State of Illinois
Pat Quinn, Governor

Illinois Capital Budget

Fiscal Year 2011

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Illinois Jobs Now!

Pat Quinn, Governor

THE FY 2011 CAPITAL BUDGET

STATE OF ILLINOIS
Pat Quinn
Governor

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The Government Finance Officers Association of the United States and Canada (GFOA) presented a Distinguished Budget Presentation Award to the ***State of Illinois****, for its annual budget for the fiscal year beginning July 1, 2008 (fiscal year 2009). According to GFOA, this award "reflects the highest form of recognition in governmental budgeting." In order to receive this award, a governmental unit must satisfy nationally recognized guidelines for effective budget presentation. These guidelines are designed to assess how well the entity's budget serves as a policy document, as an operations guide, as a financial plan, and as a communications device.*

The Government Finance Officers Association's Distinguished Budget Presentation Awards Program, established in 1984, recognizes exemplary budget documentation by state, provincial and local governments, as well as public universities and colleges. Entities participating in the program submit copies of their operating budgets for review. Each budget document is evaluated using a comprehensive evaluation checklist and those judged proficient receive the award.

We are very pleased to have received this national recognition. We believe our current budget continues to conform to program requirements, and we are submitting it to GFOA to determine its eligibility for another award.

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

Pat Quinn
Governor

March 10, 2010

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

I respectfully submit to you the fiscal year 2011 capital budget, which addresses Illinois' progress on Illinois Jobs Now!, the state's first capital program in nearly a decade. This $31 billion plan is jump-starting our economy, and over the next 6 years, will create nearly 439,000 jobs.

In addition to *Illinois Jobs Now!,* federal stimulus money is hard at work in our state. We are taking advantage of the maximum amount of funds available through the 2009 American Recovery & Reinvestment Act. High-speed rail is no longer a dream, it is a reality. Illinois recently received $1.2 billion dollars for the rail corridor that will run between St. Louis and Chicago. This, along with $400 million in state funds, will make Chicago the high-speed rail hub of the Midwest.

Illinois' construction season kicks off in the next few weeks. Nearly $4 billion worth of projects will begin and an estimated 51,800 people will get back to work to repair roads, bridges, and ease congestion. An additional $2 billion for school buildings, environment, economic development, and transit and rail transportation will create another 14,000 jobs in our recovering economy.

One example of job creation comes from our work with the Ford Motor Company. This year, Governor Quinn joined with Ford to announce the addition of 1,200 new jobs at Chicago based manufacturing facilities to produce the next-generation Explorer SUV. According to Ford, Illinois' innovative use of the Economic Development for a Growing Economy (EDGE) corporate tax credits for state-based auto manufactures, sealed this deal. We are also encouraging out-of-state and internationally-based businesses to relocate to Illinois. More than 55 business investment packages have helped companies expand, create and retain jobs while encouraging our existing businesses to expand exports.

All of these proposals are just the beginning of the revitalization of Illinois' economy. As Illinois' Building Governor, I will continue to build, create good-paying jobs, and keep Illinois moving in the right direction. Together we can achieve tremendous strides and make this great state of Illinois an example for other states to follow.

Sincerely,

Pat Quinn

Pat Quinn
Governor, State of Illinois

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READER'S GUIDE

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INTRODUCTION

This chapter is meant to help readers understand the organization and content of the State of Illinois Capital Budget, which sets forth the governor's budget recommendations. It includes the following sections:

- **BUDGET DOCUMENTS**
- **BUDGET DOCUMENT ORGANIZATION**
- **CONSTITUTIONAL REQUIREMENTS**
- **WHAT IS A CAPITAL BUDGET?**
- **HOW IS A CAPITAL BUDGET CREATED?**
- **THE APPROPRIATION PROCESS**
- **DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS**
- **SUBMISSION OF A SEPARATE CAPITAL BUDGET**
- **IMPACT OF CAPITAL EXPENDITURES ON THE OPERATING BUDGET**
- **FUNDING SOURCES FOR THE CAPITAL BUDGET**
- **BOND AUTHORIZATION**

BUDGET DOCUMENTS

This document presents the fiscal year 2011 Illinois Capital Budget, *Illinois Jobs Now!* It also includes details of capital appropriations for the period July 1, 2010 through June 30, 2011.

While state capital and operating budgets are subject to the same procedures, the fiscal year 2011 Illinois Capital Budget is presented in a separate document in an effort to facilitate transparency and understandability. Both documents are available at www.state.il.us/budget.

BUDGET DOCUMENT ORGANIZATION

The State of Illinois Capital Budget Document is organized as follows:

- **THE GOVERNOR'S LETTER OF TRANSMITTAL** to the General Assembly and the residents of the state
- **TABLE OF CONTENTS**
- **Chapter 1: THE READER'S GUIDE**
- **Chapter 2: OVERVIEW** - Information on the state's overall capital budget priorities and a summary of fiscal year 2011.
- **Chapters 3 through 9:** Budget recommendations for agencies grouped by capital program components:

  3. NEXT GENERATION
  4. ECONOMIC DEVELOPMENT
  5. INLAND PORTS
  6. TRANSPORTATION
  7. EDUCATION
  8. ENVIRONMENT, ENERGY & TECHNOLOGY
  9. STATE FACILITIES

- **Chapter 10: DEBT MANAGEMENT** - The state's affordability model, borrowing activities and financing schedule.
- **Chapter 11: APPENDICES** - Tables and charts of the governor's capital budget recommendations. Also included are tables displaying an expenditure plan for the proposed budget, cash-flows for all capital-supporting funds and debt service requirements for bond funds.
- **Chapter 12: GLOSSARY**

CONSTITUTIONAL REQUIREMENTS OF THE BUDGETARY PROCESS

The Illinois Constitution requires the governor to prepare and present a budget recommendation for the State of Illinois to the General Assembly.

The constitution also requires a balanced budget that includes recommended spending levels for state agencies, estimated funds available from tax collections and other sources, and state debt and liabilities.

The Governor's Office of Management and Budget (GOMB) is by statue a unit within the Governor's Office that is responsible for estimating revenues and developing budget recommendations that reflect the governor's programmatic and spending priorities.

WHAT IS A CAPITAL BUDGET?

A capital budget is a spending blueprint identifying capital projects that generate assets with a long economic life, such as roads and bridges, transit facilities, schools, economic development projects, environmental

infrastructure, energy programs and state facilities.

Types of expenditures in the capital budget include financial and physical planning, land acquisition, architecture and engineering, construction, purchases of durable equipment, and grants and loans to other entities for capital purposes. The capital budget also recommends funding sources including bond proceeds, current revenues and available federal funds.

The goal is to maximize and all sources available to benefit the state of Illinois by strategically investing in initiatives and programs that improve the economy and create jobs within the units of available resources. Particular attention is given to maintaining existing assets in order to avoid unnecessary expensive new commitments, and minimizing the need for new or additional unnecessary and expensive maintenance and repair costs. This is in conjunction with the discipline of allowing available revenue to determine the amount of affordable debt needed to support investments.

This document details the governor's proposed fiscal year 2011 Illinois Capital Budget. It includes every line item of capital appropriations and distinguishes between reappropriations and new appropriations for various programs.

HOW IS A CAPITAL BUDGET CREATED?

GOMB works with the following state agencies to review potential capital investments and projects: The Illinois Department of Transportation (IDOT), the Department of Commerce and Economic Opportunity (DCEO), the Department of Natural Resources (DNR), the Illinois Environmental Protection Agency (IEPA), the Capital Development Board (CDB), the Illinois Board of Higher Education (IBHE), local schools and other agencies, authorities and commissions.

The CDB provides technical evaluation of the requests. Teams of architects and engineers verify projects' scope and cost estimates. The CDB develops a statewide list that ranks requested projects based on the following criteria:

- **Life and safety factors.** Examples include fire alarms, removal of hazardous materials and repairing dangerous conditions.
- **Code compliance.** This includes the Americans with Disabilities Act and other building codes.
- **Infrastructure maintenance.** Examples include repairing roofs before water damage occurs to structures, and reducing deferred maintenance to hold down future years' costs.
- **Targeted new construction.** New or substantially converted or expanded space may be necessary to meet new programmatic needs, increase efficiency, or decrease costs.

The GOMB, the CDB and requesting agencies evaluate the CDB-combined agency priority list. With the growing backlog of deferred maintenance, GOMB currently gives preference to maintenance or renovation of existing state facilities over new construction. GOMB also factors in broader considerations, using different criteria for different types of projects, including:

- **Strategic priorities:** the investments support state government's core missions such as economic development and job creation, education, public safety and health.
- **Long term plans:** for demolition, sale or disposition of assets, and avoidance of investments in structures that will not be needed in a few years.
- **Deferred maintenance impacts:** spending a smaller amount of money on upkeep in order to prevent the need for more expensive repairs in the future.
- **Facility condition:** impact on the state's long term capital condition and financing structure.
- **Agency program needs:** including caseload or enrollment trends.
- **Future operating costs:** the potential to decrease costs, such as utilities and staffing, by investing capital dollars judiciously.
- **Matching support:** utilizing all sources of funds available from federal, local or private sources.
- **Statewide space needs:** developing efficiencies for improved space utilization in state facilities
- **Debt service impacts of spending**: the impact of spreading spending and bond

offerings over several years.
- **Energy efficiency:** impact on utility usage in state owned facilities
- **Green design:** ensuring that all new state-funded building construction and major renovations of existing state facilities meet the current Leadership in Energy and Environmental Design (LEED) standards.

Agencies under the governor occupy approximately 60 million square feet of space. These facilities are quite diverse, with various building types, such as office buildings, hospitals, state fairgrounds, laboratories, prisons and residential care facilities, garages for heavy construction equipment, state park lodges and historic structures.

Other capital investments, such as highways, public transit, airport facilities and school facilities, are reviewed by the responsible state agencies. Ongoing programs, such as revolving loan funds for local government water and sewer infrastructure, are managed by other agencies.

DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

The operating budget provides annual funding for the day-to-day services, programs, and operations of the state. In contrast, the capital budget provides funding for the construction of buildings, roads and other infrastructure. These projects require multi-year appropriations.

Capital spending and operating spending have different timeframes, financial sources and assumptions. Operating revenues and appropriations are received and spent respectively within a given year. Capital funding sources and appropriations are received and spent over a longer time period, typically a number of years, reflecting activities such as architectural and engineering planning that precede actual construction of infrastructure. Some of the major differences between capital and operating are summarized in Appendix A, Table 1.

SUBMISSION OF A SEPARATE CAPITAL BUDGET

Key advantages of a separate submission include:

- **Accountability and disclosure.** Allows the public and legislators to clearly see how all of the capital dollars are spent.
- **Project monitoring.** Facilitates tracking and management of projects over multiple years.
- **Clarification of re-appropriations.** Quantifies the amount of capital spending each year from funds originally appropriated in prior years and re-appropriated for ongoing projects.
- **Comparability.** Highlights money spent in one year (operating appropriations) and money spent over several years (capital appropriations) for increased public awareness.
- **Identification of revenue source.** Details used to pay for capital projects that would not be included in a 12-month operating budget; this is presented in Charts 3 through 6 in Appendix A.

IMPACT OF CAPITAL EXPENDITURES ON THE OPERATING BUDGET

The state's capital and operating budgets contain interconnecting components. For example, the annual debt service appropriations contained in the operating budget for bonds supporting capital projects. Further, operational efficiencies enhanced by capital projects can benefit the operating budget by introducing cost-saving measures and improved facilities.

The impact of capital expenditures in total on the operating budget is carefully considered before capital appropriations are made. The state calculating the debt service needed to support bonds and determines the need for new revenues. This capital budget is designed to fit within the limits of available new revenues in order to support the debt service on bonds issued for capital appropriations.

Investments in state facilities and the regular Multi-Year Road Program are heavily weighted towards repair and renovation of existing facilities. These investments reduce the backlog of deferred maintenance and lower future maintenance and repair costs by forestalling structural deterioration and avoiding inflationary increases. Other areas focus on investments in the communities that will create jobs and

stimulate the economy.
Appendix A, Charts 1 and 2 summarize the five-year impact of state facilities' projects on the operating budget. Capital projects can result in either savings (for example, reduced energy and maintenance costs) or additional costs (for example, costs to staff and operate a new or expanded facility). The methodology used to calculate the operating impact involves modeling key drivers like prevailing energy costs and consumption levels at the various state facilities.

Similarly, several projects included in the *Illinois Jobs Now!* capital plan, result in operating savings while some result in increased costs. These projects and their estimated annual and five-year savings as well as costs are shown in Charts 1 and 2 in Appendix A.

The remainder of the capital budget is targeted towards grants and loans to other entities, including local governments, businesses and non-profits. This allows the state to leverage the efforts of these entities in order to achieve key goals in education, transportation, preservation of the environment, economic development and job creation, without taking on the liability of future maintenance or replacement of the assets financed.

FUNDING SOURCES FOR THE CAPITAL BUDGET

Capital appropriations are made up of new appropriations for capital projects that will be initiated starting in fiscal year 2011, but may require two or more years to complete, and reappropriations of projects and programs first appropriated in prior years and not yet completed.

GOMB's role includes evaluating and making recommendations on the overall size of the capital program, the projects and programs submitted by each agency responsible for capital investments, and on the appropriate balance of investments among these competing demands for scarce capital resources.

Funding of capital investments can be clarified in two broad categories: bond proceeds and pay-as-you-go (i.e. current revenues). Capital spending in a given year is financed either by borrowing money (debt financed) or by using current revenues (pay-as-you-go financed). Debt financing takes the form of bonded debt, whereby the state borrows money from the capital markets through issuance of General Obligation or Build Illinois Bonds (see the Debt Management Chapter for more details). The projects are funded out of current revenues, including certain portions of the road program and many environmental programs funded primarily from dedicated revenue streams or from federal monies. Current revenues can include state sources, existing user fees such as the Motor Fuel Tax, and federal funds. While in some instances (for example, the Water Revolving Fund) the state has leveraged these proceeds by bonding, in most cases, the spending in these categories is limited by the revenues projected for the coming year and the available fund balance.

Bond-funded programs, including state and higher education facilities, school construction grants, portions of the road program, transit and aviation funding, many economic development programs, coal development, and some of the environmental programs, are also constrained by available revenues. Debt service implications of proposed bond issuances are calculated and, along with existing debt service from prior bond issues, are used to evaluate the debt service amount that must be paid out of funds that also support the state's operating budget, if dedicated revenues are insufficient.

Bond funds and their purposes are described in more detail in the Debt Management chapter. With the exception of Transportation A Bonds (which are used for highways, roads and bridges), the debt service on General Obligation Bonds is repaid from the state's general revenues and revenues from the Capital Projects Fund. Transportation A Bonds' debt service is paid from the Road Fund. Debt service on Build Illinois Bonds is paid from a dedicated allocation of sales tax as well as the Capital Projects Fund.

BOND AUTHORIZATION

The State of Illinois is authorized to issue, sell and provide for the retirement of General Obligation Bonds and Build Illinois Bonds that pay for the capital program. The total amount of bonds the state may issue for a given purpose is limited by legislated maximums for each of several bond authorization categories or purposes.

BUDGET OVERVIEW

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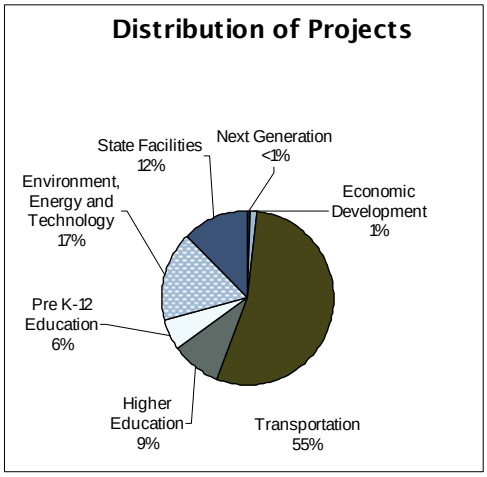
ILLINOIS JOBS NOW! OVERVIEW

This past spring, the General Assembly passed and the governor signed into law *Illinois Jobs Now!*, a $31 billion capital program which provides funding for construction projects in communities throughout the state to stimulate job growth and the Illinois economy. When fully implemented, *Illinois Jobs Now!* will support nearly 439,000 jobs. *Illinois Jobs Now!* will provide funding to build and improve schools and roads, repair bridges, protect natural resources, improve public transit, make investments in energy, and provide access to capital for economic development, affordable housing and our health care infrastructure throughout the state.

