, repairs to water towers and handling systems, and connection of sites to available municipal water supplies.

Furthermore, the state park and historic sites systems contain thousands of miles of internal roads, and numerous bridges that range from limited vehicle use to railroads. The deteriorating campground infrastructure at Illinois' parks is impacting the function and utility of these facilities.

Upgrades are needed in electrical service, water lines, sewage collection and overall campground layout and structure to accommodate camper load demands, hookups and turning radius requirements.

Agency Budget Detail: Department of Natural Resources

Some of the most critical maintenance and rehabilitation projects across the state for the Department of Natural Resources include:

- **Bishop Hill Historic Site** – Upgrading the fire suppression alarm.
- **Cahokia Mounds Historic Site** – Redesigning and upgrading of HVAC systems.
- **Eldon Hazlet State Park** – Rehabilitation of the shower buildings.
- **Giant City State Park and Lodge** – Repair of the water tower and installation of a pump station.
- **Illinois and Michigan Canal State Trail** – Reconstruction of the Nettle Creek Aqueduct.
- **Jim Edgar Panther Creek** – Rehabilitation of the dam and spillway.
- **Lake Murphysboro State Park** – Replacement of sewage treatment systems.
- **Lincoln's New Salem Historic Site** – Upgrading campground electrical service, repair and replacement of site sewer system.
- **Little Grassy Fish Hatchery** – Replacement of the emergency generators.
- **Starved Rock State Park and Lodge** – Stabilization of the shoreline.
- **Weldon Springs State Park** – Rehabilitation of bridges and hiking trails.

This list alone would cost an estimated $14 million to complete, and addresses less than 4 percent of identified priority projects for state parks and historic sites. While DNR has some independent resources to maintain its assets, larger projects require management and funding assistance from the Capital Development Board (CDB).

Recreational Grants

Open Space Lands Acquisition and Development

Playground at Roos Park

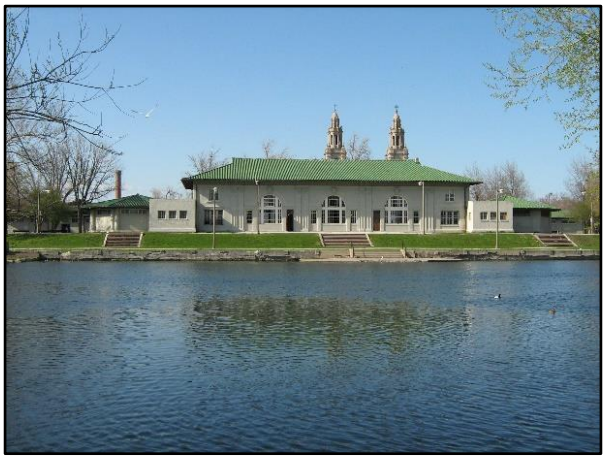
Open Space Lands Acquisition and Development (OSLAD) grants, funded through pay-as-you-go resources from the Real Estate Transfer Tax (RETT), are tailored toward active outdoor recreational opportunities. OSLAD grants provide up to 50 percent cost assistance (up to 90 percent for distressed communities) to support projects from small neighborhood parks and tot lots to large community and county parks and nature areas. A $16.2 million OSLAD reappropriation in fiscal year 2020 will sustain outdoor recreational grants awarded in prior years.

One ongoing OSLAD grant is for the Park District of Forest Park in Cook County. The $400,000 grant for Roos Park will reclaim an industrial brownfield site to provide walking paths, an outdoor events lawn and amphitheater, a playground, a shelter, a commuter bike station and landscape restoration. This includes butterfly gardens that will serve as the backdrop for an accessible sensory garden.

Agency Budget Detail: Department of Natural Resources

Park and Recreational Facility Construction

The fiscal year 2020 introduced budget features more than $34 million in Build Illinois Bond Fund reappropriations to continue prior year Park and Recreational Facilities Construction (PARC) projects. Projects through the PARC Program focus on park infrastructure and building construction, reconstruction and rehabilitation. These grants provide state funding for up to 75 percent of approved project costs while disadvantaged communities are eligible for up to 90 percent assistance.



Sherman Park Field House

The PARC program is assisting the Chicago Park District through a $300,000 grant for Sherman Park facility rehabilitation. This includes restoration to exterior downspouts and drainage, exterior stucco restoration, interior lobby renovation, and renovation to exterior concrete and stairs leading to the historic lagoon. The renovations to Sherman Park Field House will enable this historic park to serve the community with quality structures and reliable recreation opportunities for years to come.

Stewardship of Natural Resources

DNR 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. Many of these sites are in need of capital improvements just to maintain the existing facilities and allow continued use by the public.

LaSalle County Parks

Purple shaded area illustrates the acquisition in LaSalle County.

In calendar year 2018, DNR acquired 2,629 acres of land in LaSalle County near Starved Rock and Matthiessen state parks through the Illinois Open Land Trust program, which exists to acquire property for conservation and recreation purposes. These parks see over 3 million visitors per year. The land was originally mined for coal, and has formerly been mined for limestone and used as a site for cement manufacturing. Planning is underway to restore forest, prairie and wildlife habitat; to develop trails, a campground, picnic areas, and boat, canoe and kayak access; and to foster horseback riding, cross country skiing, fishing and hunting opportunities. The property, purchased for just over $11 million from Lone Star Industries, Inc., is suited for development of outdoor recreational uses due to its existing forested areas, lakes and a stretch of the scenic Vermilion River.

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, oak forests, and vast arrays of animal life and vegetation. The 4,163 acre area provides a unique geological habitat for many rare and endangered plant species, as well as several threatened wildlife species. 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. Most of the shoreline is located in an erosional zone where sediment deposits decrease year after year. The northern unit of the park has been experiencing in excess of 10 feet of shoreline loss each year, resulting in a perilous condition of the natural dunes and significant loss of habitat. A comprehensive shoreline solution would preserve the natural dune structure, while encouraging sand accretion to restore the beach. The estimated cost of such restoration is approximately $45 million.

Main recreational beach at Illinois Beach State Park in March of 2002 (top) and in June of 2015 (bottom).

Agency Budget Detail: Department of Natural Resources

WATERWAYS, LOCKS AND DAMS, AND FLOODPLAIN MANAGEMENT

Danville Dam

The department undertakes projects to improve publicly owned locks and dams, navigation channels and pumping stations, thus assuring adequate dam safety and maintenance. DNR issues permits for work along Illinois waterways, including Lake Michigan, and assists local officials with floodplain management needs.

The Danville Dam in Vermilion County is in the process of being removed from the Vermilion River. The nearly $1.5 million project is approximately 0.25 miles downstream from the US 150/South Gilbert Street Bridge in Danville, Illinois. The project consists of the removal of the dam, streambank stabilization in the area of the dam and the removal of debris at the US 150 bridge. Construction began in July 2018; weather permitting, it is expected to be completed by June 2019. Removing the Danville Dam will significantly improve the health of the waterway, increase the diversity of fish and aquatic life, and eliminate the dangers for undercurrents that are a threat to paddlers and fishing enthusiasts.

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2020 Recommended Appropriations for the Department of Natural Resources
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	-	35,228.4	35,228.4
Capital Development Fund	-	112,943.6	112,943.6
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	13,000.0	33,467.7	46,467.7
Abandoned Mined Lands Reclamation Set-Aside Fund	1,500.0	-	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	-	375.0
Forest Reserve Fund	500.0	-	500.0
Illinois Forestry Development Fund	925.0	6,365.9	7,290.9
Illinois Habitat Fund	1,600.0	8,758.9	10,358.9
Illinois Wildlife Preservation Fund	500.0	2,163.0	2,663.0
Land and Water Recreation Fund	3,500.0	15,355.9	18,855.9
Natural Areas Acquisition Fund	6,000.0	23,835.8	29,835.8
Off-Highway Vehicle Trails Fund	200.0	2,308.0	2,508.0
Open Space Lands Acquisition and Development Fund	-	16,176.0	16,176.0
Park and Conservation Fund	15,250.0	99,790.5	115,040.5
Partners for Conservation Projects Fund	-	2,870.6	2,870.6
Plugging and Restoration Fund	250.0	-	250.0
Snowmobile Trail Establishment Fund	120.0	339.4	459.4
State Boating Act Fund	4,070.0	21,442.0	25,512.0
State Furbearer Fund	100.0	309.4	409.4
State Migratory Waterfowl Stamp Fund	2,300.0	4,043.9	6,343.9
State Parks Fund	300.0	3,491.3	3,791.3
State Pheasant Fund	550.0	2,695.2	3,245.2
Wildlife and Fish Fund	200.0	1,277.0	1,477.0
Total	**51,240.0**	**392,862.3**	**444,102.3**

