

ILLINOIS



CAPITAL BUDGET FISCAL YEAR 2016

BRUCE RAUNER • GOVERNOR

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NOTICE
For Release at 12:00 Noon, Wednesday,
February 18, 2015

There is a total embargo on the budget for fiscal year 2016 until 12:00 noon, Wednesday, February 18, 2015. This prohibition includes references to any and all material in the *Illinois State Budget, Fiscal Year 2016*. 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 18, 2015.

Tim Nuding, Director
Governor's Office of Management and Budget

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The Illinois Turnaround

Bruce Rauner, Governor

CAPITAL BUDGET

Illinois State Capital Budget Fiscal Year 2016

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

February 18, 2015

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 2016 capital budget.

Strong infrastructure is a key component to ensuring a healthy Illinois economy. While Illinois has been implementing a capital program, we need to do more to spend our infrastructure dollars more efficiently and effectively.

Despite implementation of the \$31 billion on *Illinois Jobs Now!* program, we still have more projects proposed than we can afford. From state facilities and roadways to our rail and waterways, we need to do a better job maximizing the impact of every dollar invested in Illinois infrastructure. I am committed to doing exactly that.

Already, due to operational efficiencies in the FY2016 budget, we are able to increase our annual road construction investment by \$120 million. I propose dedicating \$250 million in bonded capital to address the most critical of the deferred maintenance needs. These projects can be funded within existing resources due to the hold put on further renovations of the Capitol.

I look forward to working with you to improve our capital spending and implement new programs that will lead to even better outcomes.

Sincerely,

A handwritten signature in black ink that reads "Bruce Rauner".

Bruce Rauner
Governor, State of Illinois

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CHAPTER 1

READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2016

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Reader's Guide

INTRODUCTION

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

WHAT IS THE CAPITAL BUDGET?

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

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

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

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

Key benefits of submitting a separate budget include:

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

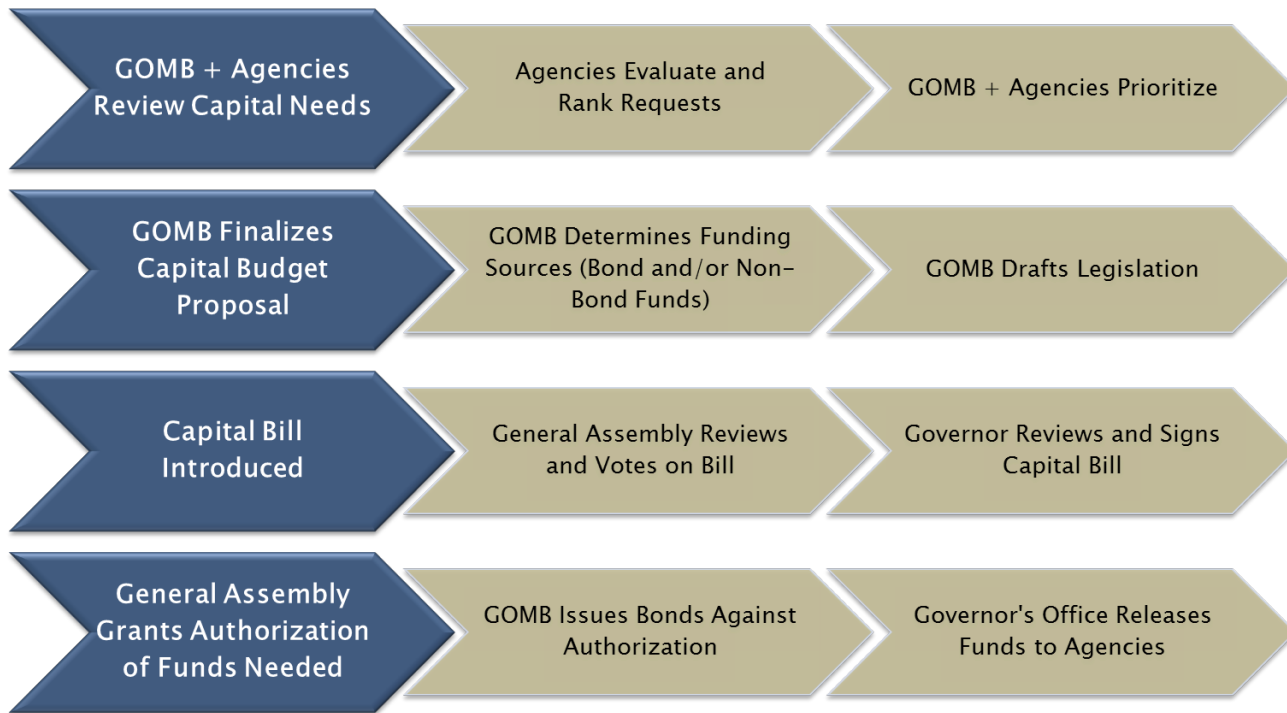
Reader's Guide

DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

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

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HOW IS A CAPITAL BUDGET CREATED?



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

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

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

Reader's Guide

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

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

FUNDING SOURCES

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

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

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

Reader's Guide

IMPLEMENTING THE CAPITAL BUDGET

Once signed into law, the budget takes effect July 1 of the current 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 and execute bond sales.

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations continue into the next fiscal year.

AUTHORIZED

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

RELEASED

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

OBLIGATED

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

SPENT

When the Comptroller's Office processes payments.

CHAPTER 2

CAPITAL BUDGET OVERVIEW



Illinois State Capital Budget Fiscal Year 2016

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Capital Budget Overview

FISCAL YEAR 2016 CAPITAL NEEDS

Deferred Maintenance



Critical repairs needed at state-owned facilities have long been delayed by the state. Postponed repairs to state facilities and equipment are categorized as deferred maintenance. The deferred maintenance for state facilities totals more than \$6.1 billion. The capital budget proposal requests only a portion of the estimated \$6.1 billion to be used for deferred maintenance repairs and upgrades that directly affect the health, life and safety of the public. The work needed includes replacing heating and air conditioning (HVAC) systems, plumbing, mechanical and electrical systems, and improvements and repairs necessary to meet code requirements. If addressed in a timely manner, repairing building shell elements such as roofs, windows and doors will reduce internal damage to state owned buildings, which ultimately reduces the overall costs of repairs. Addressing the backlog of deferred maintenance issues would allow agencies to correct serious infrastructure failures. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

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

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

Of the \$31 billion appropriated in the 2010 capital program, Illinois Jobs Now!, the Capital Development Board (CDB) received approximately \$300 million (less than 1%) for deferred maintenance projects for state owned facilities. Since 2009, CDB has spent \$436 million on deferred maintenance projects, some projects directly appropriated in IJN!, some funded through lump sum appropriations and others funded with state agency funds.

Operations appropriations to agencies for repair and maintenance have greatly diminished or disappeared over the last few fiscal years. With what little has been appropriated, CDB has overseen more repairs and maintenance projects for the user agencies than the agencies can do with their own budgets. The Governor is recommending \$250 million of bonded capital in lump sum form, so that if an agency's priorities change based on emergency situations, CDB and the agency have the flexibility to cover these costs without needing to wait for legislative action. This \$250 million will be funded within existing resources by halting further renovations of the Capitol.

CDB will prioritize any new deferred maintenance capital appropriations for facilities that house people 24 hours a day, seven days a week (24/7). This includes facilities operated by the Department of Human Services, Department of Veterans' Affairs, Department of Juvenile Justice and Department of Corrections.

Capital Budget Overview

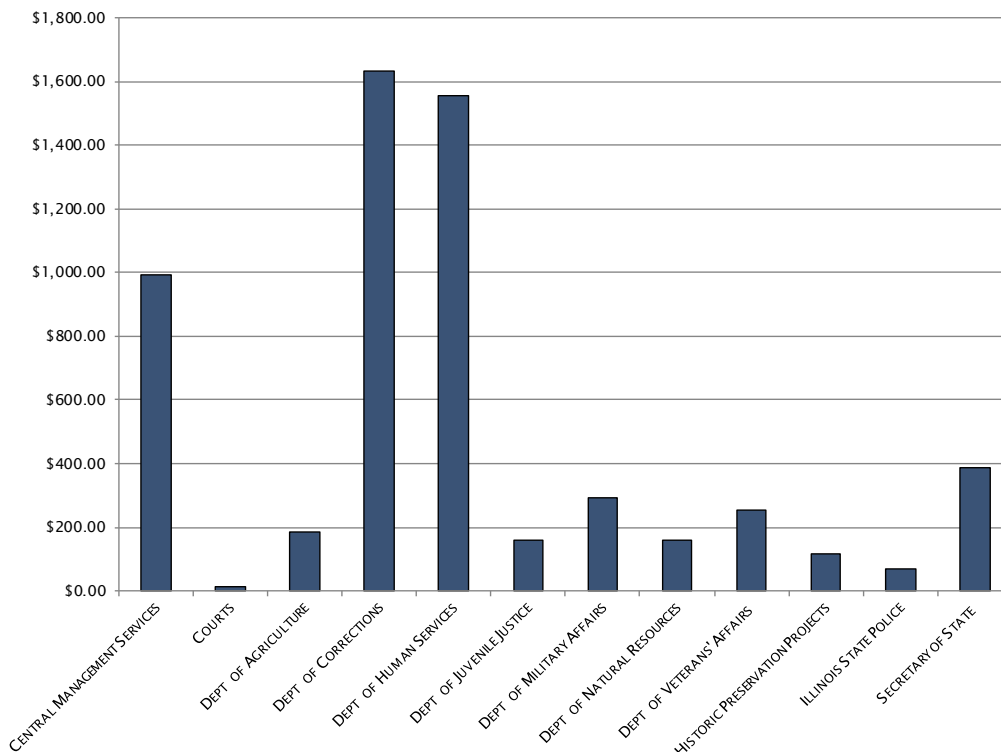
The types of projects at these 24/7 facilities that CDB intends to pursue would be:

- **Health/Life Safety and Code Compliance** -Projects to address life safety and code violation issues are most important. These deficiencies affect federal certification and reimbursements as well as the safety and well-being of individuals that are residents of, work in, or use the facilities.
 - Examples of these projects are:
 - Chicago-Read Mental Health Center - upgrade fire alarm and public address system
 - Pontiac Correctional Center - upgrade perimeter wall and guard towers
 - Manteno Veterans' Home - install automatic door openers and widening of doors

- **Roof Repair/Roof Replacement/Windows** - Addressing roofing and window issues will stop water infiltration into the buildings and protect the interior and integrity of buildings.
 - Examples of these projects are:
 - Choate Mental Health and Developmental Center - replace roofing systems for nine buildings
 - Menard Correctional Center - replace roofing systems
 - Illinois Youth Center - Warrenville - replace and upgrade windows
 - Quincy Veterans' Home - replace roofing systems

- **Mechanical systems** - Many state facilities need heating, ventilation and air conditioning, electrical and plumbing upgrades and replacements, which allow for properly functioning buildings that provide comfortable and safe living environments for the occupants. These upgrades also strive for energy efficiency.
 - Examples of these projects are:
 - Elgin Mental Health and Developmental Center - upgrade emergency generator
 - Logan Correctional Center - replace electrical loop
 - Illinois Youth Center - Harrisburg - upgrade HVAC in five buildings

STATEWIDE DEFERRED MAINTENANCE (\$ MILLIONS)



Capital Budget Overview

Transportation

In fiscal year 2014, the Illinois Department of Transportation improved 894 miles of pavement, 222 bridges and completed 147 road safety improvements in Illinois. In addition, the Illinois Department of Transportation awarded a total of \$2.3 billion in highway contracts and obligations, which include construction, engineering and land acquisition. Through the first quarter of fiscal year 2015, IDOT improved an additional 732 miles of pavement and 52 structures. Currently, the Illinois Department of Transportation is rebuilding the 40-year old Circle Interchange that will serve over 300,000 vehicles per year.