Illinois Jobs Now! includes $1.6 billion in state funds and $1.6 billion in local matching funds for the construction and maintenance of schools. This includes $1.5 billion to fund school construction projects and $100 million to fund school construction maintenance projects. In accordance with the existing school construction program, those schools with pending awards dating back to 2002 will be funded first. In addition, $50 million has been set aside to fund a early childhood facilities program.

Illinois Jobs Now! includes more than $1 billion to provide access to capital in communities throughout Illinois to stimulate job growth, provide affordable housing, improve community healthcare centers, make investments in energy, improve infrastructure, develop new industries and technologies, and attract new businesses to Illinois.

Illinois Jobs Now! enhances Illinois' inland ports through such programs as C.R.E.A.T.E., the South Suburban Airport, and High Speed Rail, helping develop Illinois' reputation as a premier inland port.



Illinois serves as an inland port that provides the means to optimize transportation efficiency.

Illinois' inland ports possess the following logistical attributes:

1. access to major container seaports;
2. access to intermodal facilities serviced by a Class I railroad;
3. access to a minimum of 1,000 acres of land;
4. foreign trade zone status;
5. access to strong local markets;
6. easy access to north/south and east/west interstate highways, and
7. access to a talented local labor force.

Illinois' multi-modal combinations create new opportunities to reduce the number of links in the supply chain for local, regional and international transportation of goods.

Illinois has received 1.5 billion in ARRA and other Federal Funds for rail, including High Speed Rail and C.R.E.A.T.E which will be used to improve, enhance and upgrade rail tracks, grade crossing signals, Amtrak stations, rail passenger equipment, and rail freight facilities. Through *Illinois Jobs Now!*, the state is committed to investing an additional $850 million.

Illinois Jobs Now! will put Illinois residents to work with a plan that will support nearly 439,000 jobs and stimulate the Illinois economy during a time of great economic challenges.

ILLINOIS JOBS NOW! EXPANSION

The governor seeks an expansion of *Illinois Jobs Now!* to, among other things, allocate $250 million in state funds to create the School Consolidation Construction Program to encourage smaller school districts to consolidate and save administration costs.

The governor's proposal makes an additional $396 million available for capital improvements and repairs to the state's public universities ($268 million) and to the state's community colleges ($128 million).

An expansion of *Illinois Jobs Now!* would provide $55.1 million to communities around Illinois for a wide range of economic and workforce development programs including green business development, and new industries and technologies.

An expansion of *Illinois Jobs Now!* would also add an additional $534.4 million to improve the health and safety of Illinois citizens. This funding allows for much needed repairs and upgrades to Illinois state owned facilities, provides as economic boost to the state and promotes energy efficient and environmentally friendly facilities.

Similarly, an additional $224.7 million would fund environment, energy and technology programs in Illinois. These programs protect and improve Illinois' environment and natural assets and enhance the technology infrastructure in Illinois in order to bring new technology-based projects to the state.

The expansion will also continue to reduce Illinois' dependence on foreign oil, stabilize gasoline and home heating prices, create jobs, and reduce energy use, while protecting the environment in new innovative ways.

ILLINOIS JOBS NOW! HIGHLIGHTS

Transportation

- $14 billion for repair, maintenance and improvements to the state's roads, highways, interstates and bridges.
- $4.6 billion for mass transit agencies to purchase buses and rail cars; build train stations, bus garages and rail yards; and reconstruct commuter rail bridges and elevated rail structures.
- $96 million for improvements to rail tracks and rail freight facilities.
- $380 million for improvements to airports throughout Illinois.

Economic Development

- More than $1 billion to provide access to capital in communities around Illinois to stimulate job growth, provide affordable housing, improve community healthcare, and develop new industries and technologies.

Education

Higher Education

- More than $788 million for public university capital projects.
- More than $400 million for community college capital projects.

Pre K-12

- $1.5 billion for school construction.
- $100 million for school maintenance.

Inland Ports

- $300 million for C.R.E.A.T.E.
- $400 million for High Speed Rail.

Energy, Environment and Technology

Department of Commerce and Economic Opportunity

- $60 million to the Petascale computing facility.
- $17 million to the Fermi National Accelerator Lab.
- $13 million to the Argonne National Laboratory.

Department of Natural Resources

- $45 million for the Illinois Conservation Reserve Enhancement Program.
- $42 million to Waterway Improvement Programs.

Next Generation

- $425 million for Weatherization.
- $45 million for Early Childhood Education Facilities.

State Facilities

- $4.1 million for renovation of HVAC systems at the James R. Thompson Center.
- $15 million for the design and planning of a new veterans' home in Chicago.
- $2.5 million to complete the design and planning of the Belleville Forensic Lab for the Illinois State Police.

FEDERAL RECOVERY OVERVIEW

The American Recovery and Reinvestment Act (ARRA) of 2009 contains funding for capital programs which supplement and enhance *Illinois Jobs Now!* The ARRA specifically funds programs promoted by the Department of Commerce and Economic Opportunity (DCEO); the Illinois Department of Transportation (IDOT); the Illinois Environmental Protection Agency (IEPA); the Department of Natural Resources (DNR) and other state agencies.

Department of Commerce and Economic Opportunity

- $242.5 million has been awarded to the DCEO for the Illinois Home Weatherization Assistance Program (IHWAP).
- $1.4 million has been awarded to DCEO for enhancing state government energy assurance capabilities and planning for Smart Grid Resiliency.
- $101.3 million has been awarded to DCEO for the State Energy Program, the most comprehensive effort to date to address the state's energy production needs.

Illinois Department of Transportation

Highways

- The IDOT has been awarded $936 million in highway funds; $627 million for state projects, $281 million for local projects and $28 million for transportation enhancement projects.

Aeronautics

- $1.1 billion is available under the ARRA for airport improvement grants and will be awarded at the discretion of the Federal Aviation Administration (FAA).

Transit

- $8.4 billion is available under the ARRA for public transportation systems. The vast majority of Illinois' share will be distributed directly to transit service providers through existing formulas and discretionary grants. This funding is allocated between Transit Capital Assistance, Fixed Guideway Infrastructure and Capital Investment Grants (New Starts).
  - Transit Capital Assistance. Illinois' expected share is $321 million ($300 million for urbanized areas and $21 million for non-urbanized areas).
  - Fixed Guideway Infrastructure. Illinois' expected share is $96 million from a total of $750 million available under the ARRA.
  - Capital Investment Grants (New Starts). A total of $750 million is available for capital investment grants under the ARRA's New Starts program. The Federal Transit Administration (FTA) will competitively award these grants to service providers.

Rail

- $8 billion is available for the development of intercity passenger rail service and for high speed passenger rail service projects in designated high speed rail corridors. Illinois has received $1.5 Billion in grant awards.

Illinois Environmental Protection Agency

Wastewater and Drinking Water Infrastructure Funding

- Illinois has received $180 million for wastewater infrastructure projects and $80 million for drinking water projects.
- 20 percent is to be reserved for green infrastructure projects.

Leaking Underground Storage Tanks

- Illinois anticipates receiving $7.1 million for Leaking Underground Storage Tanks.

Diesel Emissions Reduction Act

- 30 percent of ARRA funds available are allocated to states via federal formula; Illinois will receive $1.7 million for diesel emission reduction projects.
- 70 percent of ARRA funds available are allocated via competitive grants; Illinois anticipates receiving up to $12 million for diesel emissions reduction projects. Illinois will compete aggressively to secure its share of the available ARRA funds.

State Facilities

Military Affairs

- Discretionary funds are available to U.S. military branches for construction of defense facilities. Projects will be selected by the U.S. military branch in coordination with the Secretary of Defense.

Veterans Affairs

- The U.S. Department of Veterans Affairs will receive discretionary funds for grants to assist states with construction of state extended care facilities for veterans. Projects will be selected by the U.S. Department of Veterans Affairs. These funds will reimburse eligible projects already completed.

ILLINOIS JOBS NOW! FUNDING

Funding for *Illinois Jobs Now!* will be provided by a combination of state, federal and local funds. The debt service will be supported by:

- **Road Fund Supported Bonds** – Road and bridge construction projects are funded by increases in motor vehicle registration, driver's license fees and, in part, by monies received by the Road Fund.

- **Transit Bonding** – Statewide transit projects are funded by increases in the motor vehicle title fees.

- **Liquor, Sales Tax, Lottery and Gaming** – School construction projects, environmental protection and conservation projects, economic development projects and higher education projects are funded from increases in taxes or fees on alcohol and candy, the legalization and regulation of video poker, the private management of the Illinois Lottery and the sale of lottery tickets on the internet.

Sources of funds for other capital appropriations and re-appropriations include user fees, such as the motor fuel taxes and related fees, General Obligation Bonds (including Transportation A bonds, which fund major road improvements and where debt service is supported by the Road Fund, as well as other categories of General Obligation Bonds where debt service is supported by the General Revenue Fund), Build Illinois Bonds (whose debt service is supported by sales tax) and federal funds. Taxes and other sources such as investment income, legal settlements, sale of land, loan repayments and lease revenues, are much smaller sources.

HISTORICAL PERSPECTIVE

Charts A and B provide some historical perspective on the proposed fiscal year 2011 Capital Budget. Two views are presented: one shows the breakout of total capital appropriations (both new appropriations and re-appropriations) since fiscal year 2001 by major funding source, and the other shows the breakout of new capital appropriations since fiscal year 2001 by major funding source. The following observations can be drawn from those charts:

- In 2005, 2007 and 2008, minimal new bonded capital was appropriated.

- In 2006 and 2007, bonded appropriations allowed spending on critical needs for basic state facilities and grant programs. Total fiscal year 2006 and 2007 bonded appropriations remained well below total bonded appropriations for fiscal years 2001-2004.

- Proposed new appropriations under *Illinois Jobs Now!* for fiscal year 2011 use bonded debt to fund new programs for school construction, public transit, higher education, energy and economic development.

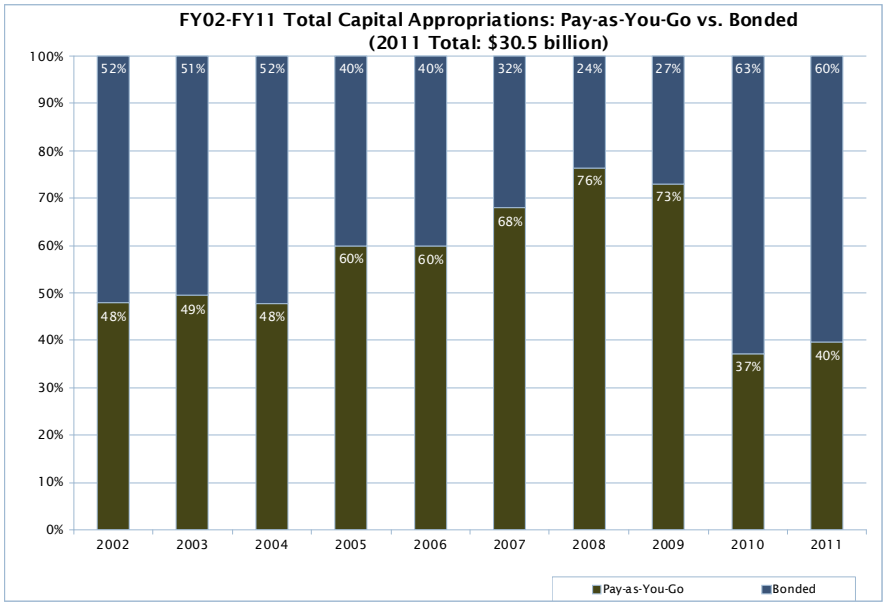


Chart A

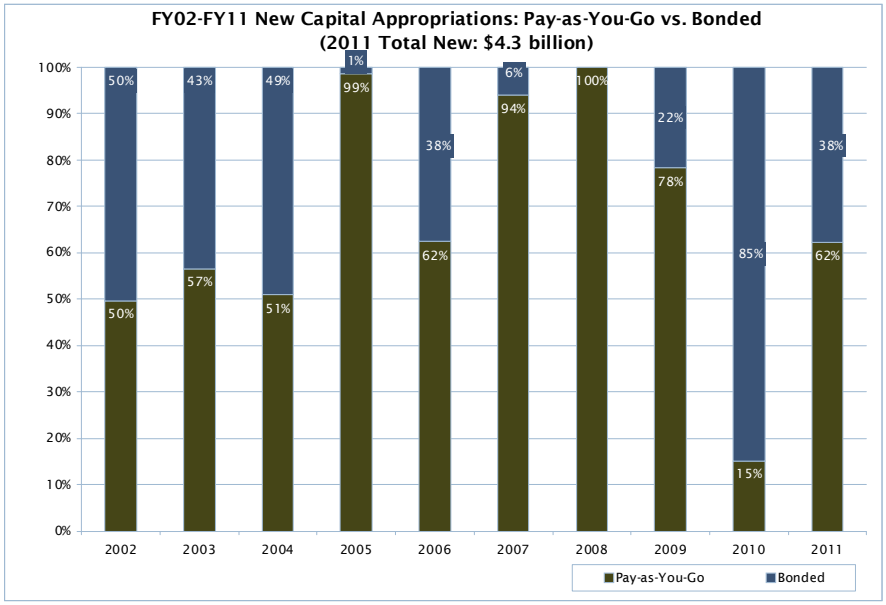


Chart B

New Bonded and Pay-As-You-Go
Capital Appropriations by Capital Component
($ millions)

Next Generation	19.0
Economic Development	55.1
Transportation	2,337.7
Higher Education	395.8
Pre K-12 Education	250.0
Environment, Energy and Technology	727.6
State Facilities	535.3
Total New Appropriations	4,320.6

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NEXT GENERATION

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OVERVIEW

AGENCIES

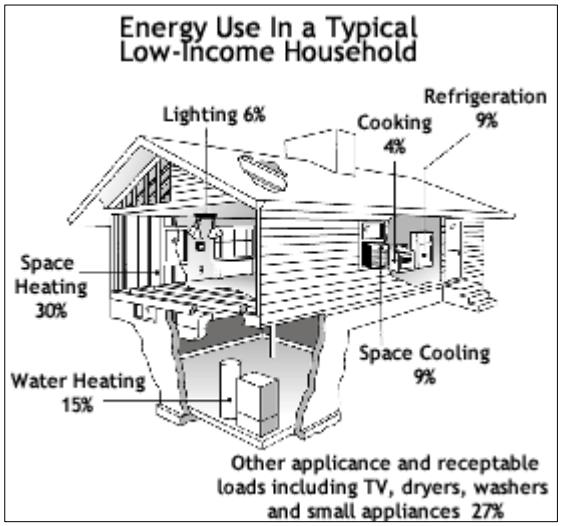
Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
Capital Development Board	$ -	$ 15,000	$ 45,000	$ 35,000	$ -	$ 95,000
Central Management Serv	$ -	$ 2,000	$ 21,000	$ 3,000	$ 19,000	$ 45,000
Commerce And Econ Opp	$ -	$ 80,000	$ 309,000	$ 199,000	$ -	$ 588,000
Public Health	$ -	$ 5,000	$ 75,000	$ 75,000	$ -	$ 155,000
Illinois Housing Development Authority	$ -	$ 43,333	$ 43,333	$ 43,333	$ -	$ 130,000
Secretary Of State	$ -	$ -	$ 25,000	$ 25,000	$ -	$ 50,000
State Board Of Education	$ -	$ -	$ 42,500	$ 32,500	$ -	$ 75,000
Total:	-	145,333	560,833	412,833	19,000	1,138,000

NEXT GENERATION'S MISSION

To foster the development of Illinois' economy through the advancement of the state's economic, scientific and technological assets that ensure future generations will continue to flourish.