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2020 Recommended New Appropriations for the Department of Natural Resources ($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Abandoned Mined Lands Reclamation Council Federal Trust Fund	**13,000.0**
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	13,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	**1,500.0**
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	1,500.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	**375.0**
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0
Forest Reserve Fund	**500.0**
Statewide - US Forest Service Programs - Provides Pass Through Payments to Counties Containing National Forests in lieu of Property Taxes	500.0
Illinois Forestry Development Fund	**925.0**
Statewide - 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
Illinois Habitat Fund	**1,600.0**
Statewide - Preservation and Maintenance of a High Quality Fish and Wildlife Habitat and to Promote the Heritage of Outdoor Sports in Illinois from Revenue Derived from the Sale of Sportsmen Series License Plates	250.0
Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the "Habitat Endowment Act"	1,350.0
Illinois Wildlife Preservation Fund	**500.0**
Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Land and Water Recreation Fund	**3,500.0**
Statewide - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	3,500.0
Natural Areas Acquisition Fund	**6,000.0**
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	6,000.0
Off-Highway Vehicle Trails Fund	**200.0**
Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities that are Open to the Public	200.0
Park and Conservation Fund	**15,250.0**
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 2020 Recommended New Appropriations for the Department of Natural Resources ($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Park and Conservation Fund (continued)	**15,250.0**
Statewide - Multiple Use Facilities and Programs for Conservation Purposes, Including Repair and Maintenance, Rehabilitation and Construction on DNR Sites	1,000.0
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses	1,000.0
Statewide - Program for 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
Plugging and Restoration Fund	**250.0**
Statewide - Landowner Grant Program Authorized under the Illinois Oil and Gas Act	250.0
Snowmobile Trail Establishment Fund	**120.0**
Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways or Private Lands Open to Public Use	120.0
State Boating Act Fund	**4,070.0**
Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses	150.0
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition	725.0
Statewide - Boating Infrastructure Grant Program (BIG-P) - Federally Supported Program Provides up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities	75.0
Statewide - For Multiple Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Program Receives 75% Federal Reimbursement of Costs for Projects	3,000.0
Statewide - Snowmobile Trails (Local Government) Grants - Up to 50% Reimbursement of Approved Facility Development and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State	120.0
State Furbearer Fund	**100.0**
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0
State Migratory Waterfowl Stamp Fund	**2,300.0**
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
Statewide - Migratory Waterfowl Restoration	1,000.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	1,000.0
State Parks Fund	**300.0**
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes - Provides State Match for Federal Recreational Trails Program Projects on Department Sites	300.0
State Pheasant Fund	**550.0**
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0
Wildlife and Fish Fund	**200.0**
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants Per Clean Vessel Act	100.0
Grand Total	**51,240.0**

Agency Budget Detail: Illinois Department of Transportation

Illinois Department of Transportation

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

Major Responsibilities

- The Illinois Department of Transportation (IDOT) is an economic engine for the state, investing billions of dollars to build, support and maintain modern and efficient roadways, railways, airports and transit systems.
- IDOT's core mission is to provide safe and cost-effective transportation options throughout the state, which serves as the transportation hub of North America.

Fiscal Year 2020 Capital Budget

Budget Highlights

The recommended fiscal year 2020 capital budget for IDOT is $9.8 billion, including new and continuing investments in the state's infrastructure. IDOT 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. The proposed capital budget includes nearly $2.2 billion in new spending authority. It also features $7.6 billion in reappropriations for ongoing infrastructure improvements.

Agency Project Detail

Roads and Highways

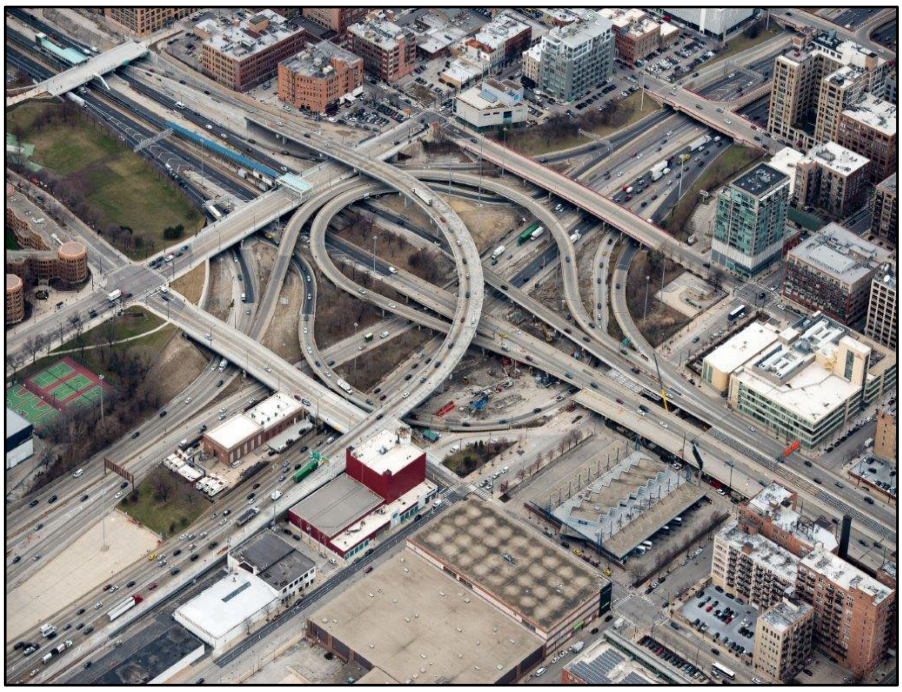
Illinois is located at the center of the U.S. interstate highway system with three coast-to-coast interstates (I-70, I-80 and I-90) passing through the state. There are 2,169 miles of interstate highway in Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a nearly 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interstate-to-interstate interchanges. In order to maintain these vast roadway systems, the department's fiscal year 2019 Road Program features $1.8 billion in pay-as-you-go spending. This includes:

- $1,194.0 million for general road and bridge construction;
- $573.1 million for the local share of road improvements;
- $15.0 million for township bridges;
- $10.9 million for counties under one million in population;
- $5.0 million for road districts and townships; and
- $2.0 million for high growth cities.

JANE BYRNE INTERCHANGE

IDOT continues work on the reconstruction of the Circle Interchange in Chicago. Interstates 55, 90 and 94 experience severe congestion and are unable to accommodate the existing traffic demands, resulting in unreliable travel times and increased costs for delivery of goods and services. The main features of this reconstruction project include the replacement of the 50-year-old bridges and the provision of four lanes in each direction on I-90/94 to correct a lane balance issue. The collector distributor roads will eliminate forced merges. The reconstruction of nine bridges will enhance the multi-modal transportation system of the surrounding street network.

The Jane Byrne Interchange is located in the heart of downtown Chicago, adjacent to the west end of the central business district. The interchange is more than 50 years old and near the end of the lifecycle for a facility of its type. The Jane Byrne Interchange is critical to the nation's transportation system, particularly for freight movement on the interstate and arterial roadways. Of the more than 400,000 vehicles per day that travel through the interchange, approximately 33,000 are trucks. This traffic significantly impacts roadway capacity and levels of service throughout the region. This volume of traffic has made the Jane Byrne Interchange one of the slowest, most congested highway freight bottlenecks in the nation, according to the American Transportation Research Institute and the Federal Highway Administration (FWA).



Jane Byrne Interchange in Chicago

The reconstruction of the interchange at the confluence of Interstates 90/94 at Interstate 290/Congress Parkway in Chicago has made significant progress over the last year. 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, and reconstructing and widening the northbound-to-westbound and eastbound-to-northbound ramps into two-lane configurations that improve safety and traffic flow. New collector-distributor roads from northbound I-90/94 to the downtown exit ramps, as well as from southbound I-90/94 and a new southbound bypass exit ramp to Taylor Street from I-90/94, 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 a second lane due to open in fall 2019.

Ancillary 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 improve connectivity among communities within the expressway corridor.

The overall $600 million interchange project is anticipated to be complete in 2022, providing improved safety, traffic flow and travel times.

Projects initiated in fiscal year 2019 include the ramps in the center of the interchange and the eastbound I-290/Congress Parkway flyover ramp to northbound I-90/94, with an estimated construction cost exceeding $115 million.

The next phase of construction in fiscal year 2020 will include the reconstruction of mainline I-90/94 approaching the interchange from the north. In addition, the remaining overhead bridges at Adams and Jackson streets will be reconstructed.

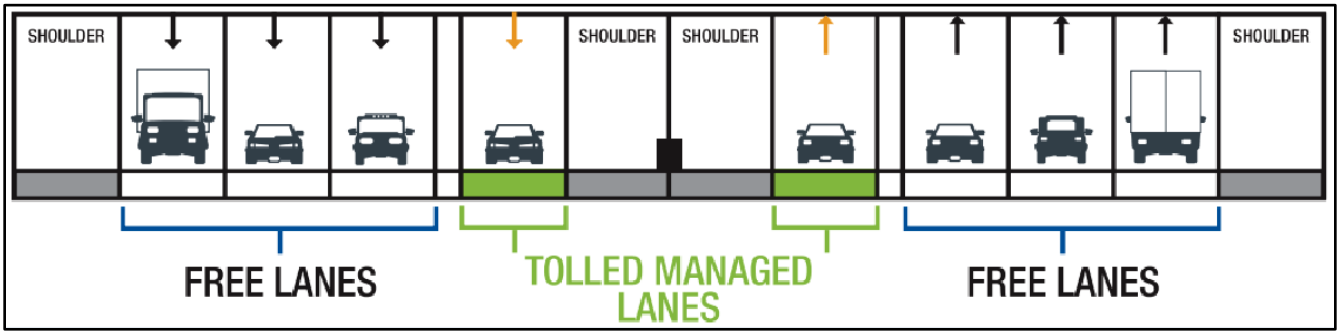
Once finished, the rebuilt interchange is anticipated to cut congestion in half, which will result in up to five million fewer hours of drivers trapped in congestion each year. Reduced idle time will save up to 1.6 million gallons of fuel annually.