Aside from continued investments in road and bridge systems, Illinois is a strong supporter of rail and public transportation with infrastructure projects that address statewide capital needs and include constructing or expanding transit facilities, reconstructing of track and improving stations.

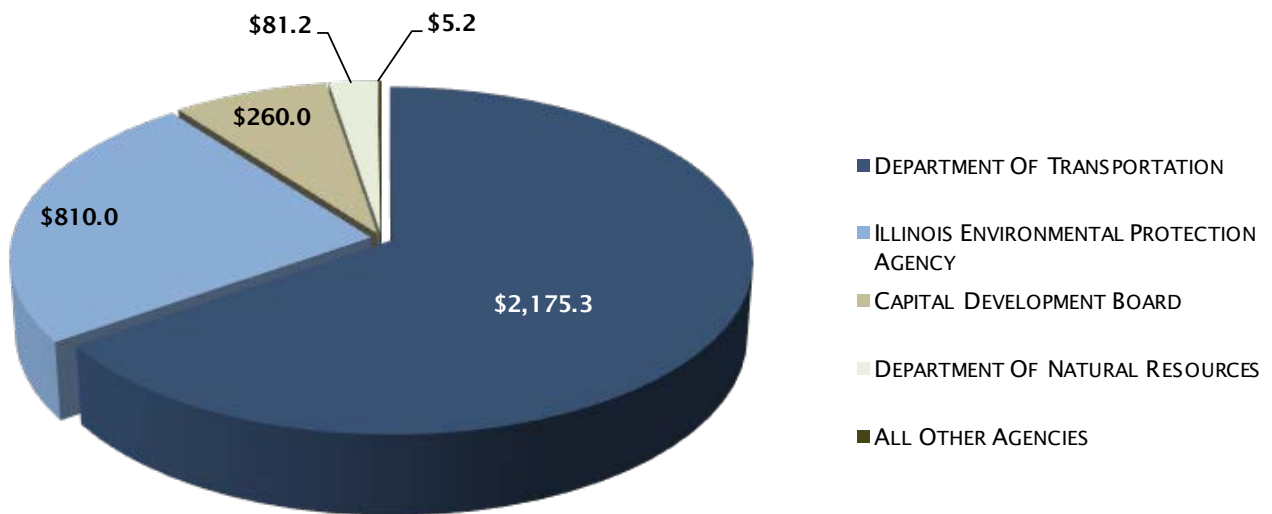
Due to operational efficiencies in the fiscal year 2016 recommended budget, the annual road construction element supported by the Road and State Construction Fund is \$1.85 billion, over a \$120 million increase from fiscal year 2015.

Capital Budget Overview

FISCAL YEAR 2016 NEW CAPITAL APPROPRIATIONS BY AGENCY

This chart displays the distribution of recommended bonded and pay-as-you-go capital appropriations by agency. Over 65 percent of the new capital requests are for the Illinois Department of Transportation’s multi-modal transportation improvement program, funded by the motor fuel tax and vehicle registration fees. Approximately 27 percent of new capital requests are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency. The rest of the recommended new appropriations are for state facilities.

EXHIBIT 1 (\$ MILLIONS)



| New Capital Appropriations by Agency (\$ millions) | |
|--|----------------|
| Department Of Transportation | 2,175.3 |
| Illinois Environmental Protection Agency | 810.0 |
| Capital Development Board | 260.0 |
| Department Of Natural Resources | 81.2 |
| All Other Agencies | 5.2 |
| Total New Appropriations | 3,331.7 |

Note: Figures may not add due to rounding.

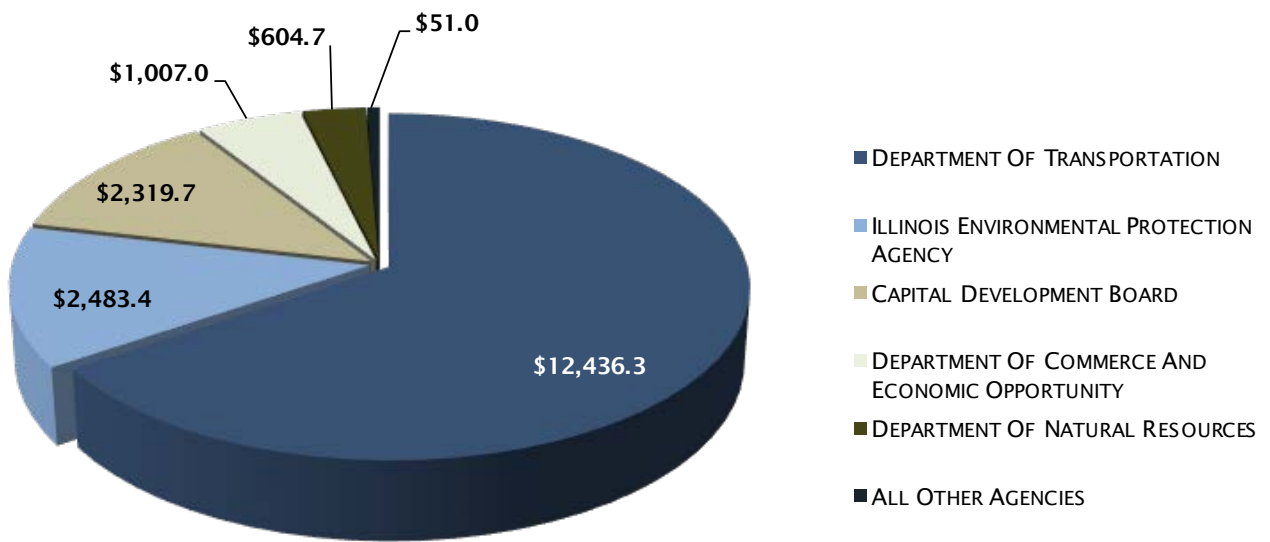
Capital Budget Overview

FISCAL YEAR 2016 CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

This exhibit depicts the total outstanding reappropriations (\$15.6 billion) and the recommended new appropriations (\$3.3 billion) by agency. This chart aggregates bonded and pay-as-you-go capital.

EXHIBIT 2 (\$ MILLIONS)

Total Capital Outstanding
as Proposed
(\$ millions)
\$18,973.4

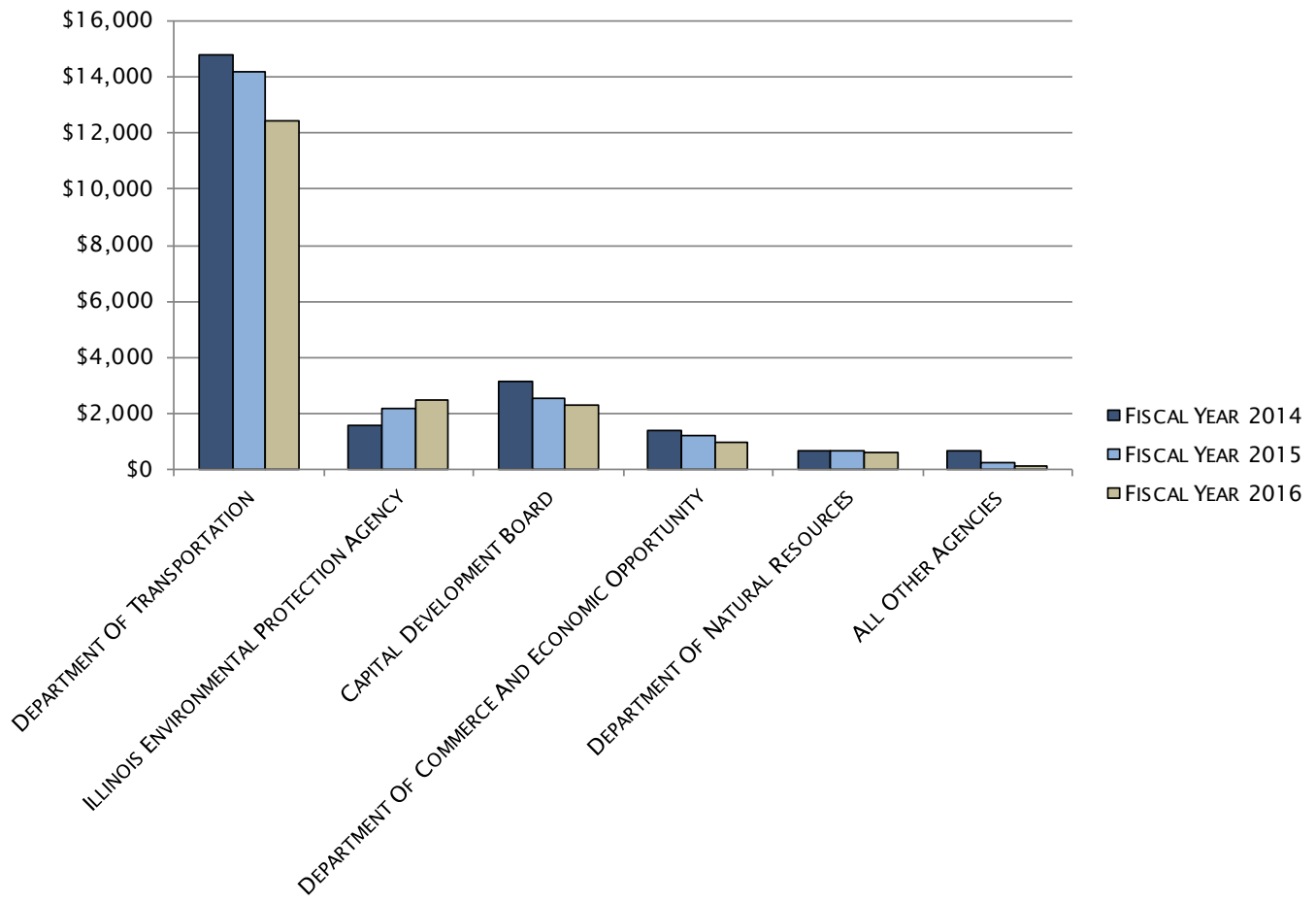


Capital Budget Overview

FISCAL YEARS 2014 – 2016 CAPITAL APPROPRIATIONS BY AGENCY

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

EXHIBIT 3 (\$ MILLIONS)