To improve energy efficiency for schools and low-income households by investing in modern technology that reduces energy costs, alleviates school overcrowding and creates jobs.

To improve quality of life by providing access to affordable housing and childcare services, minimizing exposure to health hazards in residential property, expanding access to health care, and modernizing hospitals and health centers.



PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Illinois Century Network - $19 million
This program supports the largest publicly owned voice and data network in the country that serves nearly eight thousand schools, libraries, hospitals, municipalities and other public institutions across the state.

ILLINOIS JOBS NOW! HIGHLIGHTS

Urban Weatherization - $425 million
These funds will be used to increase job opportunities in the fields of low-cost weatherization material manufacturing and installation. Residents who live in areas with high rates of unemployment, underemployment and poverty would have the opportunity to work in their community weatherizing owner-occupied, single family homes and multi-family housing. This initiative would not only provide jobs but would also reduce the impact of high energy costs on low-income households.

Hospital Capital Investment Program - $150 million
This program provides two types of grants: Safety Net Hospital Grants. The grants can be used to renovate buildings for life / safety code standards; maintain, improve renovate, expand or construct buildings; maintain, establish or improve health information technology; or maintain or improve patient safety, quality of care or access to care.

Next Generation

State of Illinois

Affordable Housing – $130 million
The Illinois Housing Development Authority will use these funds to provide affordable housing grants and loans for low-income families, low-income senior citizens, low-income persons with disabilities and at-risk displaced veterans.

United Neighborhood Organization - $98 million
This grant will cover the costs associated with equipping school facilities to meet the silver certification level from the United States Green Building Council's Leadership in Energy and Environmental Design Green Building Rating System. The improvements in school facilities alleviate school overcrowding in the state.

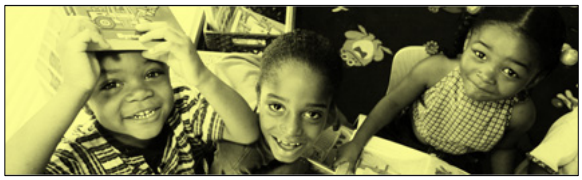
Broadband - $50 million
Grants and loans will be issued to deploy broadband; expand and strengthen existing broadband network infrastructure; and invest in health information technology, telemedicine, distance learning and public safety.

Public Library - $50 million
This program will provide funds for public library construction and remodeling projects.

School Energy Efficiency - $50 million
The Fiscal Year 2010 Capital Bill provided $50 million for $250,000 matching grants for energy efficiency projects in schools. The grants are being distributed over three years for insulation, windows, doors, energy controls, lighting, energy recovery, energy conservation, alternative energy systems and other projects designed to reduce energy consumption.

Community Health Center - $47 million
This program will provide grants to Federally Qualified Health Centers to purchase equipment, acquire a new physical location for the purpose of delivering health care services or constructing or renovating new or existing community health center sites.

Early Childhood - $45 million
The Fiscal Year 2010 Capital Bill provided $45 million in matching grants to non-profit, early childhood providers. These matching grants will fund new and renovated areas for early childhood centers over the next three years.



Illinois Century Network - $26 million
This program supports the largest publicly owned voice and data network in the country serving nearly 8,000 schools, libraries, hospitals, municipalities and other public institutions across the state.

Alleviate Overcrowding - $25 million
This program provides grants to school districts for school construction to alleviate overcrowding.

Technology Commercialization - $15 million
These funds will be used to provide grants, loans and other investments to emerging technology enterprises to support and encourage commercialization of technology based products and services, technology transfer projects involving the promotion of new or innovative technologies, and research and development projects.

CLEAR-WIN - $5 million
This statewide pilot construction program provides loans and grants to help residential property owners reduce lead paint hazards.

Fiscal Year 2011 New Appropriations for Next Generation

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Next Generation		
Central Management Serv	**19,000.0**	
Capital Development Fund	**19,000.0**	
Statewide - Illinois Century Network	19,000.0	
Next Generation Total	**19,000.0**	

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ECONOMIC DEVELOPMENT

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OVERVIEW

AGENCIES

(Appropriations in thousands.)

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY (DCEO)

- $55,100 in new appropriation
- $865,900 in *Illinois Jobs Now!*
- $412,267 in existing appropriation
- ➢ *Total Appropriation: $1,333,267*

ILLINOIS FINANCE AUTHORITY (IFA)

- $13,010 in existing appropriation
- ➢ *Total Appropriation: $13,010*

ECONOMIC DEVELOPMENT'S MISSION

To improve Illinois' competitiveness in the global economy by administering a wide range of economic and workforce development programs, services and initiatives designed to create and retain high-quality jobs and build strong communities. This is achieved in partnership with Illinois businesses, local governments, workers and families.

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
Business Development	$ 15,000	$ -	$ 13,000	$ -	$ 46,300	$ 74,300
Infrastructure	$ 501	$ 148,900	$ 110,800	$ 41,000	$ 8,800	$ 310,001
Regional Economic Development	$ 380,021	$ 107,000	$ 235,000	$ 210,200	$ -	$ 932,221
Total:	395,522	255,900	358,800	251,200	55,100	1,316,522

MAJOR ACCOMPLISHMENTS

- **Expanded workforce and job development services.** DCEO has launched a new workforce development system, Illinois WorkNet, that integrates physical locations with online resources to better assist prospective employees and employers.

- **Fostered construction of regional and national distribution centers.** Illinois assists in promoting and financing construction of corporate warehousing facilities in the state. Currently, there are over 200 Fortune 500 companies operating regional or national distribution centers in Illinois.

- **Creating and retaining jobs.** DCEO coordinated more than 55 business investment packages that led to companies expanding, creating and retaining jobs in Illinois. In total, these projects will have created more than 3,000 jobs, retained 8,800 jobs and leveraged nearly $1.32 billion in private investment.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Green Business Development - $30 million

The Green Business Development funding will support Illinois renewable energy and energy efficiency businesses and component manufacturers. Projects that develop and expand the renewable energy sector and corresponding supply chain, that produce energy efficient products while improving the economy of the state through new business development, are being targeted. These funds will also allow Illinois to effectively compete with other Midwestern states for the location of new green manufacturing plants.

Asian Carp Business and Market Development - $10 million

This funding will develop a private sector grant program for new and existing commercial fisheries and processing facilities to reduce and

eliminate Asian Carp populations. Specific projects include expanding fish processing operations with additional plants and products such as fertilizer and fish oil extraction for biofuels production and humanitarian needs.

***ILLINOIS JOBS NOW!* HIGHLIGHTS**

Economic Development - $40 million
This program provides assistance to private and non-profit businesses as well as local governments for infrastructure projects. This assistance can include construction, renovation, equipment and technology related projects.

Fresh Foods - $10 million
This program allows capital-related projects (land acquisition, equipment purchases, etc.) to increase the access to fresh foods in underserved areas across the state.

River's Edge and Brownfield's Sites - $38 million
This program provides assistance to businesses and municipalities to finance capital improvements necessary to further redevelop within designated River Edge Redevelopment Zones.

Transportation Electrification - $10 million
Illinois is poised to make an investment in the infrastructure needed to make electric vehicles practical for 21st century Illinois drivers.

REAPPROPRIATION HIGHLIGHTS

Fostering Economic Development - $393.8 million
This funding will be used for making loans to small businesses and investments in small businesses, acquiring real properties for industrial and commercial development, and for expenses for small business incubator facilities and other purposes intended to foster economic development and increase employment. This funding will also be used for prime sites, river's edge, community reinvestment and land acquisition.

FEDERAL RECOVERY

The American Recovery and Reinvestment Act (ARRA) of 2009 provides funds for the following DCEO program:

Illinois Energy Efficiency and Conservation Block Grant -$21 million

- This grant will be used to create and retain jobs in Illinois. By maximizing the amount of leveraged funds invested in energy efficiency and renewable energy projects, DCEO aims to improve energy efficiency in buildings. Higher energy efficiency should also reduce greenhouse gas emissions in Illinois.

ILLINOIS FINANCE AUTHORITY

MAJOR ACCOMPLISHMENTS

- **Supported renewable energy development in Illinois.** The Illinois Finance Authority (IFA) supported development of renewable energy in the state by financing *Blackhawk Biofuels*, a biodiesel facility in Danville; *Illinois River Energy,* an ethanol facility in Rochelle; and *Agriwind*, a wind turbine installation in Tiskilwa.
- **Supported more than 780 projects.** Since 2004, IFA has supported more than 780 projects that represent over $15 billion in capital projects.

PROGRAM HIGHLIGHTS

REAPPROPRIATION HIGHLIGHTS

Fire Truck Revolving Loan Program - $6 million
Provides financing for local fire departments and emergency responders to purchase fire trucks.

Ambulance Revolving Loan Program - $7 million
Provides financing for local fire departments and emergency responders to purchase ambulance.

Fiscal Year 2011 New Appropriations for Economic Development

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Economic Development		
Department Of Commerce And Economic Opportunity	**55,100.0**	
Build Illinois Bond Fund	**55,100.0**	
Statewide- Green Business Development	30,000.0	G
Statewide- Asian Carp and Business and Market Development	10,000.0	
Grants for Capital for Community Based Programs	8,800.0	
Statewide Stimulus Matches	6,300.0	
Economic Development Total	**55,100.0**	

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INLAND PORTS

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OVERVIEW

AGENCIES

(Appropriations in thousands.)

Illinois Department of Transportation (IDOT)

- $810,500 in *Illinois Jobs Now!*
- $1,886,267 in existing appropriation
- ➢ *Total Appropriation: $2,696,767*

INLAND PORTS' MISSION

Over the last two decades, the United States has experienced a surge in global trade volume and seen several changes in worldwide production systems that have increased the need for faster and more efficient transportation services. High fuel and oil prices, the value of the dollar, the increasing demand for imported goods and the introduction of enhanced security needs have forced the United States to find new ways to reduce transportation budgets and move goods throughout the country more resourcefully.

Inland ports can provide the means to optimize transportation efficiency related costs. The logistic attributes of inland ports, according to Heitman Real Estate Investment Management Firm, include: access to major container seaport, intermodal facility serviced by a Class I railroad, minimum of 1,000 acres of total land, foreign trade zone status, strong local market access, nearby access to north-south and east-west interstate highways, and access to a strong local labor pool. The multi-modal combinations of an inland port create new opportunities to reduce the number of links in the supply chain for local, regional and international transportation of goods.

Illinois' modern transportation system utilizes air, ground transportation, intermodal rail and waterways to provide direct routes to every U.S. market and international port. Located at the center of the nation's interstate highway system and rail network, Illinois is a hub for the transport of many goods throughout the Midwest. In addition, Illinois' waterways and international airports allow global distribution. Improvements and additions will be made to each mode of the Illinois transportation system for an even more efficient supply chain.

Bonded Appropriations By Type:	Appropriations ($ thousand)					
	Existing	FY10 Illinois Jobs Now!			FY11 New	Total
		Year 1	Year 2	Year 3		
C.R.E.A.T.E	$ -	$ 100,000	$ 100,000	$ 100,000	$ -	$ 300,000
High Speed Rail	$ -	$ 200,000	$ 200,000	$ -	$ -	$ 400,000
South Suburban Airport	$ -	$ 18,000	$ 51,500	$ 41,000	$ -	$ 110,500
Total:	-	318,000	351,500	141,000	-	810,500

ILLINOIS INTERSTATE HIGHWAYS

OVERVIEW

Illinois lies at the heart of the nation's interstate highway system. Three coast-to-coast interstates (I-70, I-80 and I-90) pass through Illinois. These are joined by major north-south interstates, including I-39, I-55 and I-57; major east-west interstates that include I-24, I-64 and I-74 as well as I-72, I-94, I-88 and I-155. In all, 2,169 miles of interstate highway serve Illinois. Only two states have more interstate miles. Illinois also benefits from major east/west/north/south interchanges located in more than a dozen communities around the state. Augmenting the interstates are more than 16,000 miles of state highways, making the interstate routes accessible from every region of Illinois. It's no wonder that Illinois is home to more than 6,300 trucking companies.

PROGRAM HIGHLIGHTS

New Appropriation Highlights

Illiana Expressway
The Illiana Corridor has been a part of long-range transportation plans for the Illinois/Indiana region since the early 1900s. Daniel Burnham's 1909 Plan of Chicago envisioned a system of highways throughout the region, including a corridor linking Will County and northwest Indiana. Since that time, the region has experienced tremendous social and economic growth, with Will County being one of the fastest growing counties in the nation for many years, and emerging as a major freight distribution center. Existing east-west corridors such as I-80 and U.S. 30 carry considerable volumes of traffic. The Illiana Expressway would be expected to relieve congestion along these corridors, particularly with respect to truck traffic, and strengthen the economy by improving access to this growing area.

The Illiana Expressway Corridor has the potential to crystallize the development of a logistics hub for freight movement and transfer for the nation. The highway itself would tie together the new South Suburban Airport and numerous rail-highway intermodal terminals that are developing across Will County. Such a logistic corridor would invigorate the Chicago freight hub by infusing a new robustness for integrated freight transfer and global market penetration for industrial and manufacturing firms locating in Will County. For construction alone, the cost of this expressway in Illinois will conservatively reach multi-billions.

The Illinois Department of Transportation (IDOT) is currently working closely with Indiana officials to begin planning work on this vital corridor. Illinois' analysis will reflect the national impacts of improving the extension of the corridor from I-57 to I-55, including the synergies of planned investments in the South Suburban Airport and numerous rail-highway intermodal facilities being developed in Will County. It will also focus on how this development can occur within the context of Smart Growth that maximizes community livability and sustainability.

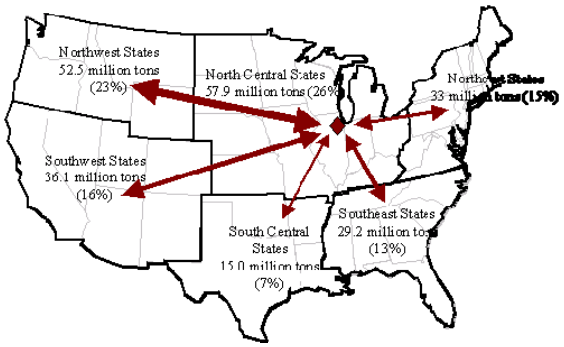
ILLINOIS RAILROADS

OVERVIEW

Illinois is the center of the nation's rail network. Chicago is the largest U.S. rail gateway. Another major rail center is located in East St. Louis. In all, 52 railroads provide service from Illinois to every part of the United States. Approximately 500 freight trains (with a total of about 37,500 freight cars) and 700 passenger trains pass through Chicago every day. By 2020, demand for freight rail service in Chicago is expected to nearly double to an estimated 67,000 rail cars per day. This forecast is dependent on addressing rail capacity and infrastructure needs.

The recent addition of the Union Pacific's new Global III Intermodal Facility in Rochelle is the industry's finest state-of-the-art terminal. This new facility offers customers multiple business advantages, including direct interstate highway routes with easy access to major east-west and north-south markets, the efficient interchange of shipments to and from rail connections, and expedited operations of more than 25 trains and 3,000 containers daily.

Rail Commodity Flows To and From Chicago, 2003



PROGRAM HIGHLIGHTS

New Appropriation Highlights

CREATE (Chicago Region Environmental and Transportation Efficiency Program)

www.createprogram.org/index.html

CREATE is a groundbreaking public-private partnership involving the State of Illinois, the City of Chicago and several private railroads in a long-term effort to improve rail facilities to help relieve freight congestion and speed the delivery of cargo through the Chicago area.