I-55 Managed Lanes

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

The I-55 Managed Lane Project would add at least one lane in each direction within the existing median to a critical travel corridor between Interstate 355 and Interstate 90/94, a 25-mile stretch entering and leaving downtown Chicago. The proposed improvement maximizes the use of the existing infrastructure, supports public transit options and evaluates new revenue opportunities to support the implementation and maintenance of proposed improvements.

The scope of work for this project also includes structure rehabilitation and widening, drainage improvements, noise walls, improved signage, and intelligent transportation system elements. The existing travel lanes along I-55 will remain a freeway, but the new managed lanes are proposed to be tolled as express toll lanes with dynamic pricing to provide travel choices within the corridor. This solution best addresses the corridor needs by providing the greatest ability to control congestion, accommodate Pace bus service and decrease travel times in both the tolled and freeway lanes. In late 2017, IDOT revised the project to propose a second managed lane north of the Tri-State Tollway within the existing IDOT right of way. The additional capacity will make it easier to maintain consistent, reliable speeds and travel times for all I-55 users. Approval from the FHWA is anticipated this year.



Cross section of the recommended solution on I-55, providing new lanes using existing space in the median.

A 2011 state law allows IDOT to design, build, finance, operate and maintain highway projects using public-private partnerships (P3). In 2016, IDOT issued a Request for Information (RFI) to solicit industry input on how best to deliver the project and received 18 responses, suggesting strong, competitive interest from potential developers. Possible toll revenues from the project and P3 financing sources would pay for construction, operation and maintenance costs. Construction is estimated at $800 million.

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 project is estimated to cost up to $190 million and alleviate traffic congestion on local roads, improve safety and further strengthen the state's economy.

Under the agreement, CenterPoint will build and operate a new tolled bridge on Houbolt Road over the Des Plaines River and the Burlington Northern Santa Fe Railroad tracks at a cost of approximately $150 million to $170 million. IDOT's contribution will widen Houbolt Road and reconfigure the existing interchange with I-80 to a diverging-diamond design to accommodate the increased traffic demand. The City of Joliet is working with IDOT to implement and oversee the improvements.

When complete, the project will provide two lanes of traffic in each direction between I-80 and CenterPoint's intermodal facilities, which are home to thousands of jobs and $75 billion in freight activity annually. The new link will relieve congestion on roads not built for heavy truck traffic, answer the safety concerns expressed by local communities and make the intermodal facilities more efficient. Construction could start as early as mid-2019, with the bridge opening to traffic in late 2020 or early 2021.

INTERSTATE 80 FROM RIDGE ROAD TO U.S. 30

Preliminary engineering and environmental studies are anticipated to be completed in 2019 to develop a long-term solution for I-80 from Ridge Road to U.S. 30 through Kendall, Grundy and Will counties. These improvements could include reconstruction of the interstate, interchange improvements and the addition of auxiliary lanes. The total estimated cost of the project is approximately $1 billion.

IDOT is currently pursuing multiple short-term solutions to improve conditions and extend the useful life of the interstate. Improvements that are due to start in 2019 are primarily the reconstruction of five I-80 bridges with expanded shoulders in Joliet.

In 2018, IDOT received a $43 million grant for the interchange reconstruction of I-80 at U.S. 30, in New Lenox, through the Illinois Competitive Freight Program. The overall $47.1 million in 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.

IDOT, in partnership with the FHWA, conducted a Road Safety Assessment (RSA) for the I-80 corridor in 2018. An RSA is a formal, independent and comprehensive safety performance review of an area, conducted by an experienced team of safety specialists to maximize safety for all users. The final report is anticipated by the end of 2019, however, the RSA included the following draft recommendations:

- Low-to-medium cost improvements: overhead digital message boards to advise of traffic delays and incidents, continuous rumble strips on the shoulder, dynamic speed feedback signs, Emergency Traffic Patrol and increased law enforcement; and
- Long-term improvements: realignment of curved sections, wider shoulders and additional auxiliary lanes.

Some of the recommendations featured in the RSA are already being implemented. Plans are moving forward to install dynamic message signs on I-55 and I-80 in the Joliet area at the cost of $5.6 million.

Agency Budget Detail: Illinois Department of Transportation

McClugage Bridge

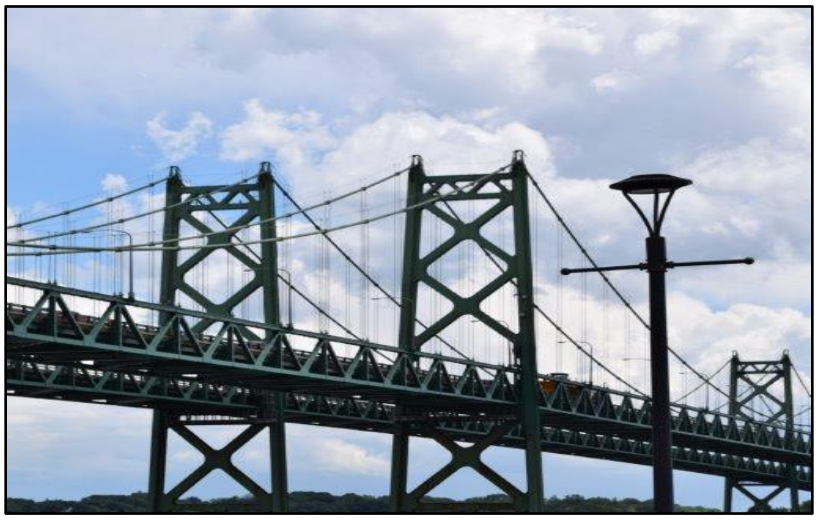
A new eastbound McClugage Bridge (U.S. 150) over the Illinois River's Peoria Lake will be constructed just south of the existing one, which is close to 75 years old and long past its original life expectancy.

To accommodate traffic volume, the bridge will be built to feature three lanes of traffic designed to meet current policy standards. Modifications will be made at the eastbound U.S. 150/Illinois 29 interchange ramps in Peoria and the eastbound U.S. 150/Illinois 116 interchange ramps in Tazewell County to align with the new bridge and aid in traffic flow. An additional lane will be built on southbound Illinois 116 from the eastbound U.S. 150/Illinois 116 interchange to provide direct access to Illinois 116 and avoid merges with the existing lanes.

An important safety component will add two 10-foot shoulders to keep traffic moving in the event of breakdowns, snow removal and emergency responses. The new structure will provide a 14-foot path for bicyclists and pedestrians to cross the Illinois River. A scenic overlook will be built at the center of the bridge for viewing the river valley. The multi-use path will have a parking lot located on both sides 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, a vital link to the extensive recreational trail system throughout central Illinois. The total estimated cost of the project, which includes planning, engineering and construction, is $220 million. Construction will start in 2019, with an anticipated completion date in 2023.

Interstate 74 Bridge

The I-74 corridor serves as a principal highway route through the Quad Cities region, accommodating local and interstate traffic. The corridor also serves as the most highly utilized crossing of the Mississippi River in the Quad Cities area. Traffic on I-74 currently travels over the Mississippi River between Moline and Bettendorf, Iowa via two historic two-lane bridges. Both bridges are currently classified as functionally obsolete due to their narrow width and high traffic volumes.



I-74 Bridge across the Mississippi River in Moline, IL

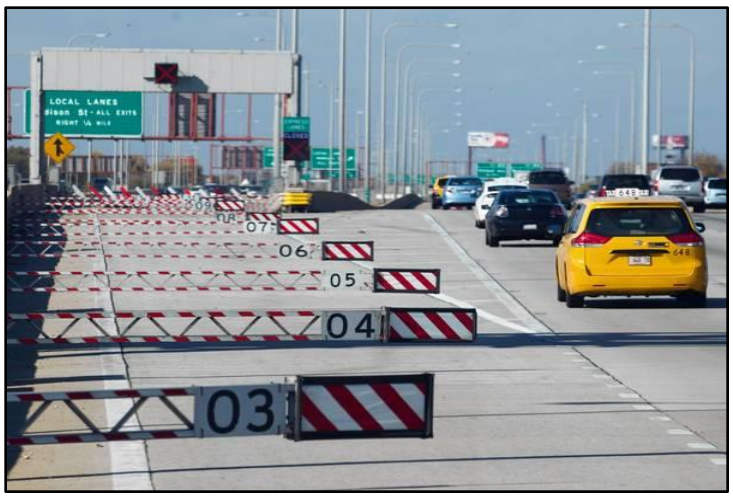
Considerable progress has been made since construction started. Arch placement began on the new main westbound span in late 2018. The second stage of construction operations is planned to begin in April 2019 and will include constructing and completing all westbound pavement and structures throughout the corridor. The Illinois share of the project is estimated at $478.4 million. 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.

Agency Budget Detail: Illinois Department of Transportation

KENNEDY EXPRESSWAY REVERSIBLE LANES

The Kennedy Reversible Lane Access Control System in Chicago was built as part of the Kennedy Expressway reconstruction more than 20 years ago. The system is comprised of 117 swing gates, 6 arresting barriers and 15 rotating signs that advise motorists on the status of the reversible lanes – two lanes in the median of the expressway that will flow toward or away from the city. All of these devices are controlled and monitored around the clock to provide additional capacity to either direction of the expressway in a very short timeframe and help manage congestion.