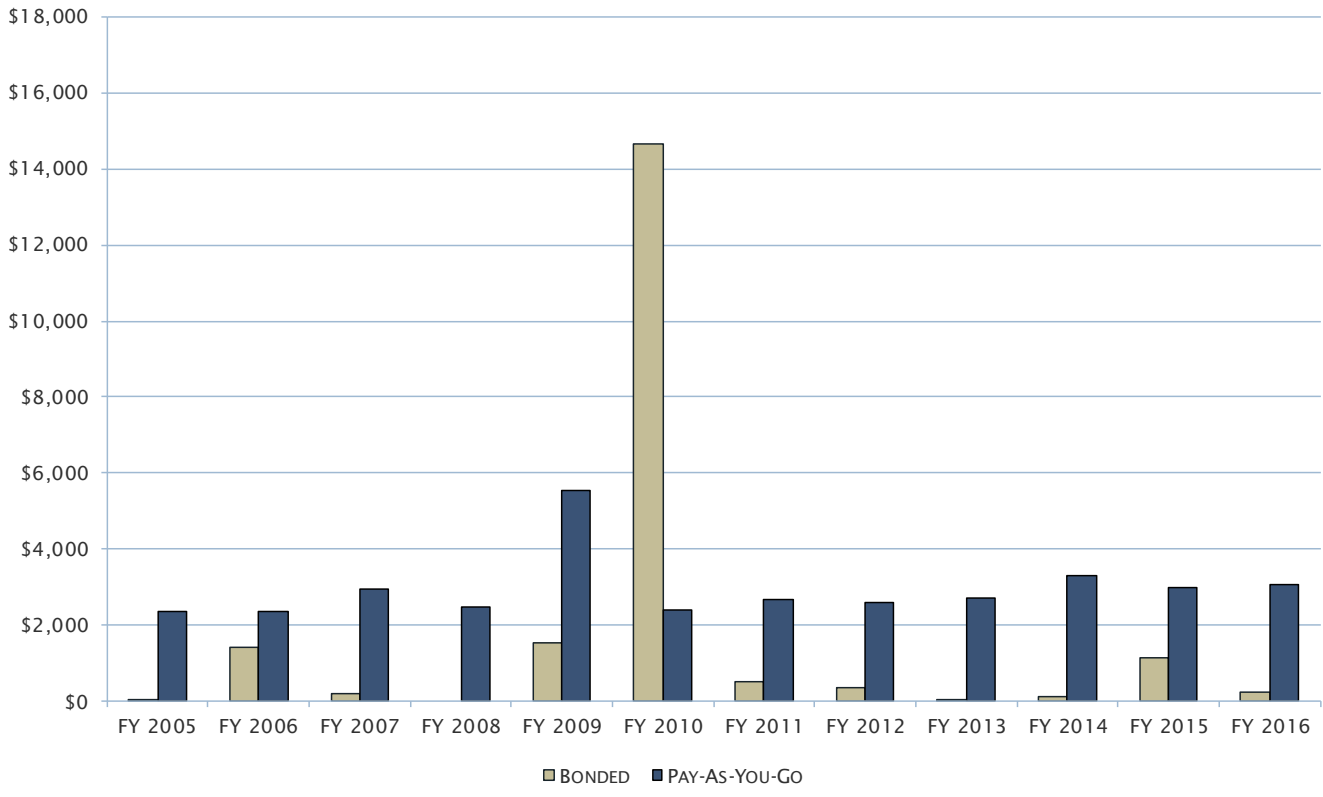


Capital Budget Overview

FISCAL YEARS 2005 – 2016 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

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

EXHIBIT 4 (\$ MILLIONS)

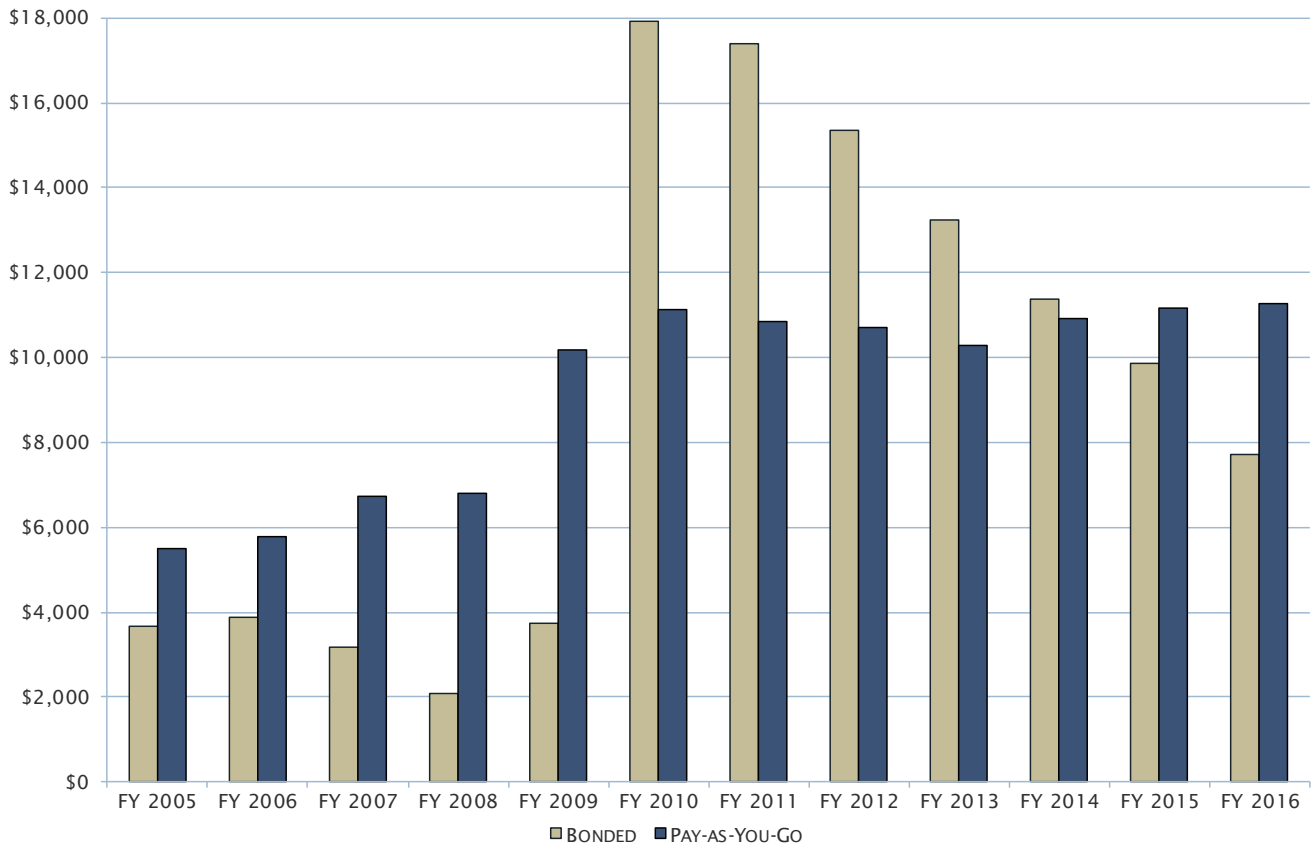


Capital Budget Overview

FISCAL YEARS 2005 – 2016 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

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

EXHIBIT 5 (\$ MILLIONS)



Capital Budget Overview

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

Table I-A summarizes each agency's Other State Funds – Pay-as-you-go, Other State Funds – Bonded, Federal – Pay-as-you-go and total capital appropriations for fiscal years 2014, 2015 and 2016.

| Agency (\$ thousands) | FY 2014 Enacted Appropriation | FY 2015 Enacted Appropriation | FY 2016 Recommended Appropriation |
|--|-------------------------------------|-------------------------------------|---|
| LEGISLATIVE AGENCIES | | | |
| Office Of The Architect Of The Capitol | 310,037 | 51,205 | 50,977 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 310,037 | 51,205 | 50,977 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Legislative Agencies | 310,037 | 51,205 | 50,977 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 310,037 | 51,205 | 50,977 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| ELECTED OFFICIALS AND ELECTIONS | | | |
| Office Of The Secretary Of State | 49,780 | 35,355 | 4,650 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 49,780 | 35,355 | 4,650 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Elected Officials And Elections | 49,780 | 35,355 | 4,650 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 49,780 | 35,355 | 4,650 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| GOVERNOR'S AGENCIES | | | |
| Department Of Agriculture | 5,163 | 5,163 | 5,163 |
| Other State Funds - Pay-as-you-go | 5,163 | 5,163 | 5,163 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Central Management Services | 20,492 | 14,983 | 9,631 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 20,492 | 14,983 | 9,631 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Commerce And Economic Opportunity | 1,391,985 | 1,207,867 | 1,007,042 |
| Other State Funds - Pay-as-you-go | 16,295 | 16,295 | 15,295 |
| Other State Funds - Bonded | 1,375,690 | 1,191,571 | 991,746 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Natural Resources | 685,683 | 683,705 | 604,651 |
| Other State Funds - Pay-as-you-go | 239,622 | 282,376 | 280,462 |
| Other State Funds - Bonded | 423,303 | 379,725 | 299,036 |
| Federal Funds - Pay-as-you-go | 22,758 | 21,604 | 25,154 |
| Department Of Human Services | 100 | 100 | 100 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 100 | 100 | 100 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Military Affairs | 592 | 563 | 538 |
| Other State Funds - Pay-as-you-go | 592 | 563 | 538 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |

Capital Budget Overview

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

| Agency (\$ thousands) | FY 2014 Enacted Appropriation | FY 2015 Enacted Appropriation | FY 2016 Recommended Appropriation |
|---|-------------------------------------|-------------------------------------|---|
| Department Of Public Health | 61,938 | 1,749 | 646 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 61,938 | 1,749 | 646 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Revenue | 71,333 | 15,813 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 71,333 | 15,813 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Department Of Transportation | 14,762,099 | 14,172,696 | 12,436,346 |
| Other State Funds - Pay-as-you-go | 8,446,179 | 8,021,667 | 7,743,198 |
| Other State Funds - Bonded | 5,553,400 | 5,322,755 | 3,860,373 |
| Federal Funds - Pay-as-you-go | 762,519 | 828,275 | 832,775 |
| Capital Development Board | 3,171,592 | 2,557,560 | 2,319,663 |
| Other State Funds - Pay-as-you-go | 119 | 115 | 10,115 |
| Other State Funds - Bonded | 3,171,473 | 2,557,445 | 2,309,548 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Commerce Commission | 53 | 0 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 53 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Environmental Protection Agency | 1,609,973 | 2,162,909 | 2,483,364 |
| Other State Funds - Pay-as-you-go | 1,407,329 | 1,947,264 | 2,345,264 |
| Other State Funds - Bonded | 202,644 | 215,644 | 138,100 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Finance Authority | 9,390 | 9,390 | 0 |
| Other State Funds - Pay-as-you-go | 9,390 | 9,390 | 0 |
| Other State Funds - Bonded | 0 | 0 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Emergency Management Agency | 25,000 | 25,000 | 5,000 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 25,000 | 25,000 | 5,000 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Governor's Agencies | 21,815,392 | 20,857,497 | 18,872,143 |
| Other State Funds - Pay-as-you-go | 10,124,689 | 10,282,833 | 10,400,036 |
| Other State Funds - Bonded | 10,905,427 | 9,724,786 | 7,614,179 |
| Federal Funds - Pay-as-you-go | 785,277 | 849,879 | 857,929 |
| ELEMENTARY AND SECONDARY EDUCATION | | | |
| State Board of Education | 92,285 | 85,357 | 45,357 |
| Other State Funds - Pay-as-you-go | 0 | 40,000 | 0 |
| Other State Funds - Bonded | 92,285 | 45,357 | 45,357 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Elementary And Secondary Education | 92,285 | 85,357 | 45,357 |
| Other State Funds - Pay-as-you-go | 0 | 40,000 | 0 |
| Other State Funds - Bonded | 92,285 | 45,357 | 45,357 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |

Capital Budget Overview

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

| Agency (\$ thousands) | FY 2014 Enacted Appropriation | FY 2015 Enacted Appropriation | FY 2016 Recommended Appropriation |
|---|-------------------------------------|-------------------------------------|---|
| HIGHER EDUCATION | | | |
| Eastern Illinois University | 957 | 487 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 957 | 487 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Southern Illinois University | 7,146 | 331 | 0 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 7,146 | 331 | 0 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Illinois Community College Board | 315 | 315 | 315 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 315 | 315 | 315 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| Higher Education | 8,418 | 1,133 | 315 |
| Other State Funds - Pay-as-you-go | 0 | 0 | 0 |
| Other State Funds - Bonded | 8,418 | 1,133 | 315 |
| Federal Funds - Pay-as-you-go | 0 | 0 | 0 |
| GRAND TOTAL | 22,275,912 | 21,030,548 | 18,973,441 |
| Other State Funds - Pay-as-you-go | 10,124,689 | 10,322,833 | 10,400,036 |
| Other State Funds - Bonded | 11,365,947 | 9,857,836 | 7,715,477 |
| Federal Funds - Pay-as-you-go | 785,277 | 849,879 | 857,929 |

Notes:

Figures may not add due to rounding.

Capital appropriations for the Historic Preservation Agency have been included in the Department of Commerce and Economic Opportunity's budget.

Capital Budget Overview

TABLE I-B: CAPITAL SUPPLEMENTALS TO COMPLETE FISCAL YEAR 2015

Table I-B lists the governor's recommended capital supplemental appropriations needed to complete fiscal year 2015.

| Agency (\$ thousands) | Total All Funds | Other State Funds - Pay- as-you-go | Other State Funds - Bonded | Federal Funds - Pay-as-you- go |
|--------------------------------------|--------------------|--|----------------------------------|--------------------------------------|
| Capital Development Board..... | 10,027.4 | 0.0 | 10,027.4 | 0.0 |
| Department Of Natural Resources..... | 8,229.3 | 0.0 | 8,229.3 | 0.0 |
| TOTAL SUPPLEMENTALS | 18,256.8 | 0.0 | 18,256.8 | 0.0 |

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

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

| Source (\$ millions) | Actual FY 2013 | Actual FY 2014 | Estimated FY 2015 | Projected FY 2016 |
|---|-------------------|-------------------|----------------------|----------------------|
| State Taxes | | | | |
| Motor Fuel Tax..... | 1,259.8 | 1,294.0 | 1,312.6 | 1,323.0 |
| Real Estate Transfer Tax..... | 27.0 | 28.5 | 34.2 | 34.2 |
| Other Taxes..... | 0.3 | 0.4 | 0.0 | 0.0 |
| Total State Taxes | 1,287.2 | 1,322.9 | 1,346.8 | 1,357.2 |
| Non-Tax State Sources | | | | |
| Motor Vehicle and Operations License Fees..... | 1,334.1 | 1,383.6 | 1,531.5 | 1,534.2 |
| Water Revolving Fund Loan Repayment..... | 197.0 | 151.4 | 192.7 | 156.3 |
| Bond Issue Proceeds..... | 1,872.4 | 4,243.8 | 290.2 | 1,290.0 |
| Licenses, Fees and Registrations..... | 52.1 | 61.0 | 59.1 | 59.9 |
| Sale of Thomson Correctional Center..... | 165.0 | | 0.0 | 0.0 |
| Sale of Property, Other Earnings and Net Transfers... | 296.8 | 376.6 | 194.6 | 170.9 |
| Total Non-Tax State Sources | 3,917.3 | 6,216.4 | 2,268.1 | 3,211.4 |
| Federal Receipts | 1,895.8 | 1,962.8 | 2,112.8 | 2,080.7 |
| TOTAL RECEIPTS ALL SOURCES | 7,100.3 | 9,502.0 | 5,727.6 | 6,649.3 |

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE III-A: ROAD FUND

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

| (\$ millions) | Actual 2013 | Actual 2014 | Estimated 2015 | Projected 2016 |
|--|----------------|----------------|-------------------|-------------------|
| Receipts | | | | |
| State Sources | | | | |
| Motor Vehicle and Operators License Fees | 840.7 | 870.7 | 884.0 | 892.8 |
| Transfers from Motor Fuel Tax Fund | 289.6 | 296.0 | 300.4 | 302.8 |
| Other Earnings, Reimbursements and Transfers | 88.9 | 133.5 | 125.1 | 118.5 |
| Total State Sources | 1,219.2 | 1,300.2 | 1,309.4 | 1,314.1 |
| Total Federal Sources | 1,485.2 | 1,502.9 | 1,621.8 | 1,587.8 |
| TOTAL RECEIPTS | 2,704.4 | 2,803.0 | 2,931.2 | 2,901.9 |
| Disbursements | | | | |
| Expenditures* | | | | |
| Department of Transportation - Construction | 1,126.8 | 1,067.3 | 1,198.4 | 1,290.3 |
| Department of Transportation - Operations | 873.6 | 978.7 | 1,013.6 | 1,048.2 |
| Department of Transportation - All Other | 161.9 | 159.2 | 167.5 | 147.2 |
| Secretary of State | 2.4 | 2.4 | 2.3 | 2.3 |
| Department of Central Management Services - Group Insurance | 120.8 | 120.8 | 123.4 | 83.3 |
| All Other Agencies | 3.9 | 3.0 | 2.7 | 2.7 |
| Total Expenditures | 2,289.5 | 2,331.4 | 2,507.9 | 2,573.9 |
| Transfers | | | | |
| Transfers to Workers' Compensation Revolving Fund | 20.8 | 19.7 | 19.7 | 19.7 |
| Transfers for Debt Service | 359.3 | 358.7 | 347.6 | 337.2 |
| Other Transfers | 0.6 | 3.4 | 2.8 | 2.8 |
| Total Transfers | 380.6 | 381.9 | 370.1 | 359.7 |
| TOTAL DISBURSEMENTS | 2,670.1 | 2,713.2 | 2,878.0 | 2,933.6 |
| SAMS Adjustment | (1.0) | (0.6) | 0.0 | 0.0 |
| NET CHANGE IN CASH (Receipts minus Disbursements) | 34.3 | 89.8 | 53.1 | (31.7) |
| plus: CASH BALANCE AT BEGINNING OF YEAR | 789.4 | 824.7 | 915.1 | 968.3 |
| equals: CASH BALANCE AT END OF YEAR | 824.7 | 915.1 | 968.3 | 936.5 |

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

Note: Figures may not add due to rounding.

Capital Budget Overview

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

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

| (\$ millions) | Actual 2013 | Actual 2014 | Estimated 2015 | Projected 2016 |
|--|----------------|----------------|-------------------|-------------------|
| GROSS RECEIPTS | 1,192.1 | 1,224.4 | 1,242.3 | 1,252.2 |
| Non-allocable Receipts | | | | |
| Refunds on Nontaxable Motor Fuel | (17.6) | (17.6) | (22.0) | (22.0) |
| International Fuel Tax Agreement to Other States | (4.5) | (4.5) | (4.1) | (3.9) |
| Total Allocable Receipts | 1,170.0 | 1,202.3 | 1,216.2 | 1,226.3 |
| Disbursements | | | | |
| Transfers Out | | | | |
| State Construction Account Fund | 202.9 | 208.5 | 211.5 | 213.2 |
| Road Fund | 289.6 | 296.0 | 300.4 | 302.8 |
| County MFT Fund | 192.0 | 196.3 | 199.1 | 200.7 |
| Municipal MFT Fund | 269.2 | 275.2 | 279.3 | 281.5 |
| Township MFT Fund | 87.1 | 89.1 | 90.4 | 91.1 |
| Grade Crossing Protection Fund | 42.0 | 42.0 | 42.0 | 42.0 |
| State Boating Act Fund | 5.0 | 5.0 | 5.0 | 5.0 |
| Vehicle Inspection Fund | 30.0 | 30.0 | 30.0 | 30.0 |
| Other Funds | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Transfers Out | 1,117.8 | 1,142.1 | 1,157.7 | 1,166.3 |
| Expenditures* | | | | |
| Department of Revenue (net IFTA and Refunds) | 43.5 | 40.7 | 40.0 | 44.0 |
| Secretary of State | 1.3 | 1.3 | 1.3 | 1.3 |
| Department of Transportation | 12.4 | 12.9 | 14.0 | 15.7 |
| Court of Claims | 0.1 | 0.0 | 0.0 | 0.0 |
| Refunds on Nontaxable Motor Fuel | 17.6 | 17.9 | 22.0 | 22.0 |
| International Fuel Tax Agreement to Other States | 4.5 | 0.7 | 4.1 | 3.9 |
| Total Expenditures | 79.4 | 73.6 | 81.4 | 86.9 |
| TOTAL DISBURSEMENTS | 1,197.2 | 1,215.7 | 1,239.0 | 1,253.2 |
| SAMS Adjustment | (0.0) | (0.0) | 0.0 | 0.0 |
| NET CHANGE IN CASH (Receipts minus Disbursements) | (5.1) | 8.7 | 3.2 | (1.0) |
| plus: CASH BALANCE AT BEGINNING OF YEAR | 108.1 | 103.0 | 111.7 | 115.0 |
| equals: CASH BALANCE AT END OF YEAR | 103.0 | 111.7 | 115.0 | 113.9 |

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

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2016

Table IV-A summarizes, by fund group, the appropriated capital funds and projected capital cash flow for fiscal year 2016.

| Cash Basis Fund Group (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|---------------------------------------|------------------|--------------------|------------------|---------------------------|---------------------|--------------------|--|
| | | Revenue from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| Bond Financed Funds | 833,335 | 1,250,017 | 0 | 0 | 2,083,352 | 0 | 1,995,680 | 87,672 |
| Federal Trust Funds | 6,331 | 7,785 | 148,561 | 0 | 162,676 | 0 | 157,550 | 5,126 |
| Highway Funds | 1,517,113 | 2,768,225 | 1,587,804 | 1,131,296 | 7,004,438 | 1,529,138 | 4,039,526 | 1,435,774 |
| Special State Funds | 881,957 | 537,643 | 338,491 | 179,641 | 1,937,731 | 232,878 | 779,327 | 925,527 |
| State Trust Funds | 53,665 | 4,998 | 5,878 | 0 | 64,540 | 0 | 8,431 | 56,109 |
| Grand Total | 3,292,401 | 4,568,668 | 2,080,733 | 1,310,937 | 11,252,738 | 1,762,016 | 6,980,514 | 2,510,208 |

Note: Figures may not add due to rounding.

| Budget Basis Fund Group (\$ thousands) | Budgetary Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Budgetary Balance, End of Year |
|--|---|------------------|--------------------|------------------|---------------------------|---------------------|--------------------|--|
| | | Revenue from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| Bond Financed Funds | 833,225 | 1,250,017 | 0 | 0 | 2,083,242 | 0 | 1,995,680 | 87,562 |
| Federal Trust Funds | 5,376 | 7,785 | 148,561 | 0 | 161,721 | 0 | 157,550 | 4,171 |
| Highway Funds | 1,364,607 | 2,768,225 | 1,587,804 | 1,131,296 | 6,851,932 | 1,529,138 | 4,039,526 | 1,283,268 |
| Special State Funds | 870,218 | 537,643 | 338,491 | 179,641 | 1,925,992 | 232,878 | 779,327 | 913,788 |
| State Trust Funds | 53,665 | 4,998 | 5,878 | 0 | 64,540 | 0 | 8,431 | 56,109 |
| Grand Total | 3,127,090 | 4,568,668 | 2,080,733 | 1,310,937 | 11,087,428 | 1,762,016 | 6,980,514 | 2,344,898 |

Note: Figures may not add due to rounding.