Goals for the program include:

- Reduce rail and motorist congestion
- Improve passenger rail service
- Enhance public safety
- Promote economic development
- Create jobs
- Improve air quality
- Reduce noise from idling or slow-moving trains

CREATE will commit approximately $1.5 billion over 10 years to projects designed to reduce rail congestion and traffic-related delays caused by the daily convergence of approximately 500 freight trains and 700 commuter and intercity passenger trains in the Chicago area. A total of $300 million in federal pass-through funding was appropriated in fiscal year 2010 to the program and the six major private railroads operating in Illinois have agreed to commit up to $212 million. The remaining balance will come mainly from federal funds, but will also include some state and local funds. This program consists of:

- Plans for more than 80 projects, mostly for railroad improvements and grade-separation projects at key roadways in the Chicago area. These projects would improve rail service, boost employment, and reduce negative impacts on highway traffic, at grade rail crossings in high-traffic areas, improve safety, reduce congestion and improve air quality. These grade separations would also help reduce commuter delays.

- Enhance five rail corridors, including one primarily for passenger trains, and implement six rail-to-rail flyovers to separate passenger from freight operations.

CREATE Benefits

- Employment benefits.
  - CREATE will sustain 17,000 jobs through 2020 in northeastern Illinois, according to the Regional Economics Applications Laboratory at the University of Illinois at Urbana - Champaign.
  - Freight and passenger railroads employ 18,601 people in Illinois.
  - Railroad wages are highly competitive, averaging $68,600 plus benefits in 2006.

- Environmental benefits. This $1.5 billion federal-state-local partnership with private railroads will shorten motorist delays at railroad crossings by up to 34 percent, resulting in numerous air-quality benefits for metropolitan Chicago in its first full year, including:
  - 1,400 ton reduction in nitrogen oxide emissions
  - 400 ton reduction in carbon monoxide emissions
  - 100 ton reduction in volatile organic compounds emissions
  - 51 ton reduction in airborne particulate matter emissions

CREATE received $100 million in Transportation Investment Generating Economic Recovery (TIGER) Grants under the American Recovery and Reinvestment Act (ARRA). The grant funding will be targeted to 6 projects benefiting 13 Illinois communities. The projects will range in scope from rail line and viaduct improvements to a highway-rail grade separation. The completion of these projects by 2012 will support an estimated 1,087 jobs.

HIGH SPEED RAIL

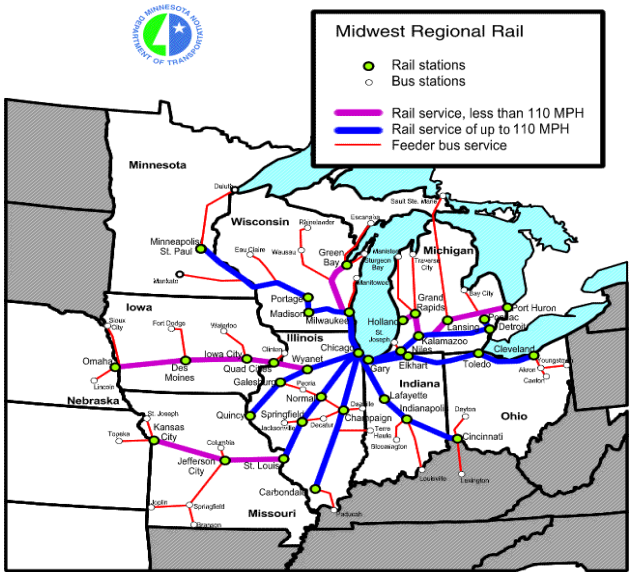
OVERVIEW

With Chicago as the hub, the Midwest High Speed Rail Network will link Chicago with other midwestern cities through safe, convenient and comfortable 110 mph train service. A high speed rail network will improve mobility, create jobs and spur economic growth by pulling together the regional economy. It will protect

our environment by reducing congestion and pollution, and by counteract sprawl.

After decades of planning, the Midwest High Speed Rail Network took a huge leap this year as the president and Congress approved $8 billion for high speed rail development in the United States.

Midwest Regional Rail Plan



High Speed Rail Benefits

- Cleaner air and less sprawl
  - o High Speed trains in the Midwest would be three times as energy efficient as cars and six times as energy efficient as planes. Additionally, trains pollute less than cars and airplanes, improving air quality.
  - o Decrease the region's reliance on automotive transportation and therefore help reduce ozone emissions.
  - o Downtown train stations will pull jobs, people and business back into the country's central cities, thus reversing sprawl. High Speed rail reduces the need for new outlying highways and airports, which exacerbate sprawl.
- Convenience and mobility
  - o At distances of less than 400 miles, High Speed trains can deliver passengers almost as fast as airplanes, at a fraction of the cost, and can do so in virtually all weather.
  - o With wide seats, fax machines, places to plug in your laptop computer and food service, High Speed trains provide a convenient, productive alternative to cars and airplanes.
  - o The economic value of the improved mobility has been valued at $13.2 billion through 2030.
  - o Constructing a mid-west High Speed rail network supports commuter and light-rail.
  - o A single railroad track can carry as many people as a ten lane highway, but at a fraction of the cost.
- New jobs and economic growth = $9.1 billion
  - o For the city of Chicago, a High Speed rail hub will have the equivalent economic impact of a medium-sized airport located in the heart of the central business district – without having to displace a single office.
  - o 15,000 jobs during construction and 2,000 permanent jobs during operation.
  - o The Midwest's railcar manufacturing industry will prosper as a result of the addition of High Speed rail to the region.
  - o A study for the City of Chicago estimated that High Speed rail would bring $8-10 billion dollars of new economic activity to Chicago.
  - o The development of improved rail service can provide a significant boost to travel and tourism by facilitating weekend leisure trips taken by families from smaller towns to major cities and vice-versa.

The State of Illinois was awarded $1.2 billion of federal funds for the Midwest High Speed Rail Network as part of the American Recovery and Reinvestment Act Program (ARRA). In addition, the project received $400 million in state funding for fiscal year 2010. Illinois' high speed signature rail route will go from Chicago to St. Louis and is estimated to reduce total trip time by more than an hour. The improvements planned to this 284 mile route include an overhaul of track, signal systems and existing stations, as well as the implementation of state-of-the-art train control technology that will improve train safety. An additional $1.25 million was awarded to complete an

environmental impact study for a second track along the same route. Plans for the investment from the federal government are expected to generate approximately 6,000 jobs in Illinois.

THE ILLINOIS AIR TRANSPORT SYSTEM

OVERVIEW

Illinois' central location makes it a natural hub for air travel. Home to Chicago's O'Hare International Airport (one of the world's busiest airports), as well as a major commuter hub at Midway Airport, and with more than 137 public use airports, 270 heliports and over 840 aviation facilities, Illinois is a convenient location for those needing air transport. In fact, an airport with commercial airline service or with the capability to handle business jets serves virtually every Illinois city with a population of at least 30,000 people. With more than 1.7 million tons of cargo and approximately 76.2 million travelers passing through O'Hare in 2007, and more than one arrival or departure every minute, it is obvious that travelers have maximum scheduling flexibility in Illinois.

The FAA's forecast for air cargo is measured by revenue ton-miles flown, one revenue ton-mile being one ton of cargo transported one mile by air. Domestic revenue ton-miles are forecast to increase at a rate of 3.2 percent per year through 2017. International cargo growth is anticipated to grow at a higher rate of 6.3 percent annually through 2017, reflecting an increase in demand for expedited air cargo services.

Air Cargo Flows, 2003

	Air Cargo (tons)		
Airport	**Inbound**	**Outbound**	**Total**
O'Hare International (ORD)	639,907	493,207	1,133,114
Midway International (MDW)	11,391	10,158	21,549
Total	651,299	503,364	1,154,663

PROGRAM HIGHLIGHTS

New Appropriation Highlights

South Suburban Airport
www.southsuburbanairport.com/default.asp
Illinois' airport system is the second largest in the nation and includes 136 airports, 280 heliports and nine balloon ports. Eighty airports are publicly owned and operated and 11 of them offer regularly scheduled airline service. In 2006, Chicago's O'Hare International Airport saw nearly 50 million passenger enplanements and currently ranks as one of the world's busiest airports with numerous domestic and international airlines. O'Hare Airport also plays a major role in national and international freight shipments. O'Hare's cargo facilities handle more than 1.6 million tons of freight and mail annually. Recently, the FAA approved a Record of Decision allowing for the redevelopment of O'Hare to reduce congestion and provide additional airfield capacity.

The Illinois Department of Transportation (IDOT) is currently working with the Federal Aviation Administration to develop a new commercial service airport in Chicago's south suburbs.

General Information:
- Established a field office. Allows for on-site presence and enhances community outreach.
- Created the Bureau of the South Suburban Airport within the Division of Aeronautics in 2006.
- Continued security patrols. Overall, security incidents and property damage have been minimal. Incidents included a burned boat abandoned on state property.
- Reports: The South Suburban Airport (SSA) Team provides numerous reports on the status of the SSA project. These reports range from weekly briefings to monthly summaries to special request packets.

Land Acquisition:
- Total Land Purchased to Date:
  - 1,940 Acres – approximately 45 percent of the land needed for inaugural airport

In all, a total of $110.5 million has been allocated for the South Suburban Airport, which

will cover costs pertaining to land acquisition and related expenses.

ILLINOIS WATERWAYS

OVERVIEW

Illinois has 1,118 miles of navigable waterways bordering or passing through the state. These waterways provide Illinois with a link between the Atlantic Ocean (through the St. Lawrence Seaway and Great Lakes) and the Gulf of Mexico. The significance of the Illinois waterways cannot be underestimated. They function as cost-effective highways to move Illinois' products to consumers around the world.

The Illinois waterway freight transportation system is used almost exclusively by the agriculture and power generation industries. Inter- and intrastate shipments along the Illinois Waterway are more varied, with coal, sand/gravel, primary metal, chemicals and petroleum products dominating. Studies indicate that the transportation of freight by water within Illinois is expected to grow in 2020 to 205 million tons with a value of $37 billion, a substantial increase from the 116.9 million tons carried in 2004.

The Port of Chicago offers terminals that handle ocean and lake vessels, as well as barges. Owned by the Illinois International Port District, the Lake Michigan port is served by 12 railroads and has direct access to Interstates 90 and 94. There are also 12 other port districts in Illinois. Both the Illinois International Port District and the Tri-City Regional Port District near St. Louis are Foreign Trade Zones, providing low-cost production and warehousing facilities for imported and export-bound products. (Foreign Trade Zones also are located in Peoria, Lawrenceville, Rockford and the Quad Cities.)

TRANSPORTATION

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OVERVIEW

Illinois has more than 2,169 miles of interstate highways.

AGENCIES

(Appropriations in thousands.)

Illinois Department of Transportation (IDOT)
- $2,337,703 in new appropriation
- $8,582,243 in *Illinois Jobs Now!*
- $6,241,457 in existing appropriation
- ➢ *Total Appropriation: $17,161,403*

TRANSPORTATION'S MISSION

To create a foundation for economic vitality and job creation by providing a modern, efficient and safe transportation infrastructure.

To improve safety, enhance mobility and preserve the intermodal infrastructure and by making the best use of available funds, while leveraging federal and private funds to the advantage of the entire state.

To utilize the currently extended federal transportation bill called the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This bill contains state highway and transit earmarks for individual projects, as well as formula funding. SAFETEA-LU provides more than $7 billion in earmarks and formula funds to Illinois for highway and transit through federal fiscal year 2010.

To keep the state's more than 16,100 mile network of interstate, primary and secondary highways in safe working order, the Illinois Department of Transportation (IDOT) adds lanes, improves bridges and maintains roadways at key points of congestion.

To evaluate repair needs and prioritize projects using detailed ratings of road and bridge conditions.

To preserve and maintain more than 42,000 lane miles and nearly 7,900 bridges on the state system throughout Illinois.

To play a central role in creating new jobs and keeping the state's economy vibrant. The department's transportation programs are directly responsible for creating and supporting tens of thousands of private sector jobs each year with countless more jobs and businesses dependent on the state transportation infrastructure.

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bonded Appropriations By Type:	Appropriations ($ thousand)					
	Existing	FY10 Illinois Jobs Now!			FY11 New	Total
		Year 1	Year 2	Year 3		
Roads and Bridges	$ 789	$ 1,274,400	$ 2,275,000	$ 1,862,843	$ 141,500	$ 5,554,532
Transit	$ 55,690	$ 1,125,000	$ 750,000	$ 1,125,000	$ -	$ 3,055,690
Rail	$ 11,507	$ 105,000	$ 45,000	$ -	$ -	$ 161,507
Aeronautics	$ 13,138	$ 2,000	$ 18,000	$ -	$ -	$ 33,138
Total:	81,124	2,506,400	3,088,000	2,987,843	141,500	8,804,867

ROADS AND BRIDGES (IDOT ROAD PROGRAM)

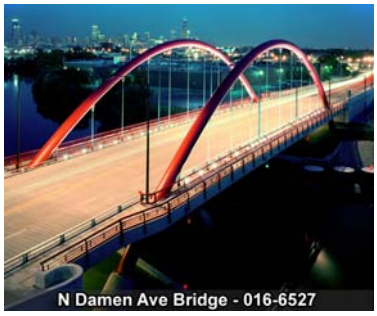
OVERVIEW

The IDOT is responsible for designing, building, maintaining and operating the state's system of roads, highways and bridges. To plan for statewide maintenance and capital improvement needs, the department annually produces a multi-year capital improvement plan, called the Multi-Year Highway Program (MYP).

MYP strategic priorities include:
- Preservation and modernization of the interstate highway system
- Preservation and modernization of U.S. and Illinois route marked highways
- Expansion and improvements that reduce congestion

- Construction of new arterial routes and bridge improvements to enhance mobility, safety and economic development

The Illinois Road Program is a significant generator of jobs for the construction industry across Illinois, as well as for related industries. An average of 13 direct construction jobs result from every $1 million spent in construction, according to federal and state estimates. This means a $2 billion construction program will create or support as many as 26,000 direct construction jobs, depending on the type of projects included.



FUNDING

Funding	Revenues
Transportation A Fund	General Obligation Bonds
State Construction	Motor Fuel Tax Motor Vehicle Registration Fees Interest and Investment Income
Road Fund	Motor Fuel Tax Motor Vehicle Registration Fees Interest and Investment Income Federal Revenues Local Revenues
Federal Funds	SAFETEA – LU Extension American Recovery and Reinvestment Act of 2009
Transportation D Fund	General Obligation Bonds

Resources for the Road Program come from state, federal and local sources, with state funding from motor-fuel revenues and vehicle license fees, accounting for a majority of the state supported program. Current estimates for fiscal year 2011 show the State of Illinois will fund approximately 27 percent of the road program, the federal government 68 percent and local government will fund more than 5 percent.

Illinois Department of Transportation recycles more than 45 thousand highway and freeway signs, saving the State of Illinois over $600 thousand per year.

Federal funds are authorized over a six year period and allocated on an annual basis. The current federal authorization bill (SAFETEA-LU extension) has authorized more than $7 billion for Illinois highways and highway safety programs for federal fiscal year 2005 through federal fiscal year 2010. The IDOT is basing the current revenues forecast on SAFETEA-LU funding levels. Local funds will round out highway funding. Congress will be working through this year on reauthorization proposals, in addition to a stimulus package.

Current revenue projects are expected to translate into nearly $2.075 billion for the Illinois Road Program in fiscal year 2010.

Passage of state capital programs in April and June 2009 and the American Recovery and Reinvestment Act (ARRA) of 2009 increased program funding significantly from projected totals for fiscal years 2009 and 2010, as program figures for 2010 and 2011 increased to more than $2 billion per year. Approval of the capital program and the additional federal stimulus funding has helped the IDOT speed delivery of projects in the statewide Multi-Year Highway Program (MYP) through 2015, and bring additional projects into the MYP that would not have been considered otherwise.