Swing gates on the outbound Kennedy Expressway

Unfortunately, the system is aging. In 2015, the original signs were replaced with digital message boards that are easier to read, more reliable, easier to maintain, as well as compliant with current federal interstate sign standards. The overall scope of the improvements include:

- Reversible lanes changeable message system – rotating drum signs: Construction on this project is substantially complete. The rotating drum signs have been replaced by dynamic message signs in full LED color.
- Reversible lanes – reprogrammable logic controllers: The system is controlled by a series of computers known as programmable logic controllers. The existing controllers were specified and installed with the original system and are now obsolete, unsupported and beginning to fail. Replacements are planned to begin in fiscal year 2019.
- Reversible lanes rehabilitation – swing gates and arresting barriers: The swing gates and arresting barriers have seen breakdowns, indicating mechanical components are beginning to wear out. A rehabilitated system may incorporate technology not available 20 years ago, such as fiber optic communication, that would eliminate the need for large electrical power converters and racks of batteries. Replacements are planned to begin in fiscal year 2019.

NORTH LAKE SHORE DRIVE IN CHICAGO

Cracked beam under overpass on northbound Lake Shore Drive

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

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

Studies are ongoing to develop a series of proposed improvements. These preliminary studies are anticipated to finish in 2021.

Agency Budget Detail: Illinois Department of Transportation

METRO EAST BRIDGES

IDOT, in partnership with the Missouri Department of Transportation (MoDOT), is leading efforts on a $54 million project to rehabilitate the Poplar Street Bridge, construct dual-lane entrance and exit ramps from the bridge to Interstate 55/44, and build an additional eastbound lane on the bridge. Construction in the westbound direction has been completed, with construction in the eastbound direction expected to be complete in fiscal year 2019.

Construction is underway to replace the approach structure to the Martin Luther King Jr. Bridge, which supports more than 9,500 vehicles per day in downtown St. Louis. The project was initiated in June 2018 at a cost of $24.3 million. Construction is expected to be complete by fall 2019.

INTERSTATE 270 OVER THE MISSISSIPPI RIVER IN MADISON COUNTY

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

The current preferred alternative consists of constructing new twin bridges, one on the same alignment as the existing Chain of Rocks Bridge and one directly south of the existing Chain of Rocks Bridge. The new bridge will accommodate up to six lanes and include wider shoulders. Construction of the dual structures and the Illinois approach is included in IDOT's fiscal year 2019-2024 multiyear program at a cost of $223.3 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. Expanding I-57 to six lanes will increase capacity, improve safety, build reliability into the regional freight network, create jobs and enhance the economic development potential of the region. The project will increase the interstate to six lanes, install a median barrier, resurface the existing lanes, update deficient guardrail 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 estimated cost of construction is $33 million. IDOT is backed by a federal Transportation Investment Generating Economic Recovery (TIGER) grant for the first section in fiscal year 2019, from Herrin Road to just north of the Country Club Road overpass in Franklin County. The remaining section will be funded in fiscal year 2020.

Agency Budget Detail: Illinois Department of Transportation

Regional Road and Highway Project Examples

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

Region 1

DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
PHONE: 847/705-4000

Region 2

DISTRICT 2
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271

DISTRICT 3
700 EAST NORRIS DRIVE
OTTAWA, ILLINOIS 61350-1628
PHONE: 815/434-6131

Region 3

DISTRICT 4
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333

DISTRICT 5
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181

Region 4

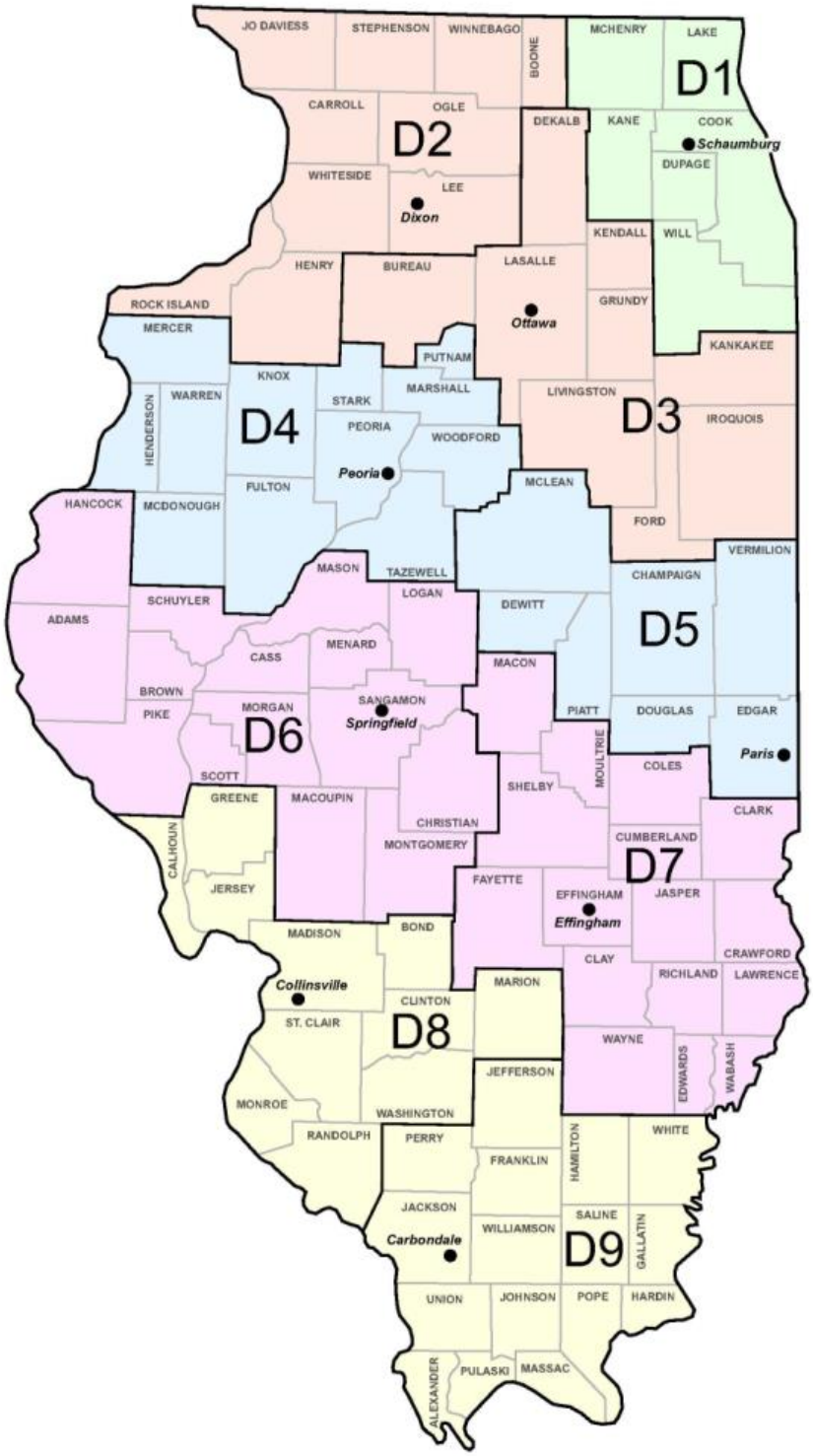
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301

DISTRICT 7
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951

Region 5

DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100

DISTRICT 9
STATE TRANSPORTATION BUILDING
P. O. BOX 100
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171



Agency Budget Detail: Illinois Department of Transportation

Road and Highway Project Examples

Region 1

FY 2019 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.
- Resurfacing of Palatine Road from U.S. 14 (Northwest Highway) to Illinois 21 (Milwaukee Road) in Palatine, Arlington Heights, Prospect Heights and Wheeling.
- Bridge rehabilitation at Western Avenue over Cal Sag Channel in Blue Island.

Region 2

FY 2019 and Continuing Projects

- 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 Interstate 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 2019 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 rehabilitation to six Interstate 474 structures in Peoria County.
- Removal and replacement of structure carrying Illinois 17 near Edwards River.
- Resurfacing and bridge repair on Interstate 39 from the McLean County line to a mile north of U.S. 24 and over U.S. 24 and the Toledo, Peoria and Western Railroad at the El Paso interchange.
- Resurfacing of U.S. 24 from Maple Street in Lewistown to Little America.
- Resurfacing from the junction of U.S. 34 to 11th Street in Monmouth.
- Resurfacing of Illinois 29 from Eureka Street to Abington Street in Peoria.
- Bridge replacement on Farmington Road at Kickapoo Creek Road west of Peoria.
- Bridge replacement on I-57 under Bradley Avenue west of Champaign.
- New sidewalks, lighting and pavement marking on U.S. 150 from Wright Street to Cunningham Avenue in Urbana.
- Resurfacing on Illinois 1 from just south of Gibson Drive in Paris to the Clark County line in Edgar County.
- Resurfacing on I-74 from two miles east of the St. Joseph interchange to Illinois 49 in Champaign County.