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2016

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2016.

| Cash Basis Fund Group and Fund Name (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|--|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
| | | Revenues from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| FUNDS PRESENTED WITH OPERATING BUDGET | | | | | | | | |
| Abandoned Mined Lands Reclamation Council Federal Trust | 2,549 | 0 | 17,759 | 0 | 20,308 | 0 | 18,897 | 1,410 |
| Adeline Jay Geo-Karis Illinois Beach Marina | 598 | 1,631 | 0 | 0 | 2,229 | 581 | 1,110 | 538 |
| Agricultural Premium | 907 | 1,721 | 0 | 21,765 | 24,394 | 284 | 22,628 | 1,482 |
| Asbestos Abatement | 7 | 0 | 0 | 0 | 7 | 6 | 0 | 1 |
| Downstate Transit Improvement | 68,082 | 0 | 0 | 0 | 68,082 | 0 | 10,000 | 58,082 |
| Federal Mass Transit Trust | 63 | 0 | 37,150 | 0 | 37,213 | 0 | 37,150 | 63 |
| Fund for Illinois' Future | 1,748 | 0 | 0 | 0 | 1,748 | 0 | 0 | 1,748 |
| Illinois Forestry Development | 1,893 | 1,597 | 991 | 0 | 4,480 | 0 | 2,847 | 1,634 |
| Illinois Habitat | 5,452 | 1,158 | 10 | 0 | 6,620 | 95 | 1,074 | 5,450 |
| Illinois Wildlife Preservation | 1,271 | 299 | 109 | 152 | 1,831 | 0 | 252 | 1,580 |
| Motor Fuel Tax | 114,966 | 1,252,122 | 25 | 0 | 1,367,113 | 1,166,329 | 86,920 | 113,865 |
| Motor Fuel Tax Counties | 0 | 0 | 0 | 200,714 | 200,714 | 0 | 200,714 | 0 |
| Motor Fuel Tax Municipalities | 0 | 0 | 0 | 281,492 | 281,492 | 0 | 281,492 | 0 |
| Motor Fuel Tax Townships and Road Districts | 0 | 0 | 0 | 91,098 | 91,098 | 0 | 91,098 | 0 |
| Natural Areas Acquisition | 9,936 | 10,724 | 25 | 0 | 20,685 | 87 | 11,741 | 8,858 |
| Open Space Lands Acquisition and Development | 74,225 | 23,527 | 0 | 0 | 97,753 | 14,025 | 21,981 | 61,746 |
| Park and Conservation | 31,901 | 26,883 | 3,219 | 10,000 | 72,004 | 323 | 45,997 | 25,684 |
| Plugging and Restoration | 1,327 | 1,281 | 0 | 0 | 2,608 | 3 | 1,530 | 1,075 |
| Port Development Revolving Loan | 409 | 0 | 0 | 0 | 409 | 0 | 0 | 409 |
| Road | 968,260 | 1,011,318 | 1,587,779 | 302,788 | 3,870,146 | 359,713 | 2,573,858 | 936,574 |
| School Infrastructure | 179,776 | 116,400 | 0 | 140,088 | 436,264 | 202,550 | 850 | 232,864 |
| South Suburban Airport Improvement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| State Boating Act | 2,864 | 4,105 | 3,755 | 5,040 | 15,764 | 167 | 11,960 | 3,637 |
| State Furbearer | 136 | 83 | 0 | 16 | 235 | 0 | 90 | 144 |
| State Migratory Waterfowl Stamp | 3,558 | 1,264 | 0 | 0 | 4,823 | 0 | 931 | 3,892 |
| State Parks | 2,063 | 10,335 | 0 | 0 | 12,398 | 73 | 10,792 | 1,533 |
| State Pheasant | 1,833 | 412 | 0 | 80 | 2,325 | 0 | 433 | 1,891 |
| Underground Storage Tank | 36,369 | 71,051 | 0 | 0 | 107,420 | 13,993 | 56,805 | 36,622 |
| Water Revolving | 361,710 | 215,140 | 150,900 | 0 | 727,750 | 0 | 352,345 | 375,405 |
| Wildlife and Fish | 1,860 | 46,631 | 14,997 | 0 | 63,488 | 687 | 59,303 | 3,498 |
| Working Capital Revolving Loan | 2,200 | 1,000 | 0 | 2,500 | 5,700 | 0 | 3,600 | 2,100 |
| TOTAL | 1,875,965 | 2,798,684 | 1,816,718 | 1,055,733 | 7,547,100 | 1,758,916 | 3,906,398 | 1,881,786 |
| CAPITAL BUDGET FUNDS | | | | | | | | |
| BOND FUNDS | | | | | | | | |
| Anti-Pollution | 6,308 | 0 | 0 | 0 | 6,308 | 0 | 4,950 | 1,358 |
| Build Illinois Bond | 24,426 | 200,017 | 0 | 0 | 224,443 | 0 | 222,360 | 2,083 |
| Capital Development | 91,560 | 220,000 | 0 | 0 | 311,560 | 0 | 292,070 | 19,490 |
| Coal Development | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 35 |
| School Construction | 138,687 | 15,000 | 0 | 0 | 153,687 | 0 | 144,971 | 8,716 |
| Transportation Bond, Series A | 50,754 | 0 | 0 | 0 | 50,754 | 0 | 34,663 | 16,092 |
| Transportation Bond, Series B | 310,039 | 150,000 | 0 | 0 | 460,039 | 0 | 421,667 | 38,373 |
| Transportation Bond, Series D | 211,526 | 665,000 | 0 | 0 | 876,526 | 0 | 875,000 | 1,526 |
| NON BOND FUNDS | | | | | | | | |
| AML Reclamation Set Aside | 34,924 | 0 | 5,000 | 0 | 39,924 | 0 | 0 | 39,924 |
| Capital Development Board Contributory Trust | 18,400 | 4,998 | 0 | 0 | 23,398 | 0 | 7,578 | 15,820 |

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2016

| Cash Basis Fund Group and Fund Name (\$ thousands) | Cash Balance, Beginning of Year | plus Receipts | | | equals Total Resources | minus Disbursements | | equals Cash Balance, End of Year |
|--|--|------------------|--------------------|------------------|------------------------------|---------------------|--------------------|---|
| | | Revenues from | | Transfers In | | Transfers Out | Warrants Issued | |
| | | State Sources | Federal Sources | | | | | |
| CAPITAL BUDGET FUNDS | | | | | | | | |
| Federal High Speed Rail Trust | 70,310 | 0 | 164,485 | 0 | 234,795 | 0 | 161,300 | 73,495 |
| Federal Title IV Fire Protection Assistance | 69 | 0 | 422 | 0 | 491 | 0 | 488 | 3 |
| Federal/State/Local Airport | 3,644 | 7,000 | 93,000 | 0 | 103,644 | 0 | 100,000 | 3,644 |
| Flood Control Land Lease | 6 | 785 | 0 | 0 | 791 | 0 | 784 | 6 |
| Forest Reserve | 0 | 0 | 230 | 0 | 230 | 0 | 230 | 0 |
| Grade Crossing Protection | 40,530 | 0 | 0 | 42,000 | 82,530 | 3,001 | 46,000 | 33,528 |
| Illiana Expressway Proceeds | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Illinois National Guard Construction | 132 | 0 | 0 | 0 | 132 | 0 | 0 | 132 |
| Land and Water Recreation | 341 | 0 | 878 | 0 | 1,219 | 0 | 853 | 365 |
| Off-Highway Vehicle Trails | 2,321 | 354 | 0 | 0 | 2,675 | 0 | 120 | 2,555 |
| Partners for Conservation Projects | 1,124 | 0 | 0 | 0 | 1,124 | 0 | 500 | 624 |
| Public-Private Partnerships for Transportation | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rail Freight Loan Repayment | 3,422 | 0 | 0 | 0 | 3,422 | 0 | 0 | 3,422 |
| Snowmobile Trail Establishment | 235 | 153 | 0 | 0 | 389 | 0 | 138 | 251 |
| State Construction Account | 393,357 | 504,784 | 0 | 213,204 | 1,111,345 | 95 | 759,444 | 351,807 |
| State Rail Freight Loan Repayment | 14,286 | 1,892 | 0 | 0 | 16,178 | 4 | 1,000 | 15,175 |
| TOTAL | 1,416,436 | 1,769,984 | 264,015 | 255,204 | 3,705,638 | 3,099 | 3,074,116 | 628,422 |
| GRAND TOTAL | 3,292,401 | 4,568,668 | 2,080,733 | 1,310,937 | 11,252,738 | 1,762,016 | 6,980,514 | 2,510,208 |

Note: Numbers may not add due to rounding.