The momentum created by both the *Illinois Jobs Now!* capital program and the 2009 ARRA, can be increased with the acceleration of nearly $1.6 billion worth of highway projects in early summer 2010. These projects, necessary to maintain sound road and bridge conditions as well as help address congestion needs, are contingent on the successful passage of a Transportation Series A Bond supplemental this spring. This action can maintain and create an estimated 20,000 direct construction jobs and continue to add to the financial recovery of the Illinois economy.

Fund	New Appropriations
Road Fund Township Bridge Local Benefits Construction	$1,481 million $15 million $35.8 million $1,430 million
Series A Bond Fund	$142 million
Construction Fund	$452 million
Total fiscal year 2011 Annual Element	$2,075 million

MAJOR ACCOMPLISHMENTS

- **Exceeded fiscal year 2009 target improvement goals**. In fiscal year 2009, the IDOT improved 2,528 miles of pavement, accomplished 293 bridge improvements and completed 221 specific safety improvements throughout the state. These totals greatly exceeded target goals as unanticipated funds from the ARRA as well as the state capital program improved accomplishment totals.

Adopt-a-Highway volunteers collected 32 thousand bags of litter each year.

- **Continued improvement in fiscal year 2010.** Through the second quarter in fiscal year 2010, the IDOT has improved 582 miles of pavement (78 percent of the fiscal year 2010 target), 120 structures (52.6 percent of the fiscal year 2010 target) and 115 safety improvements (92 percent of the fiscal 2010 target).

- **Stepped up schedules for statewide bridge inspections.** These inspections have continued into calendar year 2010.

- **Maintained a bridge condition rating of more than 90 percent in 2009.** The IDOT maintained a bridge condition rating of more than 90 percent of state bridges in acceptable condition with the rest targeted for assortment repairs, repaving and rehabilitation.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Selected programs to be completed through the Multi-Year Road Program include:

Region 1

- Wacker Drive, from Randolph Street to West Congress Parkway in Chicago - Bridge Rehabilitation
- I-55 at Arsenal Road, Will County - New Interchange, Lighting

Region 2

- I-2, north of I-72 to south of Mud Creek Road, Ogle County - Reconstruction
- I-57, at I-50 and ICG RR, Kankakee County - Interchange Reconstruction, Bridge Replacement

Region 3

- U.S. 24, Lamarsh Creek at Wheeler Road, Peoria County - Bridge Replacement
- U.S. 45, Curtis Road in Savoy to Tolono, Champaign County - Resurfacing

Region 4

- I-55, south of I-138 to north of I-16, Montgomery and Macoupin Counties - Resurfacing, New Bridge Deck
    - I-121, U.S. 45 to west of Courthouse Square in Toledo, Cumberland County - Resurfacing

Region 5

- New Mississippi River Bridge, St Clair County - Grading, Paving, New Bridge, Interchange Reconstruction
- I-55, north of I-55/I-70/I-270 to north of I-140, Resurfacing
- I-37, Cleveland Street in West Frankfort to Johnston City, Williamson and Franklin Counties - Resurfacing

ILLINOIS JOBS NOW! HIGHLIGHTS

Region 1

- Algonquin Bypass
- I-80, U.S. 30 (Lincoln Highway) to U.S. 45 (96th Avenue, Will County) - Additional Lanes, Bridge Widening

Region 2

- I-2, Elmwood Road to Latham Road, Winnebago County - Additional Lanes, Intersection Improvements, New Bridge

- I-178 in Utica, LaSalle County - New Bridge, Roadway Realignment, Railroad Crossing

Region 3
- Railroad Grade Separations in Galesburg

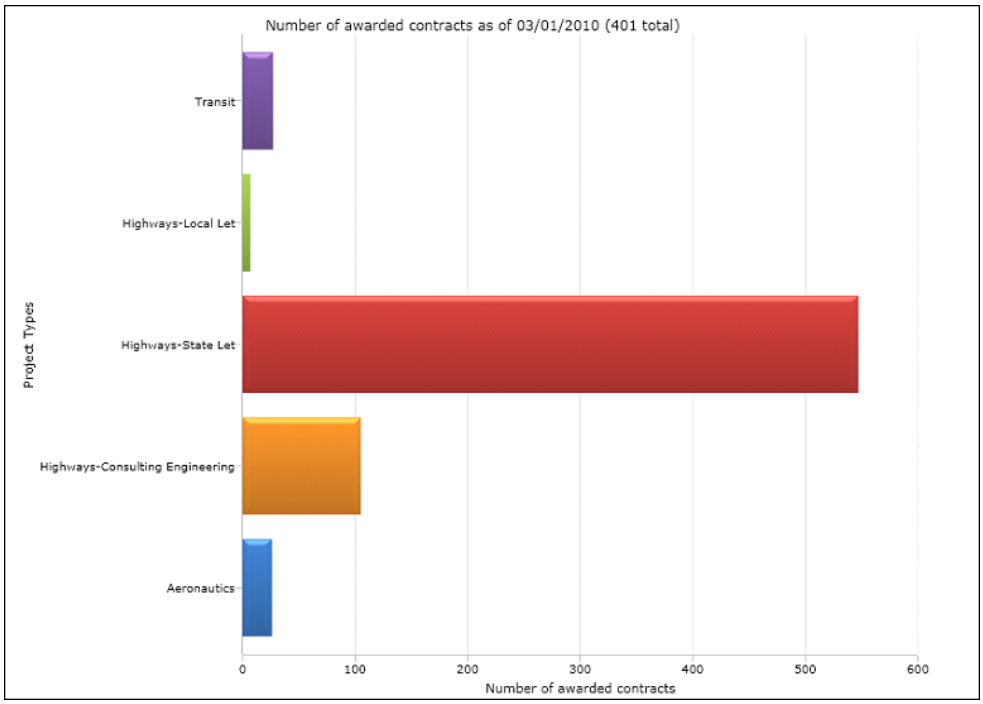
Region 4
- Expansion of I-29 and U.S. 51 in Central Illinois
- Outer Belt West, Ford Avenue to Avenue of Mid-America in Effingham - New Construction

Region 5
- U.S. 67, Madison County Line to south of Delhi Bypass, Jersey County - New Construction,
- I-13 in Southern Illinois - Additional Lanes.

FEDERAL RECOVERY

The American Recovery and Reinvestment Act (ARRA) of 2009 contains funding for highway programs.

Highways
- Highway and bridge projects include, but are not limited to, construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements for highways (including Interstate highways) and bridges.
- Funding from the federal ARRA stimulus initiative provided an additional $935 million in 2009 for state and local highway projects.
- The additional federal funding created or supported more than 2,530 construction jobs in 2009. The ARRA funded pavement improvements totaling 1,019 miles, along with 62 bridge improvements in Illinois.



TRANSIT

OVERVIEW

The state makes major investments in public transportation infrastructure, helping more people get to their jobs and to other destinations across Illinois, while reducing traffic congestion on roads and bridges. Public transportation projects address: 1) statewide capital needs for preserving and rehabilitating transit facilities, and replacing over-aged passenger rail cars and buses, 2) transit needs of rural areas, including the retention of basic service in areas where needed, and coordinating state and federal funding programs; and 3) the

expansion of public transportation where necessary and logical.

The public transit capital program is typically divided into two parts: one for northeast Illinois and one for downstate Illinois. In northeast Illinois, the IDOT provides capital funding for the Regional Transportation Authority (RTA). The RTA distributes this funding to its three service boards: the Chicago Transit Authority (CTA), the Metra commuter rail service and the PACE suburban bus system.

The RTA's capital program emphasizes modernization of the existing system. Capital improvements have generally included the purchase of rolling stock (e.g. rapid transit cars, locomotives, rail cars and buses), reconstruction of track and station improvements.

In downstate Illinois, the transit capital program includes rolling stock replacement and facility construction. The program addresses mobility needs with funding to support the operation of public transportation in rural and downstate urban areas, and to purchase rolling stock for transit systems serving persons with disabilities and the elderly. The expansion of transit systems in Downstate Illinois also helps serve additional or growing markets, including the recent extension of the MetroLink light rail transit system in St. Clair County.

The Division of Public and Intermodal Transportation provides technical assistance and administers state and federal funding to 50 public transit systems throughout the state.

Funding for public transit capital comes from state, federal and local sources. The majority of state support is funded with General Obligation bonds. The IDOT typically uses these Transportation B (Tran B) bonds to leverage an 80 percent federal match. The federal surface transportation funding act (currently SAFETEA-LU extension) provides the formula and funds for the Illinois public transit capital budget in fiscal year 2010. All projections for fiscal year 2010 public transportation funding are based on current funding formulas in SAFETEA-LU.

The federal transit capital program consists of three categories: formula apportionments for rail modernization, discretionary grants for new starts and discretionary grants for major bus capital needs.

Federal rail modernization funds are used for preservation and improvements on commuter rail and CTA rapid transit lines in northeastern Illinois, as well as for the MetroLink light-rail line in the St. Louis region.

Funding for new mass transit projects across the state will better meet the needs of employers and workers by improving efficiency, reliability and affordability. The proposed state capital program for fiscal year 2011 includes *Illinois Jobs Now!* Series B bond funds for mass transportation, which is expected to match $478 million in federal funds while creating or maintaining tens of thousands of jobs. This level of funding will allow Illinois' mass transportation districts to compete for grants to purchase buses and rail cars; build train stations, bus garages and rail yards; and reconstruct commuter rail bridges and elevated rail structures.

MAJOR ACCOMPLISHMENTS

- **Increased ridership in northeastern Illinois.** The IDOT provided more than $462 million in capital and operating funds for public transportation in the Chicagoland area, supporting an increase in ridership to more than 620 million riders in fiscal year 2009.
- **Increased ridership in downstate Illinois.** The IDOT provided more than $128.5 million in funding for downstate public transit services. This outlay for fiscal year 2009 supported ridership increases of more than 36.6 million riders in downstate Illinois.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

State Improvements
Public transportation infrastructure for northeast Illinois and downstate Illinois will receive funding for state improvements, through the *Illinois Jobs Now!*

Chicago Transit Authority
Preliminary engineering on the Chicago Transit Authority's (CTA) planned Circle Line – adding a

circumferential loop, connecting all CTA and Metra rail lines in Chicago and modernizing and replacing Chicago Transit Authority railcars.

Metra's STAR
Preliminary engineering on Metra's STAR line, connecting four Metra rail lines and providing direct access to O'Hare airport.

New transit facilities
New transit facilities for rapid transit and intercity rail in various downstate public transit districts.

New buses
New buses and other related equipment for downstate public transit districts.

FEDERAL RECOVERY

The American Recovery and Reinvestment Act (ARRA) of 2009 contains funding for transit programs.

Transit

- The IDOT was allocated $21 million for public transportation systems. The vast majority of Illinois' share will be distributed directly to transit service providers through existing formulas and discretionary grants. This funding is allocated between Transit Capital Assistance, Fixed Guideway Infrastructure and Capital Investment Grants (New Starts).

RAIL

OVERVIEW

The IDOT plays an integral role in planning statewide passenger and freight rail projects by: mitigating the negative impacts of rail abandonment, facilitating economic development and job creation, and attracting more riders to Amtrak.

MAJOR ACCOMPLISHMENTS

- Amtrak passenger rail ridership on the four Illinois routes more than doubled from approximately 644,000 riders in 2002 to 1.58 million riders in 2009

There are more than 9,600 miles of railway in Illinois.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Rail Freight Loan Repayment Program - $3.7 million
Illinois Rail Freight Program provides assistance to communities, railroads, and shippers to preserve and improve rail freight service. It consists of low-interest loans to finance rail improvements. The program focuses on projects with the greatest potential for improving access to markets and maintaining transportation cost savings, and where state participation will leverage private investments to solve rail service problems.

ILLINOIS JOBS NOW! HIGHLIGHTS

AMTRAK - Chicago to Quad Cities - $45 million
IDOT is providing $45 million in state capital funds to establish passenger rail service from Chicago to the Quad Cities. The new service will result in up to 825 new jobs, including 440 construction jobs.

AMTRAK - Chicago to Rockford - $60 million
IDOT is providing $60 million in state capital funds to establish passenger rail service from Chicago to Rockford. The new service could result in as many as 2,000 new jobs, including 650 construction jobs.

AMTRAK - Chicago to Galesburg - $45 million
IDOT is providing $45 million in state capital funds to establish passenger rail service from Chicago to Rockford.

Chicago Region Environmental and Transportation Efficiency (CREATE) Program - $300 million
A ground breaking public private partnership involving Illinois, the City of Chicago and several private railroads in a long-term effort to improve rail facilities to help relieve freight congestion and speed the delivery of cargo through the Chicago area.

Illinois' airport system is the second largest in the nation and includes 138 airports, 280 heliports and 9 balloon ports.

High Speed Rail - $400 million
With approval of *Illinois Jobs Now!*, the state capital program enacted in 2009, the IDOT received funding for a high speed rail route that will go from Chicago to St. Louis and is estimated to reduce total trip time by over an hour. The improvements planned to this 284 mile route include an overhaul of track, signal systems and existing stations as well as the implementation of state-of-the-art train control technology that will improve train safety.

FEDERAL RECOVERY

Chicago Region Environmental and Transportation Efficiency (CREATE) Program - $100 million
CREATE received $100 million in Transportation Investment Generating Economic Recovery (TIGER) Grants under the ARRA. The grant funding will target six projects benefiting 13 Illinois communities. The projects will range in scope from rail line and viaduct improvements to a highway-rail grade separation. The completion of these projects by 2012 will support an estimated 1,087 jobs.

AERONAUTICS

OVERVIEW

Funding and technical assistance for the state's system of public airports is provided through the Airport Improvement Program (AIP). This plan provides a road map for preserving, modernizing and expanding Illinois' regional system of airports. The AIP has been developed to address the following goals:

- Resolving congestion problems at large metropolitan airports
- Maximizing opportunities for economic development and job creation
- Improving aviation safety

MAJOR ACCOMPLISHMENTS

- The IDOT provided capital funds for airport improvements during fiscal year 2009 that resulted in nearly 60 airport improvement projects across the state and supported more than 43 million commercial enplanements at Illinois airports.

PROGRAM HIGHLIGHTS

NEW APPROPRIATIONS

State and Local Airport Improvements throughout Illinois - $137 million
$137 million for state and local airport improvements throughout Illinois.

ILLINOIS JOBS NOW! HIGHLIGHTS

South Suburban Airport - $110.5 million
With approval of *Illinois Jobs Now!*, the state capital program enacted in 2009, the IDOT has allocated $110.5 million to cover land acquisition and related expenses for a new commercial service airport in Chicago's south suburbs.

FEDERAL RECOVERY

Airport Improvement Grants
$1.1 billion is made available nationally for airport improvement grants and will be awarded at the discretion of the Federal Aviation Administration.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

OVERVIEW

The Illinois State Toll Highway Authority (ISTHA), also commonly referred to as the Illinois Tollway, maintains and operates 286 miles of interstate tollways in 12 counties in Northern Illinois. ISTHA is dedicated to providing and promoting a safe and efficient system of toll highways. The Tollway is working to make the system convenient, reliable and technologically advanced. In addition, the Tollway is committed to providing the highest level of service to its customers.

FUNDING

The ISTHA is a pay-as-you-go system funded by those who use it. Daily maintenance and operations are predominantly supported by revenues received from toll collections and evasion recoveries. Additional income is derived from concessions and fuel sales at Illinois Tollway Oases, permit revenues and investment income. No state or federal tax dollars are used to maintain and operate the Illinois Tollway System. The projected 2010 revenues for ISTHA are $696 million.

PROGRAM HIGHLIGHTS

The fiscal year 2011 ISTHA capital budget reflects the Tollway's pledge to maintain and upgrade the existing facilities and infrastructure of the system. The budget includes funding for the sixth year of the multi-year $6.3 billion Congestion-Relief Program (CRP) – Open Roads for a Faster Future - the largest capital improvement program in its 50-year history. In fiscal year 2011, $227.5 million is allocated to the CRP and $113.8 million is allocated to support other needs such as roadway equipment and vehicles, building repair and improvements, and technological equipment and enhancements.