REGION 4
FY 2019 AND CONTINUING PROJECTS
• Bridge deck replacement along I-72 at Second Street and over I-55 Business Loop and resurfacing of I-72 from the MacArthur interchange to the Sixth Street interchange in Springfield. • Resurfacing of Interstate 72 from the Sny Slough to the Interstate 172 interchange in Pike County. • Bridge deck overlay on I-72/Clear Lake Avenue over I-55 in Springfield, on northbound I-55 over Business Loop 55 at Sherman, and I-55 over Fancy Creek at Sherman. • Resurfacing and adding paved shoulders on Illinois 125 from Pleasant Plains to Illinois 97 in Sangamon County. • Resurfacing of Illinois 4 from Auburn to Virden. • Bridge replacement on U.S. 54 over the Mississippi River (Champ Clark Bridge) at Louisiana, MO, with MoDOT as the lead agency. • 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 Interstate 55 from north of Illinois 10 to Business Loop 55 south of Lincoln and Business Loop 55 from I-55 to Salt Creek. • Bridge deck replacement on Illinois 123 over Interstate 55 at Williamsville. • Intersection improvement at U.S. 24 and U.S. 67 in Rushville in Schuyler County. • Rubblization of I-70 from just east of the interchange at Altamont to Little Wabash River west of Effingham. • Bridge widening and deck replacement on I-70 over the CSX Railroad 1.5 miles west of the Brownstown interchange in Fayette County. • Bridge deck replacement on U.S. 36 over U.S. 51 in Harristown. • Intersection reconstruction to accommodate J-turn design on U.S. 51 at Andrews Street in Macon. • Bridge replacement on Illinois 1 over the Embarras River in Lawrenceville. • Resurfacing and signal improvements on Illinois 16 from just west of Douglas Drive to just east of Madison Street in Charleston. • Resurfacing Illinois 16 from just east of Indiana Street in Ashmore to the Edgar County line in Coles County. • Bridge replacement on Illinois 133 over Jonathan Branch, 2.5 miles east of Lovington. • Resurfacing I-57 from U.S. 45 at Neoga to the Coles County line in Cumberland County. • Resurfacing U.S. 36 from 19th Street to just east of Airport Road in Decatur. • Multiple bridge replacements on Illinois 1 over Sugar Creek in Crawford County. • Bridge replacement on Illinois 1 over the CSX Railroad just north of U.S. 40 in Clark County.

REGION 5
FY 2019 AND CONTINUING PROJECTS
• 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 replacement on Illinois 157 just south of Hamel. • Bridge deck replacements on Illinois 267 over Apple Creek and Lick Creek in Greene County. • Resurfacing on I-70 from just west of Sugar Loaf Road to the BNSF Railroad in Bond County. • Bridge replacement on I-57 over Illinois 146 in Union County. • Bridge deck replacements on Illinois 15 over Richland Creek in St. Clair County. • Bridge replacement on Illinois 161 over Crooked Creek in Clinton County. • Illinois 13 bridge replacement and widening, four total structures, 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

Public Transit

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

Northeastern Illinois Transit

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

Chicago Transit Authority

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

95th Street Terminal

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

95th Street Terminal construction

The project will replace an outdated cramped bus and rail facility at 95th Street and the Dan Ryan Expressway (Interstate 90/94) with a modern, spacious facility that will better serve the 20,000-plus bus and rail passengers who travel through the terminal daily. The terminal is one of the CTA's busiest, with 24-hour Red Line service and more than 1,000 bus trips on a typical weekday. The South Terminal is currently in operation and the North Terminal will open in 2019. The total cost of the project is $280 million, of which $90 million is being provided through IDOT.

Blue Line Improvements

IDOT continues to participate in the CTA's four-year "Your New Blue" improvement program for the Blue Line O'Hare Branch, a $492 million program to provide faster, smoother commutes and improved stations.

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

The state has also provided approximately $37 million for components of the Addison, Irving Park, Montrose, Harlem and Cumberland station renewal projects, as well as approximately $15 million for the rehabilitation of the Jefferson Park station. The CTA also received $11 million for improvements to the Grand, Chicago and Division stations.

METRA

Metra is the commuter railroad in the Chicago metropolitan area. It is the fourth largest commuter rail system in the United States. Metra is helping to oversee implementation of the federally-mandated Positive Train Control (PTC) installation. The primary function of this new safety technology is to prevent train accidents by automatically stopping or slowing moving trains in order to avoid collisions or derailment. The estimated cost of this computerized system is approximately $400 million, of which the state has provided $85 million. Metra is anticipating future federal and state funding to cover the remaining cost of this project and is committed to completing it in 2020.

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

PACE

Pace is the suburban bus division of the RTA. IDOT continues to support Pace projects, including the conversion of its fleet to compressed natural gas (CNG), a safer, more cost-effective alternative to regular gasoline. The state invested approximately $49 million for the purchase of 91 CNG buses under contract with Pace. Additionally, IDOT provided $2 million to Pace for the construction of a new transit center at Toyota Park in Bridgeview. The final phase at the center, which includes the construction of a canopy structure, should be completed in 2019.

DOWNSTATE ILLINOIS PUBLIC TRANSIT

The downstate capital program consists of a variety of projects including facility construction, renovations and other equipment purchases. Construction projects include bus storage facilities, multi-modal stations and maintenance, administrative and dispatch facilities.

Currently, the construction of a multi-modal station project in Rock Island and a bus storage facility in Rockford is underway. The process of administering these projects is being managed by IDOT, with approximately $30 million in funding made available from the Downstate Transit Improvement Fund.

In 2018, Illinois transit agencies received awards from Federal Transit Administration's competitive Buses and Bus Facilities Infrastructure Investment Program. These awards represent nearly $13 million in federal funding for the State of Illinois, including a $2.3 million IDOT grant for rural projects in Macomb, Quincy and Galesburg.

CONSOLIDATED VEHICLE PROCUREMENT

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

and transit-dependent populations. In 2018, the CVP program completed deliveries of rolling stock awards to more than 100 individual grantees comprised of 215 vehicles, purchased with approximately $10 million in combined federal and state funds.

RAIL

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

CHICAGO-TO-ST. LOUIS PASSENGER RAIL IMPROVEMENTS

The Chicago-to-St. Louis rail corridor improvements will provide passenger service at up to 110 miles per hour (mph), leading to shorter travel times, increased reliability and safety, as well as upgraded or new stations. Work has continued throughout the corridor over the last year, including siding reconstructions, grade crossing upgrades, new fencing and signal improvements.

By the end of 2018, 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 $1.9 billion project, IDOT, in conjunction with local communities, opened new stations in Dwight, Pontiac, Carlinville, and Alton, renovated the station in Lincoln, improved the existing 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. These 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.

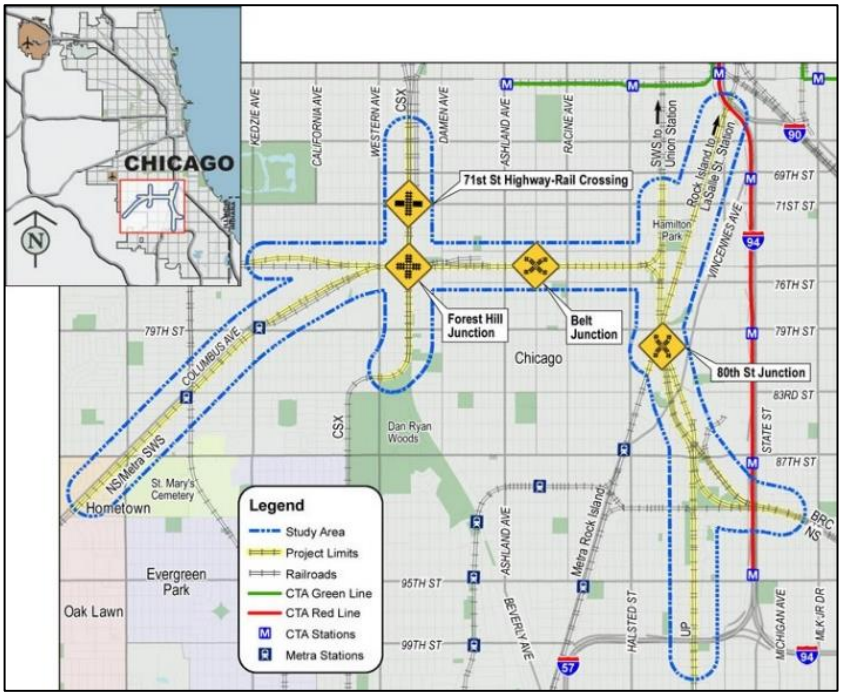
New Carlinville station

New rolling stock is also a large part of the improvements. New locomotives have been in service since late 2017. A total of 33 were received for use in the Midwest in 2018. Illinois is part of a consortium of states working with the Federal Railroad Administration and the State of California on revising the schedule for delivery of 88 new railcars to be used in Illinois, Missouri, Wisconsin and Michigan. The first railcars are due to arrive in 2020. The work scheduled for completion in 2019 includes installation of Positive Train Control equipment by Amtrak on locomotives.

Agency Budget Detail: Illinois Department of Transportation

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY PROGRAM (CREATE)

The Chicago Region Environmental and Transportation Efficiency (CREATE) program is a public-private partnership between the U.S. Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's freight railroads. CREATE's mission is to improve the safety and efficiency of the region's passenger and freight rail infrastructure to achieve national and regional benefits, while advancing the local quality of life by reducing traffic delays, increasing safety and improving air quality. Of the 70 projects in CREATE, 29 are complete, 5 are under construction, 4 are in the final engineering phase, 13 are in preliminary engineering and 19 have yet to be initiated.