Capital Budget Overview

FISCAL YEAR 2016 SOURCES AND USES OF APPROPRIATIONS

Chart 1: Sources of FY16 New Appropriations

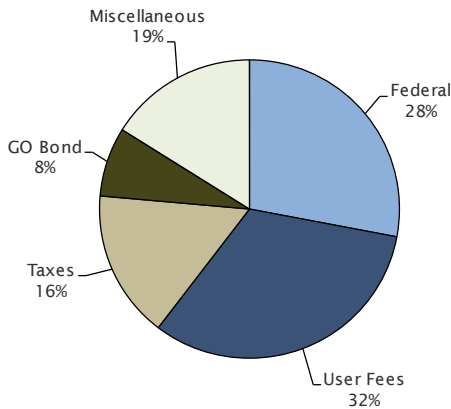
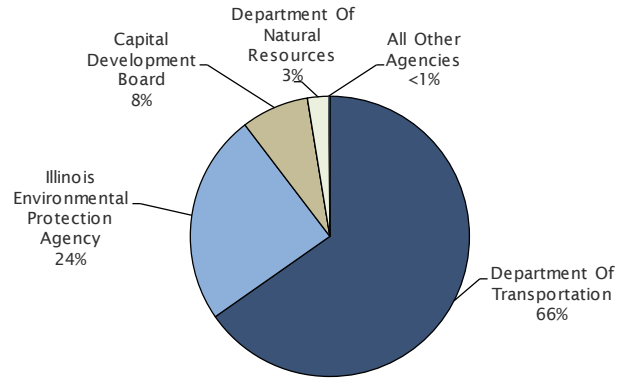


Chart 2: Uses of FY16 New Appropriations



| (\$ 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 | 594,402 | 308,958 | 6,530 | 0 | 22,389 | 0 | 932,279 |
| User Fees | 1,059,329 | 0 | 0 | 0 | 20,763 | 181 | 1,080,273 |
| Taxes | 493,435 | 0 | 0 | 0 | 37,259 | 2,369 | 533,064 |
| GO Bond | 0 | 0 | 250,000 | 0 | 0 | 0 | 250,000 |
| Tran-A/GO Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Build Illinois Bond | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miscellaneous ¹ | 28,144 | 501,042 | 3,470 | 0 | 804 | 2,613 | 536,073 |
| Total | 2,175,311 | 810,000 | 260,000 | 0 | 81,215 | 5,163 | 3,331,689 |

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

Chart 3: Sources of FY16 Reappropriations

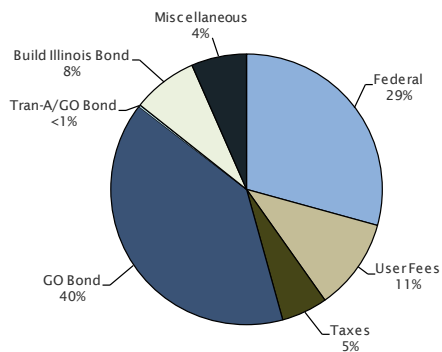
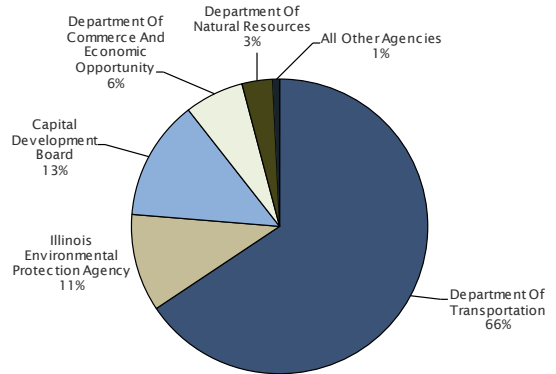


Chart 4: Uses of FY16 Reappropriations



| (\$ thousands) | Department Of Transportation | Illinois Environmental Protection Agency | Capital Development Board | Department Of Commerce And Economic Opportunity | Department Of Natural Resources | All Other Agencies | Total |
|----------------------------|------------------------------|--|---------------------------|---|---------------------------------|--------------------|-------------------|
| Federal | 3,957,867 | 585,594 | 0 | 0 | 37,234 | 0 | 4,580,695 |
| User Fees | 1,649,490 | 0 | 103 | 0 | 60,880 | 0 | 1,710,474 |
| Taxes | 735,868 | 0 | 12 | 0 | 120,510 | 0 | 856,390 |
| GO Bond | 3,825,710 | 62,507 | 1,933,822 | 103,873 | 188,232 | 105,965 | 6,220,109 |
| Tran-A/GO Bond | 34,663 | 0 | 0 | 0 | 0 | 0 | 34,663 |
| Build Illinois Bond | 0 | 75,592 | 125,726 | 887,873 | 110,804 | 10,710 | 1,210,705 |
| Miscellaneous ¹ | 57,437 | 949,669 | 0 | 15,295 | 5,777 | 538 | 1,028,717 |
| Total | 10,261,035 | 1,673,364 | 2,059,663 | 1,007,042 | 523,436 | 117,213 | 15,641,753 |

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

CHAPTER 3

AGENCY DETAIL



Illinois State Capital Budget Fiscal Year 2016

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Department of Agriculture

OVERVIEW

The replacement of roofing systems, upgrading the electrical systems and life safety improvements are the main needs at the Illinois State Fairgrounds in Springfield and DuQuoin.

State Fairgrounds' Roofs

A major need at the Illinois State Fairgrounds in Springfield is repair and replacement of roofs that leak and are past the point of repair by maintenance staff. Roofs that leak accelerate the deterioration of both the building shell and the interior. Water in the interior of a building from a leaking roof can produce mold and humidity problems, deteriorate interior finishes and damage mechanical and electrical systems. This creates unsafe conditions for department personnel and for building visitors.



State Fairgrounds' Electrical Systems

The number of activities and events scheduled on the Illinois State Fairgrounds in Springfield each year continues to grow in both number and size. This growth places increasing demands on Springfield's electrical distribution system, which in some areas, has not been upgraded in the past 20 to 30 years. Two areas include our main campgrounds as well as the power pedestals (tombstones) throughout the fairgrounds. The tombstones which used to provide minimal power to various vendors must now support a broader range of demands per individual connection. The existing system is overloaded and beginning to fail. These deficiencies become more apparent each year and cause considerable problems during the Springfield Illinois State Fair and numerous non-fair events. Upgrades need to be implemented immediately to prevent total failures and possible injuries from occurring.

State Fairgrounds' Life Safety Improvements



Life safety code deficiencies have been identified at the Illinois State Fairgrounds in DuQuoin. These deficiencies include access issues both in buildings and on the site; means of egress issues in numerous buildings; and fire safety issues. Fire alarm systems are limited to certain areas within the buildings. Due to both age and location in some areas that are not fully enclosed or air conditioned, there are numerous false alarms. The parapets on the east and west of the Exhibition Hall have deteriorated significantly and allow water to infiltrate the building. The steel beams above the windows have a significant amount of rust. The grandstand is a 50,000 square foot brick and stone structure with significant deterioration. Exterior brick and stone are coming apart due to water infiltration and freeze and thaw cycles. The steel support for the lower grandstand seating has experienced significant rusting, and should be evaluated for load bearing capacity. Floors are cracked and present a tripping hazard. There are pot holes in the track that may be a result of water infiltration beneath the track.

Office of the Attorney General

OVERVIEW

The replacement of elevator hydraulic cylinders in the Office of the Attorney General building and the installation of doors for up to 135 offices in the James R. Thompson Center are the main priorities.

Office of the Attorney General Building

The State Fire Marshal requires hydraulic cylinders to be updated to meet the State Fire Marshal Code Standards. The Office of the Attorney General building has two elevators; one hydraulic cylinder has already been replaced after a fluid leak was discovered. The second elevator cylinder should be replaced before a leak occurs.

James R. Thompson Center



There are many Assistant Attorney Generals (AAGs) who are assigned offices in the James R. Thompson Center that do not have doors. The AAGs frequently conduct confidential discussions and maintain confidential materials in their offices. There is a need to improve the level of privacy and more effectively safeguard sensitive materials.

Department of Central Management Services

OVERVIEW

The Department of Central Management Services has a number of deferred maintenance needs that include repairing and replacing roofs, upgrading exteriors and interiors, and replacing emergency generators.

Kenneth Hall Regional Office Building

Kenneth Hall, located in East St. Louis, needs masonry repair on an exterior screen wall that surrounds an emergency generator. Pavement conditions also need to be addressed. The building, grounds and parking lot were built on the site of previously demolished buildings. Furthermore, the parking lot is filled with major sink holes and unable to withstand the weight of the vehicles in the lot.



Michael A. Bilandic Building



The Michael A. Bilandic Building is located in Chicago. The electrical vault directly under the sidewalk at the south side of the building is a concern. The concrete is in questionable condition and should be repaired soon for public safety.

Department of Commerce and Economic Opportunity

OVERVIEW

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

Electric Vehicle Programs

The Department provides rebates to businesses, local governments, educational institutions, non-profits and individual residents for the installation of electric vehicle (EV) charging stations. Since the program was launched in 2012, the Department has paid over \$1.3 million in rebates for the installation of more than 480 charging stations, with 61% of those available at public or commercial locations. The statewide charging infrastructure established through this program makes EV ownership more practical, and allows Illinois to attract businesses in the supply chain and service sector for this innovative, clean technology. In addition, the Department of Commerce and Economic Opportunity has awarded over \$1.3 million in grants to Illinois companies that develop and produce battery technologies for EVs and EV charging stations.



Renewable Fuels

The Department of Commerce and Economic Opportunity's Renewable Fuels grant program funds capital projects to enhance the production of ethanol by implementing new technology to increase capacity, improving the energy efficiency and CO2 emissions of the processing method, and integrating new product lines to diversify existing ethanol plants' revenue streams. Grant funding currently supports projects at three leading ethanol producers and one research institution. Funded projects create new markets for Illinois corn. It provides skilled, full-time jobs and yields renewable fuel that contribute to the U.S. balance of trade, independence from foreign oil, improved air quality and a stronger economy.

Business Development

The Office of Business Development enhances the economic competitiveness of the state with incentive financing of "bondable" development, including purchase of land, construction or rehabilitation of buildings and utilities, and acquisition of equipment that will result in private investment and job expansion or retention.

The Department recently provided a \$325,000 grant to the City of Monmouth to assist with construction of public infrastructure to the proposed site of Cloverleaf Cold Storage Company's new \$30 million refrigerated warehouse and distribution center that will create 155 full-time jobs.

The Department recently provided a \$25,000 grant to Louisiana-based AFCO Industries Inc., to assist with opening an aluminum manufacturing facility in Olmsted that will create at least 15 full-time jobs. The project will cost more than \$1.5 million and double AFCO's aluminum production capabilities. The Department of Commerce and Economic Opportunity grant was used to acquire a reverse osmosis water treatment system.

Department of Commerce and Economic Opportunity

Historic Preservation Projects



The Old State Capitol in Springfield has aged and been exposed to water infiltration, which has caused substantial damage to the building. The exterior assemblies, including roofing, window and door, trim and masonry suffer from rot and decay. The interior of the Old State Capitol needs material, surface and finish restoration. The fire alarm and security systems require updates along with a new HVAC and mechanical, electrical and plumbing system. Existing galvanized piping is corroded which has caused a reduced flow resulting in frequent clogs. However, the pipe insulation is a combination of fiberglass and asbestos which complicates repairs and should be abated. The public elevators have been cited for non-code compliance and need to be replaced.

Department of Corrections

OVERVIEW

The Department of Corrections has the highest dollar amount of deferred maintenance needs of any agency, primarily due to all of its facilities being open 24 hours a day, seven days a week. The needs consist of life safety improvements, upgrading security locks, replacing windows and upgrading HVAC systems and site utilities.

Menard Correctional Center

The East West Cell house at Menard Correctional Center has two heating plenums that run the length of the building and come out of the boiler room at the west end. The heating distribution is controlled by a series of louvers in the plenum at various locations. By the time the heat reaches the east half of the building, there is very little flow. At the start of the plenum, next to the boiler room, the temperature is very warm. The temperature can be below 60 degrees in the east half of the building when the temperatures are extremely cold outside.