The CRP is broken into six corridors for reporting purposes: Tri-State Tollway (I-94/I-294/I-80), Jane Addams Memorial Tollway (I-90), Reagan Memorial Tollway (I-88), Veterans Memorial Tollway (I-90), Open Road Tolling, and Systemwide Improvements. Other capital needs are divided into Building Repairs and Maintenance, Equipment, Professional Services, and Roadway.

Tri-State Tollway (I-80/I-294/I-94)
The fiscal year 2011 capital budget for the Tri-State Tollway corridor is $82.7 million. The Tri-State Tollway is the main bypass around the Chicago-Metro Area, starting from an intersection with IL Route 394, near South Holland, to just south of the Wisconsin State Line. As part of the CRP, the Tollway is investing nearly $2.0 billion to rebuild and widen the Tri-State Tollway. In 2010, $51.1 million is scheduled for punch list items on the substantially completed 2009 construction contracts, including the Cook County Forest Preserve (CCFP) Bioswale Easement from Higgins Road to Lake-Cook Road, as well as remaining landscaping. Additionally, $18.9 million is allocated in 2010 for rehabilitation and resurfacing, as well as bridge rehabilitation, on the Edens Spur.

Jane Addams Memorial Tollway (I-90)
The Jane Addams Memorial Tollway runs in a northwest direction from near O'Hare International Airport to near South Beloit. At the end of 2009, the 14.3 mile section of the

corridor north of Rockford was widened from 2 to 3 lanes in each direction and the Cherry Valley Interchange at I-90/I-39 was reconstructed and reconfigured to allow for more efficient traffic movements. The fiscal year 2011 capital budget for the Jane Addams Memorial Corridor is $11.3 million for the Design efforts for pavement repairs and resurfacing between the Kennedy Expressway to the Elgin Toll Plaza.

Reagan Memorial Tollway (I-88)
The fiscal year 2011 capital budget for the Reagan Memorial Tollway Corridor is $11.9 million which is allocated to complete remaining landscaping and punchlist items following the completion of roadway rebuild and widen projects from Oak Brook to North Aurora. The Reagan Memorial Tollway runs east-west from Hillside to Rock Falls.

Veterans Memorial Tollway (I-355)
The Veterans Memorial Tollway is the newest of the four tollways in Illinois with the section from Addison to I-55 opening in 1989. On Veterans' Day 2007, a new 12.5 mile extension opened connecting I-55 to I-80, lengthening the Tollway to 29.8 miles. The fiscal year 2011 capital budget for the Veterans Memorial corridor is $56.6 million. This work includes completion of remaining resurfacing from I-55 to Army Trail Road, and bridge rehabilitation.

Systemwide Projects

The fiscal year 2011 capital budget allocates $63.3 million to maintain the integrity of the existing Tollway System. This includes the preservation, replacement, repairs, renewals and reconstruction including bridge rehabilitations, pavement improvements, and other systemwide infrastructure improvements.

This work is part of a maintenance and repair plan that was derived from an extensive review of the Tollway's 286 miles of roadway and structures. The scope of work was developed from assessment reports of pavement condition evaluations, bridge inspections and the review of various roadway appurtenances by the Tollway's General Consulting Engineer. Appurtenances included drainage structures, embankments, guardrail, barriers, pavement markings, fencing, signage, lighting, and other miscellaneous structures.

Fiscal Year 2011 New Appropriations for Transportation

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Transportation		
Transportation	2,337,702.7	
Federal Local Airport Fund	**137,000.0**	
Statewide - Financial Assistance to Airports (Federal and Local share)	137,000.0	
Federal Mass Transit Trust Fund	**16,000.0**	
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services, and Technical Assistance	16,000.0	
Grade Crossing Protection Fund	**39,000.0**	
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0	
Rail Freight Loan Repayment Fund	**1,045.0**	
Statewide - Rail Freight Loan Repayment Program (Federal)	1,045.0	
Road Fund	**1,547,957.7**	
Statewide - Transportation and Related Construction	981,185.7	
Statewide - Road Improvements- Local Share of Road Fund/Road Program	449,000.0	
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (A)	33,429.1	
Statewide - Apportionment to Counties Under One Million in Population	21,800.0	
Statewide - Township Bridge	15,000.0	
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (B)	13,150.0	
Statewide - Permanent Improvements to IDOT Facilities	10,050.0	
Statewide - Apportionment to Needy Road Districts And Townships	10,014.3	
Statewide - Motorist Damage to Highway Structures	9,170.0	
Statewide - Apportionment to High Growth Cities	4,000.0	
Statewide - Disposal of Hazardous Materials	1,158.6	
State Construction Account Fund	**452,500.0**	
Statewide - Transportation and Related Construction	452,500.0	
State Rail Freight Loan Repayment Fund	**2,700.0**	
Statewide - Rail Freight Loan Repayment Program (State)	2,700.0	
Transportation Bond, Series A Fund	**141,500.0**	
Statewide - Transportation and Related Construction	141,500.0	
Transportation Total	**2,337,702.7**	

EDUCATION

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OVERVIEW

AGENCIES

(Appropriations in thousands.)

Pre-K-12 Schools
- $250,000 in new appropriation
- $1,675,000 in *Illinois Jobs Now!*
- $31,886 in existing appropriation
- ➢ *Total Appropriation: $1,956,886*

Public Universities
- $268,168 in new appropriation
- $788,095 in *Illinois Jobs Now!*
- $304,921 in existing appropriation
- ➢ *Total Appropriation: $1,361,185*

Private Universities
- $300,000 in existing appropriation
- ➢ *Total Appropriation: $300,000*

Community Colleges
- $127,676 in new appropriation
- $399,708 in *Illinois Jobs Now!*
- $121,708 in existing appropriation
- ➢ *Total Appropriation: $649,091*

EDUCATION'S MISSION

To provide safe, productive, and efficient educational facilities in order to meet the learning needs of the children of Illinois.

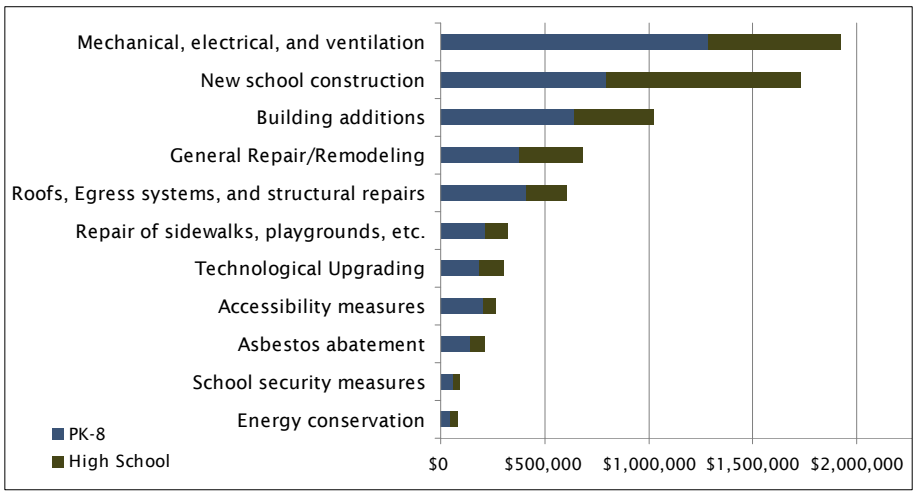
To enhance students' success by assisting both public and private universities and community colleges develop and maintain educational facilities.

PRE-K-12 SCHOOLS

Bonded Appropriations By Type:	Appropriations ($ thousand)					
	Existing	FY10 Illinois Jobs Now!			FY11 New	Total
		Year 1	Year 2	Year 3		
School Construction	$ 31,886	$ 420,000	$ 565,000	$ 515,000	$ -	$ 1,531,886
School Maintenance	$ -	$ -	$ 50,000	$ 50,000	$ -	$ 100,000
School Consolidation	$ -	$ -	$ -	$ -	$ 250,000	$ 250,000
Other	$ -	$ -	$ 50,000	$ 25,000	$ -	$ 75,000
Total:	31,886	420,000	665,000	590,000	250,000	1,956,886

MAJOR ACCOMPLISHMENTS

- **Capital Needs Assessment.** More than 450 elementary, secondary and unit school districts reported over $7.6 billion in capital needs in fiscal year 2010 and those needs are being addressed and put into motion.



PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

School District Reorganization - $250 million
The Education Funding Advisory Board recommended that the General Assembly implement strategies to strongly encourage school district reorganization. The Illinois State Board of Education (ISBE) has recommended a strategy for separate funding of new facilities or additions for consolidating school districts. A pilot program to provide Capital Funding for school district reorganizations would identify opportunities to reorganize school districts in order to achieve maximum effectiveness and efficient use of resources.

With 870 school districts, Illinois has the third highest number of school districts after Texas and California.

ILLINOIS JOBS NOW! HIGHLIGHTS

School Construction Program - $1.5 billion
Matched with local funding, the state's contribution will support new school construction and maintenance to districts with fast-growing educational and aging infrastructure needs through a continually successful state/local partnership.

School Maintenance Grants - $100 million
A dollar-for-dollar match to local funding will be used for small repair and maintenance projects at every school district in the state.

PUBLIC UNIVERSITIES

Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
New Construction	$ 85,395	$ 142,902	$ 88,341	$ 216,180	$ 52,280	$ 585,099
Renovation	$ 152,157	$ 72,384	$ 116,038	$ 89,572	$ -	$ 430,152
Capital Renewal	$ 67,369	$ 1,941	$ 39,844	$ 20,892	$ 215,888	$ 345,934
Total:	304,921	217,227	244,223	326,645	268,168	1,361,185

MAJOR ACCOMPLISHMENTS

- **Renovated Memorial Hall.** With completion scheduled for summer of this year, Western Illinois University anticipates a complete upgrading of the electrical, mechanical, and HVAC systems throughout the building in addition to other site improvements in fiscal year 2010.

- **Restored Science Lab.** In order to ease student over-crowding and provide a state-of-the-art learning environment for students, Southern Illinois University at Edwardsville (SIUE) has initiated plans to renovate the outdated infrastructure at this facility.

- **Initiated Transportation Center.** State funding has supported construction of a 272,000 square foot facility at Southern Illinois University at Carbondale (SIUC) at the Southern Illinois airport, including classrooms, laboratories, plane hangar and engine testing equipment. SIU teaches over 700 aviation/transportation students per year.

- **Commenced renovation of Lincoln Hall.** Housing numerous campus programs, this campus foundation allows the University of Illinois at Urbana – Champaign (U of I) to efficiently use existing space for current and new academic programs. Funds are also included to achieve Leadership in Energy and Environmental Design (LEED) Gold certification.

- **Released funds for Stevens and Cole Hall.** The State of Illinois has recognized and fully supports the renovation needed for Cole Hall at Northern Illinois University (NIU). This construction directly coincides with the need to update outdated structure in Stevens Hall, directly correlated with the infrastructure needs of Cole Hall.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

All higher education projects will meet LEED certification standards.

Illinois State University
Milner Library Rehabilitation - $69 million
Funds will provide for the construction of a new addition to book stacks, study areas, processing and support spaces, high density storage areas, and computer space remodeling.

University of Illinois – Chicago
Advanced Chemical Technology Building - $107 million
This new 78,000 square foot infrastructure will house laboratory space, faculty offices and support facilities, and other research and scientific resources to update old technology and infrastructural needs.

ILLINOIS JOBS NOW! HIGHLIGHTS

Governors State University - $14.6 million
Funding will be provided for remodeling of the Teaching and Learning Complex, affecting nearly 8,000 students at the university.

Northeastern Illinois University - $73 million
This new 190,000 square foot Education building will provide modern facilities for teacher training and centralize all education departments into one building. The university has one of the largest teacher preparation programs for Chicago Public Schools.

Illinois State University - $54 million
In order to address the growing instructional arts programs and structural deficiencies within, renovation is needed to update the Centennial East and Visual Arts buildings, as well as completely reconstruct the Centennial West building, which will now consolidate the College of Fine Arts into one single complex.

Western Illinois University - $42 million
Governor Quinn has announced the funding for 60,000 square feet of capital space to construct a Riverfront Campus in the Quad Cities. The project includes three new buildings, one of which renovates the John Deere Technical Center. Approximately 2,000 jobs are expected to be created in this effort.

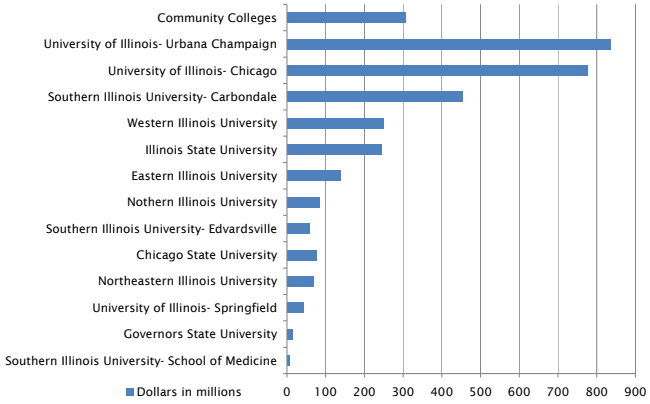
Illinois Mathematics and Science Academy (IMSA) - $6.3 million
State assistance will provide new residence halls for the IMSA campus, in addition to updating infrastructure to the Main Building.

DEFERRED MAINTENANCE

Deferred Maintenance - $3.4 billion
Public universities and community colleges statewide report a deferred maintenance backlog of almost $3.4 billion. Funding in the *Illinois Jobs Now!* Program will help bring down this backlog.

PUBLIC HIGHER EDUCATION

Deferred Maintenance Needs



PRIVATE UNIVERSITIES

NEW APPROPRIATION HIGHLIGHTS

Private Universities - $300 million
Funding will support the cost of construction, renovations, modernizations and maintenance to non-public universities.

COMMUNITY COLLEGES

Bonded Appropriations By Type:	Appropriations ($ thousand)					
	Existing	FY10 Illinois Jobs Now! Year 1	Year 2	Year 3	FY11 New	Total
New Construction	$ 2,767	$ 41,012	$ 157,497	$ 78,195	$ 33,564	$ 313,034
Renovation	$ 74,734	$ 26,039	$ 32,981	$ 36,661	$ -	$ 170,415
Capital Renewal	$ 44,208	$ 9,108	$ 18,215	$ -	$ 94,112	$ 165,642
Total:	121,708	76,158	208,694	114,856	127,676	649,091

MAJOR ACCOMPLISHMENTS

- **Constructed Student Services Parking Facility at Truman College.** Creation of this $54 million, 75,000 square foot facility allowed the college to generate additional classroom and lab space for development programs, admissions, advising, financial aid, and other student support services.

- **Expanded Robert Gregg Tech Center at Southeastern Illinois College.** Approximately 45,000 square feet has been renovated or expanded in order to meet student needs, including upgrading electrical and mechanical systems, classrooms, office space, and laboratories. The Robert I. Gregg Technology Center serves as the main Illinois Employment and Training Center in the region.

- **Expanded Arts Instructional Center at Rock Valley College.** This newly created facility will consolidate the program as well as provide for future growth in student population.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Joliet Junior College - $22 million
Currently housed in a deteriorating former hotel, the City Center Building has experienced electrical, mechanical, and structural weakening and has outlived its functional usefulness. The new facility will not only create a structure up to the newest codes and LEED certifications, but create a substantially better learning environment.

Spoon River College (Canton) - $5 million
State funding will permit the college to remodel and expand their currently outdated Taylor and Centers Buildings, allowing the institution to deliver new and developing technologies to better assist faculty and prepare students.

Lincoln Land College (Taylorville) - $3 million
This Eastern Regional Center Expansion project will deliver educational services to students who do not live within a reasonable commuting distance to the main campus in Springfield. The present structure will ensure a more positive learning environment and will be remodeled to meet current health and safety standards.

Southeastern Illinois College (Carmi) - $1 million
An extension campus site is to be developed in order to offer vocational and occupational education to citizens residing in the northeast areas of the district. Adjacent to the classroom building, this 5,300 square foot facility will house automotive bays, welding areas, offices, and support space.