75th Street Corridor Improvement Project – Study Area

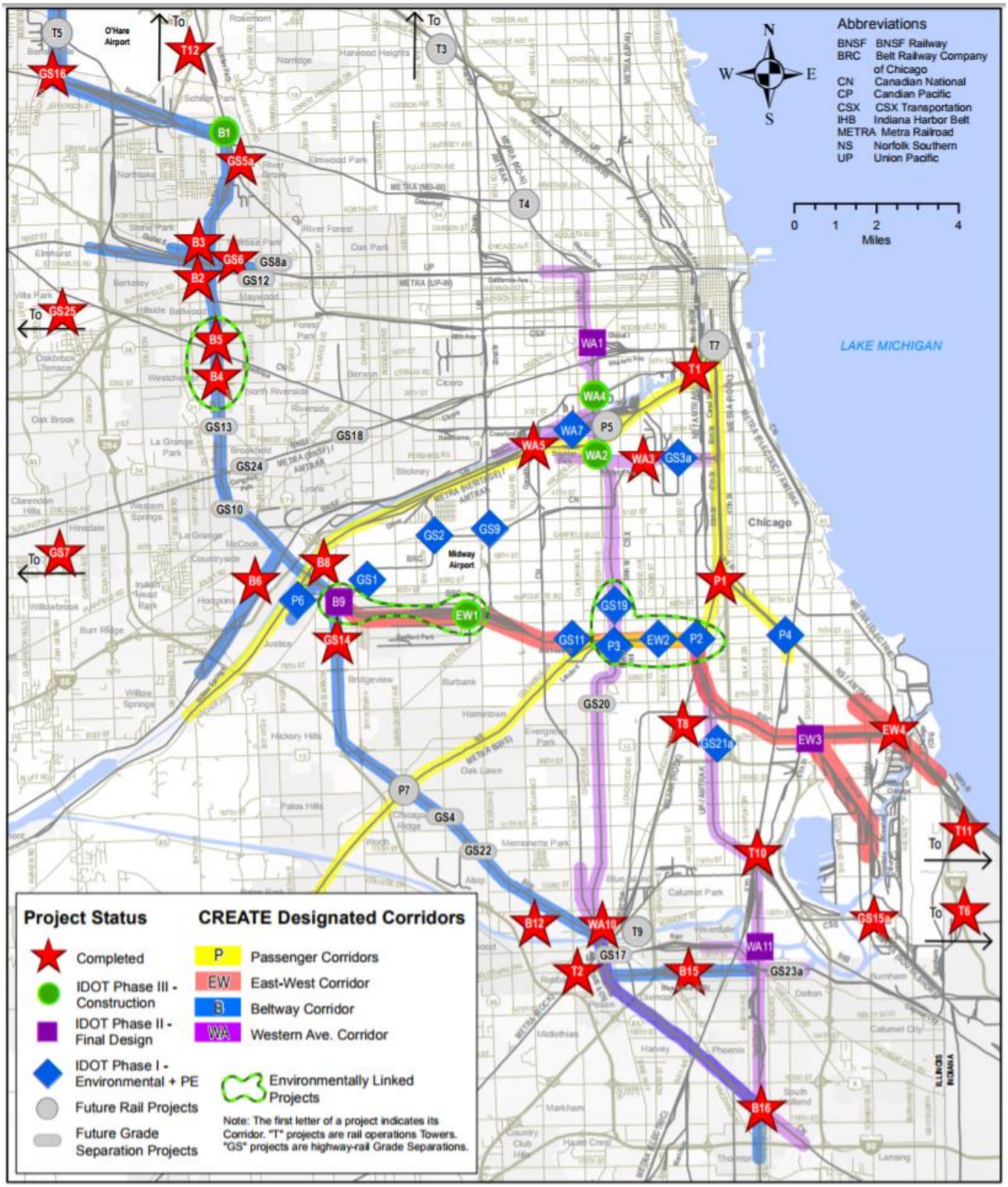
In June 2018, the CREATE partners were awarded a $132 million Infrastructure for Rebuilding America (INFRA) grant from the U.S. Department of Transportation for the 75th Street Corridor Improvement project and Argo Connections project. The $132 million federal award is matched by $111 million from IDOT, $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, representing a total investment of $474 million.

The 75th Street corridor serves more than two million freight cars 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, leading to an estimated $3.8 billion in economic benefit. The major elements 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 delay annually, and new tracks and crossovers at the belt railroads, where trains presently travel as slow as 10 mph. Also included is funding 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. Preconstruction activity started in the fall of 2018, with construction expected to be fully underway in 2019.

Since CREATE began in 2007, total investment in the program represents $1.6 billion, with the state contributing $441 million. The federal government has provided $628 million, local governments have provided $153 million and $375 million has been provided by the railroads. The CREATE program will generate an estimated $31.5 billion in economic benefit over 30 years, with an estimated average of $2.3 billion in savings yearly. An annual average of 92,000 hours of truck delay and 230,000 hours of motorist and bus passenger delay will be saved due to elimination of at-grade crossings. An estimated 2,800 metric tons per year of emissions will be avoided from idling vehicles waiting for trains to pass. Rail system capacity benefits will enable an extra 50,000 freight trains to travel through the greater Chicago rail network annually in 2051 compared to no improvements.

Agency Budget Detail: Illinois Department of Transportation

CREATE PROGRAM PROJECT STATUS MAP



Agency Budget Detail: Illinois Department of Transportation

AERONAUTICS

The Illinois aviation system consists of nearly 825 landing facilities. These facilities include commercial service, reliever and general aviation airports, private restricted landing areas, and hospital heliports. Funding and technical assistance for the state's system of public airports is provided through the Federal Aviation Administration's (FAA) Airport Improvement Program.

CHICAGO ROCKFORD INTERNATIONAL AIRPORT, ROCKFORD

The Chicago Rockford International Airport (RFD) has experienced double-digit growth in international air cargo operations. Landed cargo weight has quadrupled in the past 15 years, which has placed RFD as the fifth-largest cargo destination within the FAA's Great Lakes Region. Two large aircraft hangars accommodate a new maintenance repair overhaul operation by AAR, Inc, which is seeking additional aircraft parking space. United Parcel Service (UPS) operations desires to accommodate 10 additional plane positions on the air cargo ramp. The existing glycol containment system and associated pond was constructed more than 20 years ago and has reached the end of its useful life. A plan to develop the northwest quadrant of the airport was proposed due to continued growth of cargo carriers and freight forwarders. Additionally, the continued treatment of storm water will require replacement of the pond liner. The $37.4 million project consists of constructing a new cargo apron and drainage system and will be completed during fiscal year 2020.

ABRAHAM LINCOLN CAPITAL AIRPORT, SPRINGFIELD

As part of the improvement efforts that have recently occurred at the Abraham Lincoln Capital Airport, construction is currently underway to improve parking lot flow and capacity, enhance pedestrian accessibility, and enrich traffic operations and safety. The project allows for traffic to better operate by providing a new one-way exit road. A new access road will be constructed to service commercial operations at a new general aviation terminal. Also, parking lots will be expanded and pedestrian access will be improved by modifying or installing accessible ramps at crossing locations. The $2.3 million project is being funded through state and local resources.

Abraham Lincoln Capital Airport

QUINCY REGIONAL AIRPORT, QUINCY

The Quincy Regional Airport is a public facility consisting of three paved runways and a range of instrumentation and navigation aids. Almost 50 aircraft are based on the airfield, consisting of single-engine and multi-engine airplanes, jets and helicopters. An average of 53 aircraft operations per day occur at the airport. Currently, one of the runways is entering the final phase of reconstruction, at an estimated cost of $2.3 million.

GENERAL DOWNING-PEORIA INTERNATIONAL AIRPORT, PEORIA

The condition of Peoria International Airport's (PIA) crosswind runway is approaching the end of its useful life and requires rehabilitation. Despite ongoing efforts by PIA, it is becoming increasingly difficult for the airport to maintain existing infrastructure independently, necessitating assistance from IDOT. The total project cost is estimated to be $4 million.

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2020 Recommended Appropriations for the Illinois Department of Transportation
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	-	624.8	624.8
Transportation Bond, Series B Fund	-	1,574,618.1	1,574,618.1
Transportation Bond, Series D Fund	-	472,418.3	472,418.3
Pay-as-you-go			
Downstate Transit Improvement Fund	7,500.0	21,388.0	28,888.0
Federal High Speed Rail Trust Fund	-	621,932.9	621,932.9
Federal Mass Transit Trust Fund	20,000.0	50,374.7	70,374.7
Federal/State/Local Airport Fund	75,000.0	205,921.9	280,921.9
Grade Crossing Protection Fund	39,000.0	101,060.6	140,060.6
High-Speed Rail Rolling Stock Fund	15,000.0	-	15,000.0
Rail Freight Loan Repayment Fund	-	1,250.0	1,250.0
Road Fund	1,175,200.0	3,402,236.2	4,577,436.2
State Construction Account Fund	845,000.0	1,132,511.4	1,977,511.4
State Rail Freight Loan Repayment Fund	-	9,750.0	9,750.0
South Suburban Airport Improvement Fund	1,000.0	-	1,000.0
Total	**2,177,700.0**	**7,594,086.9**	**9,771,786.9**