Dixon Correctional Center- Training Center and Parole Building



The roof at the Dixon Correctional Center is 26 years old and is in very poor condition. This durable synthetic roof has loosened over much of the roofing area and has pulled away from the parapet walls. The wind has also caused the membrane to pull up and over several plumbing vents. As the needs of this roof remain unattended, leaks into the building will become more severe.

Department of Corrections

Vienna Correctional Center- Building 19

Building 19 at Vienna Correctional Center houses the healthcare unit, warden, other offices and some living areas. The building's cooling tower unit leaks, as evidenced by grass and saplings growing on the roof around it. This building will have no cooling once the size of the leak exceeds the capacity of the refill pipe.



Shawnee Correctional Center



The power panel that regulates the electricity at the Shawnee Correctional Center's dietary area is in need of upgrades. The condition of the wiring and circuit breakers is degraded. The circuit breaker is considered unsafe for continued use.

Courts

OVERVIEW

Leaking roofs and walls and deteriorating windows are common problems at multiple Court buildings.

Roof Systems

The 2nd District Appellate Court in Elgin has a ballasted membrane roof, installed in 1995, that leaks in several areas after rain. The flashings are pulling away from the exterior walls because of membrane shrinkage. Numerous holes have been patched, and there are no leaks at this time. There is water trapped under the membrane, with only the vapor barrier applied to the concrete deck preventing entry into the interior of the court. If the vapor barrier fails, that water will freely enter the building. The ballasted roofing system is nearing the end of its useful life, and the leaks are damaging the exterior and interior of the building.

Window Replacement

The building walls and roof at the Mt. Vernon Courthouse have leaked for several years. Even though repairs to the roof have been performed recently, issues of water infiltration continue. Many wood windows and sills have deteriorated creating unsafe conditions. It would be ideal to replace the windows so water can no longer enter the building. Grilles and doors have also deteriorated badly and should be repaired or replaced. New windows and doors will increase the energy efficiency of the building envelope.



Department of Human Services

OVERVIEW

Structural improvements to ensure safety of life, system upgrades and HVAC replacements and repairs are needed at numerous Department of Human Services' sites across the state.

Life Safety Improvements

Structural repairs are concerns at several sites. The Fox Development Center has two buildings that require window and exterior door replacements to avoid security and safety issues. The Madden Mental Health Center is experiencing structural issues due to buildings settling at different rates. Structural problems due to settling range from gaps in the walls that create entry points for rodents and insects to windows and doors that are inoperable or difficult to operate. Similarly, Mabley Developmental Center's walk-in freezer's concrete foundation is shifting, allowing outside air to enter the freezer and cause mechanical issues to the Center's frozen food storage unit.



The Choate Mental Health Center and Development Center has a high iron content in its water due to the extensive rust on both the exterior and interior of the building's 400,000 gallon water storage tower.

In addition to structural improvements, sites throughout the state require building system updates. The Kiley Developmental Center needs an emergency address system. Currently, it has no real-time, dedicated emergency announcing system that can be clearly heard and understood to provide instructions to staff to quickly execute effective response during a facility-wide emergency event. The current duress system at the Alton Forensic Center is a poorly designed system for which the manufacturer no longer produces parts for the original design. Other buildings within the complex have no duress systems at all to protect employees and patients.



The Alton Medical Center, Chicago-Read Medical health Center and Kiley Developmental Center require fire alarm updates. In addition, the Chicago-Read Mental Health Center requires a public address system. Chester Mental Health Center's current fire alarm detection devices require replacement and upgrading.

Both Kiley Developmental Center and the Illinois School for the Deaf need sprinkler systems and generators.

The Illinois School for the Deaf's campus needs security systems installed and incorporated into a control center in the main building. Several buildings have old unused systems that require updating.

The Chester Mental Health Center's current access control and timekeeping system is obsolete and needs to be replaced because it is no longer supported by the manufacturer and replacement parts are no longer available. This system is required in order to maintain security throughout the facility and is required to provide egress for life safety. The system is crucial to the daily operation of a maximum security facility.

Department of Human Services

Roofing Systems

The Chicago-Read Mental Health Center, Fox Developmental Center and the Illinois School for the Visually Impaired all require roof repairs.

Nine buildings in the Choate Mental Health and Developmental Center require roof repairs. Elgin Mental Health and Developmental Center has three buildings that require attention. The Alton Mental Health Center's 11 buildings have developed holes, missing shingles, and leaks. This has caused deterioration inside the buildings and is endangering equipment and records.



HVAC Systems

HVAC systems in the following sites need to either be repaired or replaced:

- Chester Mental Health Center
- Chicago Read Mental Health Center
- Choate Mental Health and Developmental Center
- Elgin Mental Health and Developmental Center
- Fox Developmental Center
- Madden Mental Health Center
- McFarland Mental Health Center
- Shapiro Developmental Center

Environmental Protection Agency

OVERVIEW

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

Illinois Water Works

The Illinois Water Works program offers low-interest loans to local governments for wastewater and drinking water infrastructure projects. It was launched in October 2012 on the 40th anniversary of the landmark federal Clean Water Act. For many years, the Clean Water State Revolving Fund programs have been providing affordable, low-interest loan funding for wastewater and drinking water projects in communities across the state, using federal grant dollars, state matching funds, existing loan repayments and program supported revenue bonds to leverage funding available for critical water infrastructure needs in Illinois. In July 2014, legislation that received unanimous support in the Illinois General Assembly doubled the Illinois Water Works bond authorization to \$2 billion, which added storm water management projects such as storm sewers and additional treatment capacity to reduce flooding and pollution of waterways.



The Illinois Water Works program is also enabling the Metropolitan Water Reclamation District of Greater Chicago (MWRD) to move forward on key projects to improve the water quality of the Chicago River and other streams in the Chicago Area Waterways System and to accommodate increased recreational use. The improvements are a result of an agreement reached between the MWRD, U.S. Environmental Protection Agency and Illinois Environmental Protection Agency in 2011 to clean up the waterways to allow kayaking, canoeing, boating and jet and water skiing, as well as eliminating untreated sewage from going into the river. This implementation also includes disinfection of waste at two additional MWRD treatment plants, Calumet and North Side Skokie. At North Side Skokie, a system of ultraviolet lamps will kill bacteria before wastewater is released into the North Shore Channel just north of the Chicago River. Most recently, the Illinois Water Works program started financing for the world's largest phosphorus recovery facility at the MWRD Stickney treatment plant.

Department of Juvenile Justice

OVERVIEW

The Department of Juvenile Justice has several roof replacement and mold removal projects of high priority. Apart from the Departments high priority projects, it also has many critical deferred maintenance requests that focus on HVAC system, utilities, security and electrical and plumbing systems upgrades.

Illinois Youth Center - St. Charles

The roof in the garage has deteriorated, which has created water leaks. In addition, mold is located on the garage floor due to water infiltration. The Capital Development Board recommends replacing the roof and mold removal.



Illinois Youth Center - Pere Marquette



The Support and Educational Building has a cracked roof rafter. The rafter needs repair after several years of little to no maintenance.

Department of Military Affairs

OVERVIEW

The Department of Military Affairs seeks to acquire land to construct additional facilities and upgrade the Sparta Training Center. In addition to expanding and upgrading new sites, the Department of Military Affairs requires various system upgrades, building renovations and site work.

Illinois Army National Guard Property Expansion

The Illinois Army National Guard would like to acquire land to construct new facilities. Land that is adjacent to Camp Lincoln would support facility construction and the Readiness Center Transformation Master Plan initiative.

Sparta Training Center

Infrastructure is needed for future training site complex development. The project would include building an access control building and overhead vehicle inspection building for security at the site. The project would also include constructing military camp utilities infrastructure and the utility service roads to lay the ground work for future projects. This would provide the utilities layout to include water, sewer, gas and electric, and service roads for the permanent location of the cantonment site for all the future support facilities. The construction would conform to National Guard building regulations.

System Upgrades, Renovations and Site Work

The Galva, General Jones and Rock Island Armories require various mechanical and electrical system updates.

Renovations to HVAC systems are pending at Bartonville Readiness Center, Calumet Armory, Crestwood Readiness Center and Kankakee Armory. Some repairs have been made to the Kankakee Armory HVAC system; however, there is still an array of heating and cooling issues within the building.



In addition to mechanical and system updates, numerous sites would benefit from expansion and renovations. An addition has been requested by Macon County's Decatur Armory to increase vault, administration and locker room space. Chicago's General Jones Armory needs interior and exterior building renovations. The Peoria Army Aviation Support Facility and two buildings in Camp Lincoln require roof repairs due to age and deterioration.

Security upgrades are necessary for Camp Lincoln's Adjutant General's Office Building. This building is open to the general public through the Soldier Support Center; however, there is currently no way to provide for a security zone to regulate this access. The Department of Defense's Anti-Terrorism/Force Protection recommends a stand-off from occupied spaces.

Department of Natural Resources

OVERVIEW

The Department of Natural Resources manages many of the state parks that are in need of campground and electrical updates as well as roofing replacements.

Campground Electrical Systems and Site Utilities



Campground upgrades are needed at Giant City State Park and Lodge, Middle Fork Fish and Wildlife Area, and Stephen A. Forbes State Park. Middle Fork Fish and Wildlife Area is heavily used but does not have designated campsites. In addition, this site does not have accessible facilities and is in violation of public health regulations for equestrian campgrounds.

Electrical upgrades are due for Fort Massac State Park, Hamilton County Conservation Area, Stephen A. Forbes State Park, Horseshoe Lake Conservation Area, Lake Murphysboro State Park and Moraine View State Park. Campground electrical systems need to be updated in order to meet current codes and standards.

Parks and Recreation Roofing Systems

Roofing system updates are needed at the following sites:

- Argyle Lake State Park
- Beaver Dam State Park
- Clinton Lake State Park
- Des Plaines State Fish and Wildlife Area
- Edward R. Madigan State Park
- Fox Ridge State Park, Illinois Beach State Park
- Iroquois County Conservation Area
- Jubilee College State Park
- Kickapoo State Park
- Lake Le Aqua Na State Park
- I and M Canal-Channahon
- Lowden State Park
- Mississippi Palisades State Park
- Moraine View State Recreation Area
- Pere Marquette State Park and Lodge
- Red Hills State Park
- Stephen A. Forbes State Park

Department of Revenue

OVERVIEW

The Illinois Department of Revenue's main concerns are agency-wide security upgrades and renovations to the Willard Ice Building.