Sauk Valley College (Dixon) - $3 million
The current layout of the Natural Science Labs facilitate hazardous environments and fail to meet current healthy, safety, and ADA standards. Remodeling this space will isolate dangerous testing areas, provide proper ventilation, and replace outdated infrastructure and support resources.

ILLINOIS JOBS NOW! HIGHLIGHTS

City Colleges of Chicago (Olive Harvey) - $33 million
Construction of an adult education building at Olive Harvey College will increase access to educational needs to nearby communities.

College of DuPage - $26 million
Replacing provisional facilities that have outlived their useful lives.

College of Lake County - $34.5 million
Student Services and Library buildings to undergo renovations.

Fiscal Year 2011 New Appropriations for Education

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Higher Education		
Chicago State University	**4,992.0**	
Capital Development Fund	**4,992.0**	
Chicago State University - Cook County - Capital Renewal (via CDB)	4,992.0	
Eastern Illinois University	**7,990.8**	
Capital Development Fund	**7,990.8**	
Eastern Illinois University - Coles County - Capital Renewal (via CDB)	7,990.8	
Governors State University	**2,940.9**	
Capital Development Fund	**2,940.9**	
Governors State University - Will County - Capital Renewal (via CDB)	2,940.9	
Illinois Community College Board	**127,675.6**	
Capital Development Fund	**127,675.6**	
Statewide - ICCB - Capital Renewal (via CDB)	94,111.9	
Joliet Junior College - Will County - For Constructing a City Center/Adult Education Facility (via CDB)	21,565.5	G
Spoon River College - Fulton County - For Expanding and Renovating Educational Buildings (via CDB)	4,942.2	G
Lincoln Land Community College - Christian County - For Expanding the Regional Education Center in Taylorville (via CDB)	3,024.3	G
Sauk Valley Community College - Lee County - For Renovating Natural Sciences Laboratories (via CDB)	2,721.0	G
Southeastern Illinois College - White County - For Constructing a Vocational Building in Carmi (via CDB)	1,310.7	G
Illinois State University	**23,110.7**	
Capital Development Fund	**23,110.7**	
Illinois State University - Mc Clean County - Capital Renewal (via CDB)	15,830.7	
Illinois State University - Mc Clean County - For Planning and Renovation of Milner Library (via CDB)	7,280.0	G
Northeastern Illinois University	**5,946.8**	
Capital Development Fund	**5,946.8**	
Northeastern Illinois University - Cook County - Capital Renewal (via CDB)	5,946.8	
Northern Illinois University	**17,964.5**	
Capital Development Fund	**17,964.5**	
Northern Illinois University - De Kalb County - Capital Renewal (via CDB)	17,964.5	
Southern Illinois University	**37,015.0**	
Capital Development Fund	**37,015.0**	
SIU - Carbondale - Jackson County - Capital Renewal (via CDB)	25,187.5	
SIU - Edwardsville - Madison County - Capital Renewal (via CDB)	11,827.5	
University Of Illinois	**155,928.3**	
Capital Development Fund	**155,928.3**	
University of Illinois - Urbana/Champaign - Champaign County - Capital Renewal (via CDB)	64,329.1	
University of Illinois - Chicago - Cook County - Capital Renewal (via CDB)	43,047.6	
University of Illinois - Chicago - Cook County - For Constructing an Advanced Chemical Technology Facility, in Addition to Funds Previously Appropriated (via CDB)	43,000.0	G
University of Illinois - Springfield - Sangamon County - Capital Renewal (via CDB)	3,551.6	
University of Illinois - Springfield - Sangamon County - For Planning and Renovation of Brookens Library (via CDB)	2,000.0	G
Western Illinois University	**12,279.1**	
Capital Development Fund	**12,279.1**	
Western Illinois University - McDonough County - Capital Renewal (via CDB)	12,279.1	
Higher Education Total	**395,843.7**	

Fiscal Year 2011 New Appropriations for Education

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Pre K-12		
State Board Of Education	**250,000.0**	
Capital Development Fund	**250,000.0**	
School Consolidation Initiative (via CDB)	250,000.0	G
Pre K-12 Total	**250,000.0**	
Education Total	**645,843.7**	

ENVIRONMENT, ENERGY AND TECHNOLOGY

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OVERVIEW

AGENCIES

(Appropriations in thousands.)

DEPARTMENT OF NATURAL RESOURCES (DNR)

- $170,215 in new appropriation
- $401,465 in *Illinois Jobs Now!*
- $300,783 in existing appropriation
- ➢ *Total Appropriation: $872,463*

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY (IEPA)

- $476,400 in new appropriation
- $240,700 in *Illinois Jobs Now!*
- $1,190,423 in existing appropriation
- ➢ *Total Appropriation: $1,907,523*

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY (DCEO)

- $65,000 in new appropriation
- $149,000 in *Illinois Jobs Now!*
- $108,683 in existing appropriation
- ➢ *Total Appropriation: $322,683*

There are more than 1.4 million acres in Illinois available to the public for outdoor recreation.

ENVIRONMENT, ENERGY AND TECHNOLOGY'S MISSION

To protect and improve our environment and natural assets with effective capital projects and programs today to reap economic dividends well into the future by means of clean air and water, recreational opportunities, and attractive business locations.

To encourage the use of Illinois' products in the generation of new energy in order to grow Illinois' independence from traditional energy sources.

To enhance the technology infrastructure in Illinois in order to bring new technology-based projects to the state to encourage job and economic growth.

DEPARTMENT OF NATURAL RESOURCES

Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
Recreation	$ 10,000	$ 56,000	$ 67,500	$ 92,500	$ -	$ 226,000
Water Resources	$ 68,194	$ 57,525	$ 47,450	$ 47,490	$ 110,300	$ 330,959
Conservation	$ 30,382	$ 8,000	$ 25,000	$ -	$ -	$ 63,382
Public Safety	$ -	$ -	$ -	$ -	$ 20,000	$ 20,000
Other	$ 3,147	$ -	$ -	$ -	$ -	$ 3,147
Total:	111,723	121,525	139,950	139,990	130,300	643,488

MAJOR ACCOMPLISHMENTS

- **Progressed on two major dam safety and urban flood control** projects to be completed in fiscal year 2010:

  The Des Plaines Rand Park Levee project will significantly reduce repetitive flooding in the Cities of Des Plaines and Park Ridge, making significant improvements to the regional economy.

  The Yorkville dam safety project eliminated dangerous currents below the dam and provides a first of its kind recreational by-pass channel in the Midwest, a feature that will attract many canoeing and kayaking enthusiasts while greatly improving fish passage at this dam.

- **Added 555 acres of high quality natural forest and rare limestone glades** in the Shawnee Hills in Johnson County. Public access is provided by the Tunnel Hill State Trail which runs through the property. This project supports the State's Wildlife Action Plan.

- **Added 197 acres** to round out Copperhead Hollow State Wildlife Area and provide more top quality oak-hickory forest habitat and hunting acres in Jersey County. A portion of the funds needed to purchase the property was donated by The Conservation Fund and the National Wild Turkey Federation.

- **Completed a three-mile segment of Galena River Bikeway/Pedestrian Trail in Jo Daviess County.** IDNR purchased the former railroad right-of-way and the City of Galena will construct the trail. Once complete, IDNR will transfer ownership via legislation to Galena for operation and maintenance.

- **Entered construction phase on two critical restoration projects;** Peoria Lake Upper Island and the Waubonsie Creek fish passage will be completed in fiscal year 2011. The Peoria Lake Project consists of dredging a 54 acre area to create a 21 acre island, thereby creating a deep water habitat, the Waubonsie Creek project will remove or modify 5 lowhead dams to reconnect Waubonsie Creek to the Fox River.

More than 1.9 million acres of lakes, rivers and perennial streams provide habitat for the state's nearly 1,200 species of fish and also host thousands of waterfowl.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Illinois Conservation Reserve Enhancement Program (CREP) - $30 million

CREP is a partnership between DNR and the United States Department of Agriculture. Its objectives are to reduce erosion, improve water quality and increase the habitat for a wide variety of species. This $30 million in funding will leverage federal match dollars by a 1-to-4 ratio and will be in addition to the $45 million appropriated for this program in *Illinois Jobs Now!*.

Water Resources Flood Control Program - $24.35 million

This program consists of projects to reduce the frequency and severity of flood events through improvements to the rivers and waters of Illinois. Projects may include the design, construction, reconstruction, maintenance and operation of flood control structures and facilities, mitigation of flood damages, and other necessary improvements to limit flooding. Projects are often coordinated with federal, state or local government agencies for project cost sharing opportunities.

Water Resources Safety at Dams & Infrastructure Program - $43.7 million

The program consists of projects to improve or modify state-owned or managed dams to increase public safety and projects to repair and improve Illinois waterways and associated infrastructure. Projects through this program may include dam lowering, removal or dam renovation, repair and rehabilitation, pump station repair upgrade or improvement, dredging-related construction and other necessary improvements on and to waterways and infrastructure. Projects may be in coordination with federal, state or local government agencies for project cost sharing opportunities.

Abandoned Well Plugging Program - $20 million

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

ILLINOIS JOBS NOW! HIGHLIGHTS

Illinois Rivers 2020 - $15 million

This program coordinates federal, state and local government efforts to restore the value of the Illinois River basin through documentation of restoration needs and implementation of feasibility studies.

Waterway Improvement Program - $82.5 million

This program assists local governments in implementing flood control and dam projects independently, or in cooperation with federal agencies.

REAPPROPRIATION HIGHLIGHTS

Natural Areas Program, the Open Space Land Acquisition and Development Program (OSLAD) – More than $94 million
The Natural Areas Program and the Open Space Land Acquisition and Development Program (OSLAD) are among the open space, public recreation and natural resources protection programs that will receive reappropriations. These programs also include land acquisition and grant programs for development of hiking, biking, equestrian or motorized-vehicle trails and boat launch facilities. Many programs receive federal matching funds which can be used for grants to local governments as well as for direct acquisition.

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

Bonded Appropriations By Type:	Appropriations ($ thousand)					
	Existing	FY10 Illinois Jobs Now!			FY11 New	Total
		Year 1	Year 2	Year 3		
Wastewater and Drinking Water Revolving Loan	$ 36,834	$ 50,000	$ 75,000	$ 35,400	$ 29,400	$ 226,634
LUST	$ -	$ 25,000	$ 25,000	$ 25,000	$ -	$ 75,000
Hazardous Waste Cleanup and Remediation	$ 18,168	$ -	$ 5,300	$ -	$ -	$ 23,468
Unsewered Community Grant	$ 30,234	$ -	$ -	$ -	$ -	$ 30,234
Total:	85,236	75,000	105,300	60,400	29,400	355,336

MAJOR ACCOMPLISHMENTS

- **Met or exceeded all federal requirements** to timely obligate ARRA wastewater and drinking water funds.
- **Awarded 64 wastewater loans and 74 drinking water loans** totaling $501.1 million since ARRA funding became available in February 2009.
- **Received $7.4 million in ARRA funds** for investigating and cleaning up orphan leaking underground storage tank sites for potential redevelopment.
- **Worked with the General Assembly** to pass legislation to improve safeguards and information about public water supplies.

PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Small Community Water Supply Compliance Grant Program - $2 million
These funds will provide financial assistance to community water supplies in low income areas that have documented compliance problems. Small community water supplies are defined as a public drinking water supply with less than 100 connections. These supplies may serve small rural communities, isolated subdivisions or mobile home parks with low-income populations that typically do not have the resources or meet other loan eligibility requirements of the Drinking Water State Revolving Loan Program.

Green Infrastructure Grant Program - $5 million
These grants will provide financial assistance for projects that solve problems associated with erosion and pollutants carried by storm water runoff. The storm water control projects would utilize techniques to use natural landscape features, such as forest, floodplains, headwaters, and wetlands to hold and infiltrate storm water. Typical projects include constructing green roofs, permeable pavement, rain gardens, infiltration planters, and rainwater harvesting. This initiative will also help implement the Green Infrastructure for Clean Water Act signed by Governor Quinn in 2009.

Wastewater and Drinking Water Revolving Loan Programs - $29.4 million
These funds will be used as a state match to leverage approximately $95 million in federal funds for the wastewater program and $52 million for the drinking water program.

***ILLINOIS JOBS NOW!* HIGHLIGHTS**

Wastewater and Drinking Water Revolving Loan Programs - $160.4 million
The low-interest Wastewater and Drinking Water Revolving Loan programs have provided over $3 billion to local communities to upgrade and expand wastewater treatment and sewage collection systems and drinking water treatment plants and distribution lines. The loans have also been used to meet new federal drinking water standards, such as added treatment for naturally-occurring radium and arsenic in groundwater supplies. The loan programs are funded through 80 percent federal grants with a 20 percent state match and the repayment of existing loans.

River Edge Municipal Brownfields Redevelopment Cleanup, Remediation and Redevelopment grants - $5.3 million
This program helps municipalities with designated River Edge Redevelopment Zones to support clean-up, remediation and redevelopment efforts that will lead to economic revitalization in these areas. This initiative is administered jointly by the IEPA and the Department of Commerce and Economic Opportunity, which will provide economic and tax incentives.

REAPPROPRIATION HIGHLIGHTS

Wastewater and Drinking Water Revolving Loan Programs - $839.6 million
The low-interest Wastewater and Drinking Water Revolving Loan programs have provided over $3 billion to local communities to upgrade and expand wastewater treatment and sewage collection systems and drinking water treatment plants and distribution lines. The loans have also been used to meet new federal drinking water standards, such as added treatment for naturally-occurring radium and arsenic in groundwater supplies. The loan programs are funded through 80 percent federal grants and 20 percent state match and the repayments on existing loans.

FEDERAL RECOVERY

The American Recovery and Reinvestment Act (ARRA) of 2009 provides funding for several programs within IEPA.

Wastewater and Drinking Water Infrastructure Funding

- Illinois has received $177 million for wastewater infrastructure projects and $79 million for drinking water projects.
- Twenty percent is reserved for "green" infrastructure.

Leaking Underground Storage Tanks

- Illinois has received $7.4 million for leaking underground storage tank sites. Projects will be municipal Brownfields sites where there is a known release from a leaking underground storage tank that are identified by a municipality for potential redevelopment.

Diesel Emissions Reduction Act

- Illinois has received $4.7 million for the diesel emission reduction program.
- Grants to businesses, local governments, school districts, universities and truck operators/companies to purchase and install retrofit equipment to reduce diesel tailpipe emissions from existing vehicles.

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
Coal Development	$ 69,885	$ 10,000	$ 3,000	$ 3,000	$ -	$ 85,885
Energy	$ 20,400	$ 15,000	$ -	$ -	$ 20,000	$ 55,400
Technology	$ 18,398	$ 103,000	$ -	$ -	$ 45,000	$ 166,398
Infrastructure	$ -	$ 7,000	$ 8,000	$ -	$ -	$ 15,000
Total:	108,683	135,000	11,000	3,000	65,000	322,683

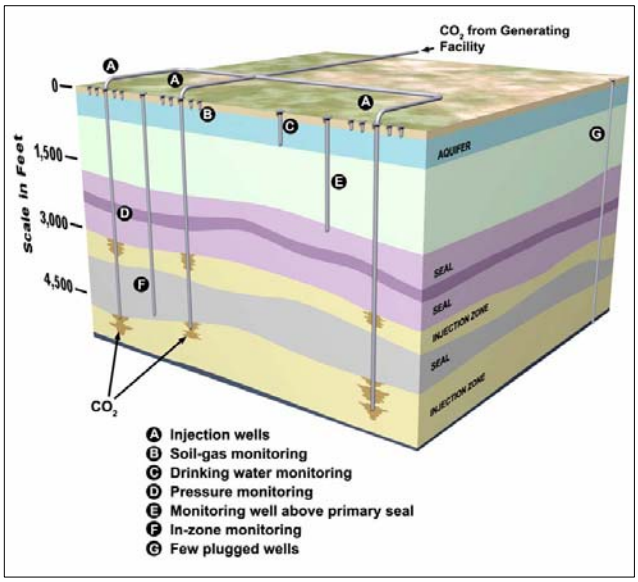
MAJOR ACCOMPLISHMENTS

- **Led the effort to bring FutureGen to Mattoon, Illinois.** The site will house a $1.8 billion coal power plant that will demonstrate the production of clean coal energy through carbon capture and sequestration.