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2020 Recommended New Appropriations for the Illinois Department of Transportation
($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Downstate Transit Improvement Fund	**7,500.0**
Downstate Transit Capital Grants	7,500.0
Federal Mass Transit Trust Fund	**20,000.0**
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	20,000.0
Federal/State/Local Airport Fund	**75,000.0**
Statewide - Financial Assistance to Airports (Federal and Local Share)	75,000.0
Grade Crossing Protection Fund	**39,000.0**
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0
High-Speed Rail Rolling Stock Fund	**15,000.0**
Costs associated with Acquisitions, Offsets, Overhaul Fees and other Costs of the Rolling Stock	15,000.0
Road Fund	**1,175,200.0**
Statewide - Apportionment to Counties Under One Million in Population	10,900.0
Statewide - Apportionment to High Growth Cities	2,000.0
Statewide - Apportionment to Needy Road Districts And Townships	5,000.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (A)	37,800.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contracts (B)	14,300.0
Statewide - Motorist Damage to Highway Structures	5,500.0
Statewide - Permanent Improvements to IDOT Facilities	28,000.0
Statewide - Road Improvements - Local Share of Road Fund/Road Program	573,100.0
Statewide - Township Bridges	15,000.0
Statewide - Transportation and Related Construction	349,000.0
Statewide Disposal of Hazardous Materials	600.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	15,000.0
High Speed Rail Maintenance Costs	25,000.0
Match for Federal INFRA Grant from Local Sources	92,000.0
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	2,000.0
South Suburban Airport Improvement Fund	**1,000.0**
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
State Construction Account Fund	**845,000.0**
Statewide - Transportation and Related Construction	845,000.0
Total	**2,177,700.0**

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.com

Major Responsibilities

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 2019 Capital Program

The Tollway budget operates on the calendar year. The 2019 capital program addresses the needs of the Tollway's existing system and provides for new projects to improve regional mobility. The 2019 revenues for the Tollway are projected to be $1.51 billion. The Tollway is not requesting state appropriations.

Budget Highlights

The Tollway is in the eighth year of its 15-year, $14.0 billion capital program, *Move Illinois*. The Tollway will invest $1.4 billion for projects to repair and rebuild roadways, bridges, interchanges and other capital investments across the 294-mile system. Projects include:

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

Agency Project Detail

I-490 Tollway Project

The I-490 Tollway project will provide access to O'Hare International Airport from the west and reduce congestion on local roads. The I-490 Tollway will be a new cashless tollway running from the Jane Addams Memorial Tollway (I-90) to the Tri-State Tollway (I-294), with an interchange connecting to Illinois Route 390.

I-490 Tollway project

The Tollway expects to spend $423.3 million on the I-490 Tollway project in 2019. Approximately $42.3 million will be spent on design and coordination work. This will include work on interchanges connecting I-490 with Illinois Route 390, I-294 and I-90, as well as work on the northern and southern segments of I-490 itself. Construction will also include work on the three above

interchanges and the interchange at Illinois Route 19. Other work will include right-of-way acquisitions and utility relocations.

Additionally, $37.3 million of federal grant funds for the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and local contributions will be spent on work to support the new I-490 Tollway project.

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

The Tollway expects to spend $444.7 million on the Tri-State Tollway in 2019. Most of this spending will be part of the ongoing $4.0 billion project to reconstruct and widen the Central Tri-State Tollway from 95th Street to Balmoral Avenue. Projects include:

- $45.6 million for the ongoing Edens Spur reconstruction project;
- $71.0 million for continued design efforts to reconstruct and widen the Central Tri-State Tollway between 95th Street and Balmoral Avenue;
- Early construction for roadway rehabilitation and widening between Balmoral Avenue and the O'Hare Oasis;
- Advance relocation of intelligent transportation systems between 95th Street and Balmoral Avenue;
- $44.5 million for construction on the Mile Long Bridge over the Des Plaines River, and the Burlington North Santa Fe Railroad Bridge over I-294;
- $103.7 million for right-of-way acquisition spending; and
- $30.1 million for utility relocations.

REAGAN MEMORIAL TOLLWAY (I-88)

Improvement of I-88 will continue in 2019, with $66.6 million of anticipated spending. This work will include $31.0 million to complete improvements between Illinois Route 251 and Illinois Route 56, $15.9 million for roadway reconstruction between York Road and I-290, and $14.0 million for reconstruction of the ramp connecting I-88 to the Tri-State Tollway.

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

The Tollway is constructing a new interchange at the Tri-State Tollway (I-294) and I-57. The first phase of construction (completed in October 2014) allowed movements from northbound I-57 onto I-294, and from I-294 onto southbound I-57. That phase also included a new access to I-294 at 147th Street. The second phase of interchange construction will begin in 2019. This phase will include $28.0 million of design work, as well as construction of a new median and two ramps.

VETERANS MEMORIAL TOLLWAY (I-355)

The Tollway plans to spend $23.7 million in 2019 for improvements on I-355, including resurfacing from I-55 to Army Trail Road and roadway widening between Illinois Route 56 and Illinois Route 38.

SYSTEM-WIDE

In 2019, $397.6 million in spending is planned for infrastructure and safety improvements, such as:

- $188.2 million for ongoing bridge, pavement and facility maintenance;
- $42.9 million for expansion of local roads to support the new interchanges on the Jane Addams Memorial Tollway (I-90) and the Reagan Memorial Tollway (I-88);
- $64.0 million for improvements to tolling, intelligent transportation systems and business systems; and
- $43.5 million for continued facilities improvements, particularly Leadership in Energy and Environmental Design (LEED) compliance projects.

Agency Budget Detail: Illinois Environmental Protection Agency

Environmental Protection Agency

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

Major Responsibilities

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

Fiscal Year 2020 Capital Budget

Budget Highlights

The proposed budget continues to fund grants and programs that were included in the fiscal year 2019 budget and features $690 million in new appropriation authority for the continuation of existing initiatives, including:

- $660 million for drinking, storm and wastewater low interest loans to local governments;
- $15 million for grants to unsewered communities for sewer and wastewater infrastructure;
- $10 million for conservation and environmental protection grants;
- $3 million for hazardous waste remediation; and
- $2 million for grants and contracts to address nonpoint source water quality issues.

Agency Project Detail

Water Loan Programs

The wastewater, stormwater and drinking water loan programs provide low-interest loans through the State Revolving Fund (SRF). These programs administer loans using federal funding, state matching funds, interest earnings, loan repayments and leveraged bond proceeds. IEPA works with the Illinois Finance Authority (IFA) to issue bonds backed by loan repayment revenues to fully leverage these programs. The loans provide the state matching funds required for the federal grants received as well as bond proceeds to expand funding capacity. The most recent bonds issued were the State of Illinois Clean Water Initiative Revolving Fund Revenue Bonds, Series 2017, which are rated AAA by both S&P Global Ratings and Fitch Ratings. For fiscal year 2020, $660 million in new authority for wastewater, stormwater and drinking water infrastructure loans for communities is proposed in addition to continued funding of prior year projects.

Mattoon Combined Sewer Overflow Control Plan

The City of Mattoon received a $6.1 million low-interest loan from IEPA's wastewater loan program to address Combined Sewer Overflow (CSO). Mattoon used this loan to construct their Riley Creek CSO Satellite Treatment Facility in 2016. The city is planning a second phase which will include an estimated $12.3 million loan from the IEPA to construct a major interceptor sewer. U.S. EPA recognizes CSOs as a major source of pollution, as they collect both stormwater and wastewater into a single pipe. Under normal conditions, one of these pipes transports all the wastewater it collects to a sewage plant for treatment before entering a body of water. However, during periods of heavy rainfall or snowmelt, stormwater and untreated wastewater may directly enter 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.

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

Fox River Reclamation District Phosphorus Abatement

Fox Metro Water Reclamation District has secured more than $100 million in loans from SRF thus far for the expansion of its wastewater treatment plant. Future phases of the expansion plan include further leveraging of IEPA funding. The upgrades to the plant will reduce the phosphorous released into the Fox River.

Fox Metro Water Reclamation District wastewater treatment plant

The river is part of the Mississippi Watershed, which drains into the Gulf of Mexico. Phosphorus is a key contributor to hypoxia, a low-oxygen zone. It enters the Fox River through fertilizer runoff and the sanitary sewer system. These zones can destroy the ecosystem for aquatic plants, animals and other organisms within the Fox River, the entire watershed and the Gulf. Within four years, the new plant is slated to reduce phosphorous output 67 percent, helping to alleviate the negative consequences of hypoxia.

Hazardous Waste Remediation

The hazardous waste program in Illinois is the state's portion of the federal Resource Conservation and Recovery Act (RCRA). This act was signed into law in 1976, and consisted of amendments to the Solid Waste Disposal Act of 1956. The intent of the hazardous waste 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. The fiscal year 2020 introduced budget features a new $3 million appropriation for hazardous waste remediation projects.

Eagle Zinc Site Remediation

IEPA is working in partnership with U.S. EPA to conduct investigations and perform a cleanup at the Eagle Zinc site in Hillsboro, under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as "Superfund". The site was host to heavy metal contamination from manufacturing operations in the area across an eighty-year time span. Decontamination and removal of the derelict buildings was completed in 2015. Consolidation of the slag material and contaminated soil into a containment cell is currently ongoing and is scheduled to be completed in 2019.

Southeast Rockford Groundwater Contamination National Priorities List (NPL) Site

IEPA, in coordination with U.S. EPA, has been investigating and cleaning up the Southeast Rockford Groundwater Contamination National Priorities List (NPL) Site. The site is located in Rockford and consists of an area of groundwater contamination that is approximately 3 miles long by 2.5 miles wide. Industrial activities and unpermitted waste disposal have contaminated the groundwater in this area.