Security System Upgrade

The upgrades' primary focus is to bring all Illinois Department of Revenue facilities into compliance with the Internal Revenue Service Publication 1075, which defines and regulates the Minimum Protection Standards required for the protection of Federal Taxpayer Information. The secondary focus of this project is to address all other security issues for the protection of State employees and State assets at its facilities. The Illinois Department of Revenue occupies most of the space of the Willard Ice Building, the 7th floor and a Concourse Suite at the James R. Thompson Center, suites on the 1st and 3rd floors at the Suburban North Regional Office Building, suites at the Marion and Rockford State Regional Facilities and leased space in Springfield, IL and in Paramus, NJ. This project is the department's number one priority because of the devastating impact on the State's budget if the IRS were to revoke access to Federal Taxpayer Information due to the Illinois Department of Revenue's compliance issues related to physical security in each of its facilities. In December 2010, the IRS conducted an audit of the department's compliance with its IRS 1075 Publication and determined that the Department was out of compliance. As a result, the Department must address these security deficiencies, or risk losing access to Federal Taxpayer Information, which would result in over \$150 million in annual lost revenues from direct enforcement efforts, and hundreds of millions more in state income tax compliance efforts. The Illinois Department of Revenue has taken initial steps toward securing document shred operations, engaged in employee awareness training, hired a security consulting firm to assess its electronic data security and hired a physical security consultant to develop a plan to address all remaining physical security needs at the Willard Ice Building and the James R. Thompson Center. The recommendations from these assessments will define exactly what needs to be done to secure these environments to bring the Illinois Department of Revenue's facilities into compliance with IRS 1075.

Willard Ice Building Parking Ramp Repair

After completing a recent parking ramp repair to the employee parking structure at the east end of the Willard Ice Building and based on assessments of the parking ramp from both the contractor and architect engineer, the ramp still requires significant work on the middle level, above and beyond the original scope of work in order to re-open. The engineering firm in charge of the project has deemed the level to be unsafe until further repairs are done. Due to poor building practices during the original construction involving rebar and electrical conduit placed too close to the surface, many surface areas (both above and below) have broken, resulting in falling concrete and many potholes posing a health and safety concern for employees. Additionally, 80% of the lighting fixtures in the parking garage were found to be damaged due to 28 years of constant operation.



Department of Revenue

Willard Ice Building Renovations and Systems Upgrades

Many components at the Willard Ice Building are obsolete, near failure and cannot be repaired. The building has water damage, which has compromised the ductwork and insulation. The lighting is inefficient and obsolete, which produces high energy costs. There are a significant number of energy saving opportunities for more efficient equipment and better controls. The scope of work provides for replacing the heating and air conditioning systems, temperature controls, and lighting systems.

Department of State Police

OVERVIEW

The Department of State Police has a number of deferred maintenance needs, which consist of roof repairs or replacement, upgrades to HVAC systems, life safety improvements, and upgrades to firing ranges.

District 5 Headquarters

District 5 Headquarters, located in Lockport, Illinois, needs a major roof repair or replacement. A concrete piece fell from the ceiling located inside the headquarters.

The rubber membrane roof has exceeded the life expectancy and is pulling away from the walls of the roof. These leaks have and will continue to cause damage to concrete in areas where water stands. The duct work is piercing the concrete, leaving metal reinforcement exposed to moisture and the elements.



District 7 Headquarters



The Department of State Police has a failing roof at the District 7 Headquarters located in East Moline, Illinois. The shingles have exceeded the life expectancy on the majority of the roof surface and are in dire need of replacement. The roof has developed leaks in certain areas, which has caused water damage on the interior ceiling and carpet of the building. If the roof is not repaired in the near future there is the possibility of mold developing in the building.

Department of State Police

Illinois State Police Training Academy

The boiler room at the Illinois State Police Training Academy has significant deterioration around the equipment's pipes and fittings. The Capital Development Board conducted a site survey on the entire HVAC system and concluded that the HVAC system, many parts of which date back to the original construction of the main building (1969) and first addition (1972), have exceeded the expected service life and recommends replacement. Other equipment within this facility is nearing the anticipated end of useful life and needs to be replaced. The 40 year old generator is not serviced on a regular basis. The associated HVAC, flooring tiles, wiring and equipment are anticipated to contain asbestos. The Capital Development Board recommends replacing the entire HVAC system, installing a new water distribution system and replacing the generator.



Illinois State Toll Highway Authority

OVERVIEW

The Illinois Tollway plans to invest \$1.6 billion this year to repair and rebuild roadways, bridges and interchanges, as well as fund other capital investments. The Illinois Tollway is now in the fourth year of the Move Illinois program. Move Illinois is the largest capital program in the agency's history. It is also the largest capital program of any toll road agency in the nation.

Jane Addams Memorial Tollway (I-90)

In 2015, \$840 million will fund the third year of construction for the Jane Addams Memorial (I-90) Rebuilding and Widening Project. Rebuilding and widening of the westbound lanes from Rockford to the Elgin Toll Plaza was completed in 2014. Reconfiguration of the Genoa Road Interchange will be completed in 2015. Several interchanges will receive improvements, including construction of the westbound entrance and exit ramps at Irene Road, rehabilitation of ramps at Randall Road and U.S. Route 20, and the widening and reconstruction of the U.S. Route 20 ramp bridges.



Elgin O'Hare Western Access Project

The Tollway expects to spend \$320 million on the Elgin O'Hare Western Access Project in 2015 and an additional \$69 million is expected from the Congestion Mitigation and Air Quality Improvement Program and other local contributions. Engineering work in 2015 includes final design services for the extension of Illinois Route 390, preliminary design of the Illinois Route 390 Interchange providing western access, and advance design work for other sites.



Construction in 2015 includes the remaining reconstruction and widening of the existing portion of Illinois Route 390, ongoing construction of the new I-290/Illinois Route 390 Interchange, and construction along the new Illinois Route 390 extension. Projects in 2015 will also include interchange improvements at Park Boulevard and Arlington Heights Road and bridge construction at Salt Creek, Mittel Boulevard, Wood Dale Road and Lively Boulevard, as well as completion of the new interchange on the Jane Addams Memorial Tollway (I-90) at Elmhurst Road. The Northwest Suburban Metropolitan Joint Action Water Association water main along I-90 will be relocated. Expenditures in 2015 include construction of Intelligent

Transportation Systems/electronic tolling elements for converting Illinois Route 390 from U.S. Route 20 to I-290 into a toll road, as well as land acquisition and utility relocations to support the Elgin O'Hare Western Access Project.

Department of Transportation

OVERVIEW

The Illinois Department of Transportation is an economic engine for the state, investing billions of dollars to build, support and maintain modern and efficient roadways, railways, airports and transit systems. The agency's mission is to provide safe and cost-effective transportation options throughout the state. The Department is responsible for the design, construction, maintenance and operation of the state's transportation system. It annually produces the multi-modal transportation improvement program called Transforming Transportation for Tomorrow, which outlines statewide maintenance and capital improvement needs.

Chicago Region Environmental and Transportation Efficiency Program

The Chicago Region Environmental and Transportation Efficiency Program (CREATE) is a public-private partnership among the U.S. Department of Transportation, the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's freight railroads. The program's goal is to improve the safety and efficiency of the region's passenger and freight rail infrastructure throughout the six-county Chicago area. For area residents, this will lead to reduced traffic delays, shorter commute times, better air quality

and increased public safety. For workers and businesses, it means more jobs and economic opportunity. The benefits of CREATE are estimated at \$28 billion over 30 years after full project completion. To date, of 70 projects in the program, 22 are completed, nine are in construction, five are in final engineering and design, and 14 are in preliminary engineering and environmental review. In addition, 20 projects remain to be initiated. These investments have resulted in an approximate 33-percent reduction in freight and passenger rail delays throughout the Chicago area. More specifically, freight trains now traverse Chicago 16 hours faster than previously, decreasing total travel time through the Chicago area from 48 hours to 32 hours.



Public Transit

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

The Chicago Transit Authority is underway with construction on the rehabilitation of the Wilson Station on the north end of the Red Line. This project is part of a \$220 million state grant which also includes the rehabilitation of the Sheridan and Bryn Mawr stations on the Red Line, the Purple Line express track and the Milwaukee Avenue Blue Line L tracks.

Department of Transportation

Aeronautics

The Illinois aviation system consists of over 830 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 Airport Improvement Program, as well as a State/Local program. In the past year the Department has administered 15 local projects totaling more than \$6 million.

Roads and Bridges

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. In all, 2,169 miles of interstate highway serve Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a nearly 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interstate-to-interstate interchanges.

The Department has begun work on the reconstruction of the Circle Interchange in Chicago. Interstates 55, 90 and 94 experience severe congestion and are unable to accommodate the existing traffic demands, resulting in unreliable travel times, and increased costs for delivery of goods and services.

The main features of this reconstruction project include the replacement of 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 with the inclusion of bike lanes, wider sidewalks and improved access to transit.

Department of Veterans' Affairs

OVERVIEW

The Department of Veterans' Affairs would like to bring the State Cemetery up to National Shrine Standards and be able to maintain compliance with U.S. Department of Veterans' Affairs requirements at Veterans' Homes.

State Cemetery

The existing Sunset Cemetery in Quincy has been in use since 1890 and needs to be refurbished to bring it up to National Shrine Standards. The National Cemetery Administration will provide 100 percent of the cost of allowable work, but a professional design is required. The Department intends to submit the necessary documents to the National Cemetery Administration for approval and cost estimating to qualify for the grant funding.

Veterans' Homes

Design funds for the renovation of Kent Building in Quincy were originally appropriated in Fiscal Year 2010 and are nearing 100 percent design completion. The renovated Kent Building will serve as a replacement for the Fletcher Building. The U.S. Department of Veterans' Affairs has cited the Fletcher Building, stating that there will be no per diem reimbursement for residents in Fletcher if people continue to be housed in that building. In order to maintain current occupancy and receive federal per diem, Kent must be completed and the residents must be relocated from Fletcher. Also, the old administration building at the Quincy Veterans' Home has several holes in the soffits and roof which were used by pigeons to gain access to the attic. What appears to be dirt or small rocks are pigeon droppings. Many Veterans' homes do not meet U.S. Department of Veterans' Affairs requirements and this is becoming a major issue across Illinois.



CHAPTER 4

GLOSSARY



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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.

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

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

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.

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

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

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

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

Cantonment - A military camp.

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.

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

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

Deferred Maintenance - Postponed repairs to state facilities and equipment.

Egress - A path or opening for going out

Egress Window - A window large enough for entry or exit in case of an emergency

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

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

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

Flashings - A strip of metal used to stop water from infiltrating the junction of a roof with another surface.

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.

Galvanized - To coat metal, especially iron or steel, with zinc.

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

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

Grilles - Grating or screen of metal bars and wires, used as protection or to allow ventilation.

Glossary

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.

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

Louvres - A domed structure on a roof, with side openings for ventilation

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

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

Parapet - A low wall or railing to protect the edge of a platform, roof or bridge.

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

Plenum - A faction of a building that can facilitate air circulation for heating and air conditioning systems , by providing pathways for airflow

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

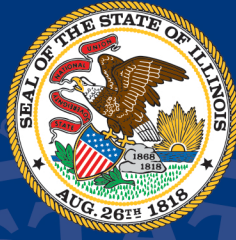
Revenues - Receipts from taxes, fees, assessments, grants and other payments used to fund programs.

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

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

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

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



ILLINOIS



CAPITAL BUDGET FISCAL YEAR 2016

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