Remedial actions have included groundwater containment with collection and treatment, multi-phase extraction wells for treatment of the groundwater and soil gas, monitoring, and restrictions on groundwater usage. Multi-phase extraction wells, groundwater extraction wells, and the piping and electrical services were all completed in 2015. Construction on the treatment system is nearly complete and IEPA anticipates the system being operational in 2019.

Fiscal Year 2020 Recommended Appropriations for the Illinois Environmental Protection Agency
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	-	43,000.3	43,000.3
Build Illinois Bond Fund	28,000.0	32,387.2	60,387.2
Pay-as-you-go			
Water Revolving Fund	662,000.0	1,512,348.4	2,174,348.4
Total	**690,000.0**	**1,587,735.9**	**2,277,735.9**

Agency Budget Detail: Illinois Environmental Protection Agency

Fiscal Year 2020 Recommended New Appropriations for the Illinois Environmental Protection Agency
($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Build Illinois Bond Fund	**28,000.0**
Grants for Sewer Systems, Wastewater Treatment Facilities and Drinking Water Infrastructure Programs	15,000.0
Protection, Preservation and Conservation of Environmental and Natural Resources; for Deposits into the Water Revolving Fund; and Other Purposes Authorized in Subsection (d) of Section 4 of the BIBF Act and Grants to State Agencies for Such Purposes	10,000.0
IEPA-Statewide-Deposit Into the Hazardous Waste Fund for Use Pursuant to Section 22.2	3,000.0
Water Revolving Fund	**662,000.0**
Grants and Contracts to Address Nonpoint Source Water Quality Issues	2,000.0
Illinois Water Works - Wastewater Loan Program	450,000.0
Illinois Water Works - Drinking Water Loan Program	200,000.0
Statewide - Storm Water Loans	10,000.0
Grand Total	**690,000.0**

Agency Budget Detail: Other Agencies

Department of Innovation and Technology

Information Technology Transformation

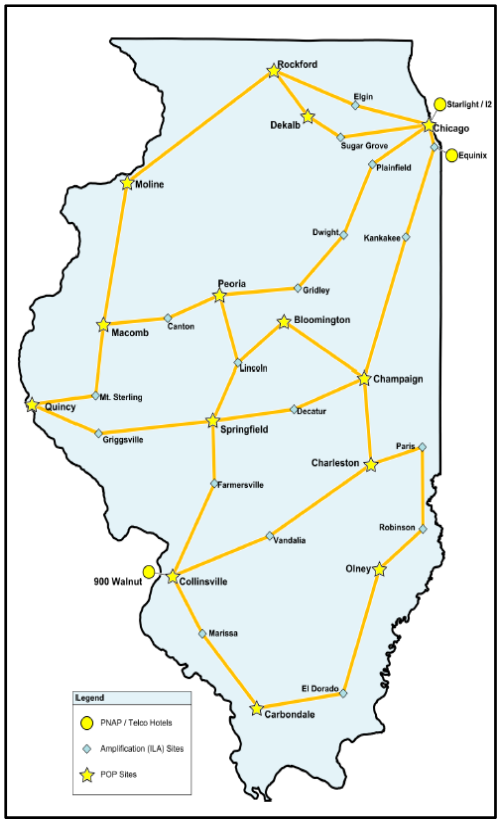
The fiscal year 2019 budget included a $400 million capital appropriation for information technology (IT) upgrades across the state that is recommended to be reappropriated in fiscal year 2020.

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, 36 agencies or divisions are utilizing the ERP system, with another nine in progress. Fifty-six state entities are anticipated to be onboard with ERP by the end of fiscal year 2020.

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 the Department of Innovation and Technology (DoIT) to reduce the state's cyber risk through the use of encryption and increased network security and reduce expenses by eliminating expensive out-of-date equipment while maintaining the flexibility to utilize existing hard storage resources for sensitive data.

Additionally, the Department of Corrections (DOC), in consultation with DoIT, will use capital funding to develop and implement an electronic medical record (EMR) system throughout each of the department's facilities. EMR will allow for more streamlined and effective medical service delivery within the department, and enable DOC to share records with other state and local entities across the criminal justice continuum.

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 fiscal year 2020 recommended budget includes a new $20 million appropriation to address and revitalize the ICN, with a focus on the Illinois K-12 network. The Illinois K-12 network is designed to address K-12 requirements for digital learning. Projects for statewide broadband include:

- Replacement of equipment that is at the end of its useful life;
- Fiber builds and expansions;
- Supporting a secure network environment with a cloud firewall; and
- Core, router and switch upgrades for additional port and bandwidth requirements.

Agency Budget Detail: Other Agencies

Department of Military Affairs – Construction of Illinois National Guard Facilities

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. DMA is reimbursed by the federal government for much of this work, but all projects require state funds in order to access federal reimbursement.

Many of the state's National Guard facilities are in need of substantial repairs and updates to bring them to current military standards. Over half of the state's 50 Readiness Centers were built before 1960. The fiscal year 2019 budget included $5 million in bonded appropriations to begin updating these aging facilities. Those funds have been assigned to projects such as upgrading the electrical and HVAC systems at the General Richard L. Jones Armory and mechanical rehabilitation at the Crestwood Armory. The fiscal year 2020 introduced budget includes a new $15 million bonded appropriation to continue maintenance at National Guard facilities and generate federal reimbursement.

The fiscal year 2020 budget recommendation also includes a $50 million pay-as-you-go reappropriation, allowing DMA to spend the federal funds on additional projects.

Department of Public Health – CLEAR-Win

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, approximately $4.9 million was spent 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.

Testing for lead in paint

The fiscal year 2019 budget provided 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.

DPH received a $15 million capital appropriation for the CLEAR-Win program in fiscal year 2019. The fiscal year 2020 budget reappropriates this funding to allow DPH to continue the program.

State Board of Education – District Broadband Expansion

The fiscal year 2019 capital budget included $16.3 million appropriated to the Illinois State Board of Education (ISBE) for district broadband expansion grants, with the goal that all school districts in the State of Illinois achieve high-speed broadband capability by the beginning of the 2020-2021 school year. The recommended fiscal year 2020 budget includes a reappropriation of these funds.

Through the district broadband expansion program, districts will use state, federal and local funds to complete fiber construction projects and improve internet access with the expectation of internet speeds in selected districts reaching one gigabit per second (gbps) per 1,000 students and staff. By prioritizing districts who are furthest away from the one gbps target, ISBE will ensure that the dollars used on fiber construction result in access to high-quality learning opportunities and online resources for as many students as possible across the state. Grant applications closed January 25, 2019. Funds are expected to be distributed through the end of fiscal year 2020.

Agency Budget Detail: Other Agencies

Fiscal Year 2020 Recommended Appropriations for Other Agencies
($ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded	**35,000.0**	**309,703.8**	**344,703.8**
Build Illinois Bond Fund	**-**	**22,845.3**	**22,845.3**
Department Of Public Health	-	6,000.0	6,000.0
Illinois Emergency Management Agency	-	6,815.5	6,815.5
Office Of The Secretary Of State	-	10,029.9	10,029.9
Capital Development Fund	**35,000.0**	**282,467.3**	**317,467.3**
Department Of Innovation And Technology	20,000.0	240,000.0	260,000.0
Department Of Military Affairs	15,000.0	-	15,000.0
Office Of The Architect Of The Capitol	-	15,000.0	15,000.0
Office Of The Secretary Of State	-	2,467.3	2,467.3
State Board Of Education	-	25,000.0	25,000.0
School Construction Fund	**-**	**4,391.1**	**4,391.1**
State Board Of Education	-	4,391.1	4,391.1
Pay-as-you-go	**-**	**106,638.6**	**106,638.6**
Illinois National Guard Construction Fund	**-**	**50,538.6**	**50,538.6**
Department Of Military Affairs	-	50,538.6	50,538.6
School Infrastructure Fund	**-**	**56,100.0**	**56,100.0**
State Board Of Education	-	56,100.0	56,100.0
Grand Total	**35,000.0**	**416,342.4**	**451,342.4**

Fiscal Year 2020 Recommended New Appropriations for Other Agencies
($ thousands)

Project Description	FY 2020 Recommended New Appropriations
Department Of Military Affairs	**15,000.0**
Capital Development Fund	**15,000.0**
Capital Improvements at Illinois National Guard Facilities	15,000.0
Department of Innovation and Technology	**20,000.0**
Capital Development Fund	**20,000.0**
Statewide Broadband - Illinois Century Network and Illinois K-12 Network	20,000.0
Grand Total	**15,000.0**

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CHAPTER 4

GLOSSARY

Illinois State Capital Budget Fiscal Year 2020

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Glossary

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

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

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

BNSF - One of the largest freight railroads in North America.

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

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

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

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

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

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

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

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

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

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

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

Glossary

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

Federal 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 Gates - 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.

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.

Hypoxia - Low oxygen conditions that occur in aquatic environments as dissolved oxygen becomes reduced in concentration to a point where it becomes detrimental to aquatic organisms living in the system.

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

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 Detectors - Vehicle detection loops, also called inductive-loop traffic detectors, can detect vehicles passing or arriving at a certain point, for instance approaching a traffic light or in motorway traffic.

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

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

Glossary

Multi-modal - Multiple modes of transport, for example rail and bus.

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

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

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.

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 department replenishes the fund by repaying money used from the account through federal match, loan repayments, income interest, etc.

Rolling Stock - Any vehicle that moves on a railway.

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.

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

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

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

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 requesting payment.

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CAPITAL BUDGET
FISCAL YEAR 2020
GOVERNOR JB PRITZKER

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