- **Invested in several new and proposed coal mines** with more than 15 million tons of production capacity, including a mine at the mouth of the Prairie State Energy Campus, a 1,600MW power facility under construction in Washington County.

- **Provided $6 million in energy efficiency grants** through Ameren and ComEd for energy enhancements to schools, universities, commercial facilities, industrial facilities, local government and state facilities.

- **Provided infrastructure investments** for clean-coal gasification plants.



PROGRAM HIGHLIGHTS

NEW APPROPRIATION HIGHLIGHTS

Renewable Energy - $20 million
These grant funds will be used to develop hydroelectric power, wind power and ethanol power production facilities.

Smart Grid - $40 million
To develop Illinois based Smart Grid projects such as communication technologies, testing equipment and facilities.

ILLINOIS JOBS NOW! HIGHLIGHTS

Blue Waters - Petascale - $60 million
These grant funds will be used in cooperation with the National Science Foundation to create a next generation supercomputing facility at the University of Illinois (U of I) where $60 million will be provided toward this $208 million project for which U of I has already secured federal matching funds. These funds will be used to assist Illinois businesses, universities and research centers in creating innovative technological advancements.

Fermi National Accelerator Laboratory - $17 million
These funds will be used to match federal funds to assist in the construction of laboratory and office space at the Illinois Accelerator Research Center in Batavia.

Argonne National Laboratory - $13 million
This grant will assist in the construction of the Advanced Protein Crystallization Facility, which produces protein crystals needed to take full advantage of Argonne's capacity for determining the three-dimensional structure of proteins.

REAPPROPRIATION HIGHLIGHTS

Coal Revival and Demonstration Programs - $36 million
These funds will assist in building plants and infrastructure to increase and promote the use of Illinois coal.

Renewable Fuels Program - $20 million
These funds will be used to help build ethanol and biodiesel production facilities.

Fiscal Year 2011 New Appropriations for Environment, Energy and Technology

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Energy		
Department Of Commerce And Economic Opportunity	**20,000.0**	
Build Illinois Bond Fund	**20,000.0**	
Statewide- Renewable Energy	20,000.0	G
Energy Total	**20,000.0**	
Environment		
Department Of Agriculture	**16,000.0**	
Capital Development Fund	**8,000.0**	
Agriculture-Statewide-Grants to Soil and Water Conservation Districts	8,000.0	
Partners for Conservation Projects Fund	**8,000.0**	
Agriculture-Statewide-Grants to Soil and Water Conservation Districts	8,000.0	
Department Of Natural Resources	**170,215.0**	
Abandoned Mined Lands Reclamation Council Federal Trust Fund	**6,000.0**	
Statewide-Grants and contract to conduct research, planning and construction to eliminate hazards of abandoned mines	6,000.0	
Abandoned Mined Lands Reclamation Set-Aside Fund	**1,500.0**	
Statewide-Grants and contract to conduct research, planning and construction to eliminate hazards of abandoned mines	1,500.0	
Adeline Jay Geo-Karis Illinois Beach Marina Fund	**375.0**	
Lake County-Rehabilitation, Reconstruction, Repair, Replace Fixed Assets and Improve Facilities at North Point Marina	375.0	
Build Illinois Bond Fund	**20,000.0**	
Statewide - Abandoned Well Plugging	20,000.0	
Capital Development Fund	**110,300.0**	
Statewide - Safety at Dams and Waterway Infrastructure Projects	43,700.0	
Statewide - Illinois Conservation Reserve Enhancement Program	30,000.0	
Statewide - Flood Control Program - Water Resources management projects as authorized by subsection (g) of Section 3 of GO bond Act or for grants to State agencies for such purposes	24,350.0	
Statewide- State Match for Corp Projects - Projects under Federal Water Resources Development Act authorities for CORPS ecosystem restoration projects	12,250.0	
Federal Title IV Fire Protection Assistance Fund	**325.0**	
Statewide-Rural Community Fire Protection Programs	325.0	
Flood Control Land Lease Fund	**900.0**	
Statewide-Disbursements of federal flood control monies to counties	900.0	
Forest Reserve Fund	**500.0**	
Statewide-US Forest Service Programs - provides pass through payments to counties containing National Forests in lieu of property taxes	500.0	
Illinois Forestry Development Fund	**925.0**	
Statewide-Timber Growers Forestry Management Practices - cost-sharing grants to forest owners for management practices, including reforestation, vegetation control, thinning, pruning, and fencing to exclude livestock	625.0	
Statewide-Forest Stewardship Technical Assistance	300.0	
Illinois Habitat Fund	**1,600.0**	
Statewide-Preservation and maintenance of High Quality Habitat Lands	1,350.0	
Statewide-Preservation and maintenance of a high quality fish and wildlife habitat and to promote the heritage of outdoor sports in Illinois from revenue derived from the sale of Sportsmen Series License Plates	250.0	
Land and Water Recreation Fund	**2,500.0**	
Statewide-Federal 50% reimbursement grant-in-aid program for state outdoor recreation planning, acquisition and development initiatives and grants to local units of government for land acquisition projects for public outdoor recreation purposes	2,500.0	
Natural Areas Acquisition Fund	**1,000.0**	
Statewide-Acquisition, preservation and stewardship of natural areas	1,000.0	

Fiscal Year 2011 New Appropriations for Environment, Energy and Technology

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Environment		
Department Of Natural Resources	**170,215.0**	
Off-Highway Vehicle Trails Fund	**600.0**	
Statewide-Grants for Off-Highway Vehicle Trails - Grants to government agencies, not-for-profit organizations, and other eligible groups or individuals to develop, operate, maintain, and acquire land for OHV facilities that are open to the public	600.0	
Open Space Lands Acquisition and Development Fund	**11,000.0**	
Statewide - Open Space Lands Acquisition and Development (OSLAD) grants to local governments for acquisition and/or development of land for public parks and open space; funding assistance up to 50% of approved project	11,000.0	
Park and Conservation Fund	**4,750.0**	
Statewide-Recreational Trails Program - Develop and maintain recreational trails and related projects and issue grants for similar projects per the federal Intermodal Surface Transportation Act	2,000.0	
Statewide-Bicycle Path Grant Program to local units of government to assist in acquisition, construction, and rehabilitation of public nonmotorized bicycle paths; provides up to 50% funding assistance of approved project costs	1,000.0	
Statewide-Maintenance of sites	1,000.0	
Statewide-Program for acquisition, development and maintenance of public bike paths on state lands and provide portion of cost share for federal SAFETEA-LU related projects	750.0	
Plugging and Restoration Fund	**110.0**	
Statewide-Landowner Grant Program authorized under the Illinois Oil and Gas Act, as amended by PA 90-0260	110.0	
Snowmobile Trail Establishment Fund	**80.0**	
Statewide-Snowmobile Trails (Nonprofit Clubs/Organizations) - grants to construct, maintain and rehabilitate snowmobile trails and facilities on public lands, road right-of-ways, or private lands open to public use	80.0	
State Boating Act Fund	**5,670.0**	
Statewide-Boating Infrastructure Grant Program (Big-P) - federally supported program provides up to 75% funding for approved cost of developing transient boater storm shelters, way stations or fishing and recreational facilities	3,175.0	
Statewide - Development of Boating Access Facilities on state-owned bodies of water and at state-owned properties along the major rivers; program receives 75% federal reimbursement of costs for projects	1,500.0	
Statewide-Boat Access Area Development Grants - assist. to local government agencies for public boat and canoe access areas; reimbursement up to 100% of construction costs 90% of land acquisition	725.0	
Grant to Chain O'Lakes-Fox River Waterway Management Agency for operating expenses	150.0	
Statewide-Snowmobile Trails (Local Government) Grants - up to 50% reimbursement of approved facility development/rehabilitation costs and 90% of approved trail corridor land acquisition costs for public snowmobile trails and areas in the state	120.0	
State Furbearer Fund	**110.0**	
Statewide-Conservation of furbearing mammals per Section 5/1.32 of the Wildlife Code	110.0	
State Migratory Waterfowl Stamp Fund	**1,070.0**	
Statewide-Attracting waterfowl and improve public migratory waterfowl areas	750.0	
Statewide-North American Waterfowl Management Plan	160.0	
Statewide-Migratory waterfowl restoration	160.0	
State Parks Fund	**150.0**	
Statewide-Multiple Use Facilities (park and trail purposes) - provides state match for federal Recreational Trails Program projects on Department sites	150.0	
State Pheasant Fund	**550.0**	
Statewide-Conservation of pheasants per Section 5/1.31 of the Wildlife Code	550.0	
Wildlife and Fish Fund	**200.0**	
Statewide-North American Waterfowl Management Plan - for the protection and/or development of waterfowl areas in Canada or the United States that provide waterfowl for the Mississippi Flyway	100.0	
Statewide-Construction and renovation of waste reception facilities for recreational boaters and grants per Clean Vessel Act	100.0	

Fiscal Year 2011 New Appropriations for Environment, Energy and Technology

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
Environment		
Illinois Environmental Protection Agency	**476,400.0**	
Anti-Pollution Fund	**29,400.0**	
Water Revolving Fund State Match	29,400.0	
Water Revolving Fund	**447,000.0**	
IEPA-Statewide-Wastewater Loan Program	330,000.0	
IEPA-Statewide-Drinking Water Loan Program	110,000.0	
Green Infrastructure Grant Program	5,000.0	G
Small Community Water Supplies Compliance Grant Program	2,000.0	G
Environment Total	**662,615.0**	
Technology		
Department Of Commerce And Economic Opportunity	**45,000.0**	
Build Illinois Bond Fund	**45,000.0**	
Statewide- SmartGrid Infrastructure Deployment	40,000.0	G
Agriculture Technology Development	5,000.0	
Technology Total	**45,000.0**	
Environment, Energy and Technology Total	**727,615.0**	

STATE FACILITIES

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OVERVIEW

AGENCIES

Bonded Appropriations By Type:	Appropriations ($ thousand)					
		FY10 Illinois Jobs Now!				
	Existing	Year 1	Year 2	Year 3	FY11 New	Total
Agriculture	$ 1,837	$ 6,647	$ -	$ -	$ 14,474	$ 22,959
Architect Of The Capitol	$ 4,877	$ 44,000	$ 35,762	$ 20,000	$ 7,259	$ 111,898
Attorney General	$ 107	$ 378	$ 1,149	$ -	$ 521	$ 2,155
Capital Development Board	$ 108,030	$ 15,474	$ 25,800	$ -	$ 35,900	$ 185,203
Central Management Services	$ 31,514	$ 11,630	$ 17,961	$ -	$ 75,677	$ 136,782
Children and Family Services	$ -	$ 2,132	$ 7,900	$ 221	$ 18,000	$ 28,253
Corrections	$ 254,603	$ 6,919	$ 21,274	$ 815	$ 136,600	$ 420,211
Emergency Management Agency	$ -	$ -	$ 12,500	$ 12,500	$ -	$ 25,000
Historic Preservation	$ 15,251	$ 1,950	$ -	$ -	$ 12,240	$ 29,441
Human Services	$ 54,302	$ 27,273	$ -	$ 5,585	$ 51,333	$ 138,492
Medical District Commission	$ 3,864	$ -	$ -	$ -	$ -	$ 3,864
Military Affairs	$ 4,257	$ 6,652	$ 38,140	$ -	$ 21,330	$ 70,379
Natural Resources	$ 21,136	$ 7,164	$ -	$ -	$ 42,500	$ 70,800
Public Health	$ 153	$ -	$ -	$ -	$ 15,000	$ 15,153
Revenue	$ 8,424	$ 2,791	$ 120	$ -	$ 15,300	$ 26,635
Secretary Of State	$ 16,286	$ 4,252	$ 2,535	$ 250,000	$ 27,047	$ 300,120
State Board Of Education	$ -	$ 5,000	$ 5,000	$ -	$ -	$ 10,000
State Police	$ 9,901	$ 6,250	$ -	$ 37,000	$ 28,456	$ 81,607
Supreme Court	$ 1,818	$ 2,000	$ 12,400	$ -	$ 1,141	$ 17,359
Veterans' Affairs	$ 12,660	$ 24,366	$ -	$ 48,500	$ 31,670	$ 117,196
Total:	549,019	174,878	180,541	374,621	534,448	1,813,507

STATE FACILITIES

OVERVIEW

Agencies under the governor occupy approximately 60 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 for heavy construction equipment, 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.

A recent Facility Condition Assessment estimates that deferred maintenance and maintenance needed in the 2011 fiscal year totals more than $3 billion. This capital budget proposal requests only a portion of the estimated $3 billion to be used for repairs that directly affect the health, life and safety of the public or the clients of the agency. Sixty-five percent of the needed work is to replace heating, ventilation and air conditioning (HVAC) systems; plumbing; and electrical systems that are failing or at the end of their useful life. Another 14 percent is for improvements and repairs necessary to meet code requirements and repair building shell elements such as roofs, windows and doors.

In addition to deferred maintenance, many state agencies need new or expanded facilities in order to meet the requirements placed on them. For example, due to new requirements for DNA testing and new scientific advancements in technology, the Illinois State Police needs to expand the amount of lab space it has in order to meet these increased demands. This plan proposes planning and/or construction for several of these needs including construction of a Centralized Medical and Long-Term Unit at Stateville and funds to plan an Illinois State Police Forensic Lab in Joliet.

Because the amount of funds requested will only fund a portion of the work that is needed, maximum flexibility is needed for agencies to manage ongoing issues and emergencies. The governor's plan includes tools for maximizing agency flexibility.

This capital plan makes appropriations that are necessary for the safety of Illinois' citizens and allows much-needed repairs and upgrades to Illinois' state-owned facilities. In addition, it provides an economic boost to the state. It is estimated that for every $1 million in construction, seven jobs are created. This equates to approximately 3,740 jobs being created with this proposal for state facilities projects alone.

FEDERAL RECOVERY

The American Recovery and Reinvestment Act (ARRA) of 2009 allocated funds for various types of energy projects. The State of Illinois has applied and been preliminarily approved for about $8.3 million in funding for several different projects including, replacing or upgrading the HVAC and lighting at the Collinsville Regional Office Building, replacing lighting at the James R. Thompson Center and replacing the air handling units at the Quincy Veterans' Home.

MAJOR ACCOMPLISHMENTS

- **Received awards** for the State Emergency Operations Center, Senate Chamber renovation and for Pullman Historic Site work.
- **Finalized Green Building Guidelines** for all new construction and major renovation.

These guidelines will help the State to ensure that its new buildings are energy-efficient and environmentally-friendly by requiring new construction and major renovations to meet national Leadership in Energy and Environmental Design (LEED) standards. In addition to reducing the State's energy usage, LEED standards encourage waste water reduction, the use of recycled-content building materials and regionally-produced building materials, enhanced refrigerant management and careful attention to indoor environmental quality. These standards also benefit the surrounding community through careful site selection and development to protect the existing habitat and maximize green space, innovative design and less pollution from both the construction process and the building itself.

Several state-funded building projects are already underway or planned that will incorporate the new green building guidelines. These include:

- New Illinois State Police Metro-East Forensic Laboratory
- New Chicago Veteran's Home

PROGRAM HIGHLIGHTS

NEW APPROPRIATIONS

Elgin Mental Health Center – Elgin - $4.4 million
Renovate the central dietary facility.

Dixon Correctional Center – Dixon - $8.6 million
Upgrade the fire alarm system.

Department of Natural Resources – Statewide - $10 million
Upgrade campground electrical and site utilities to ensure safety and reliability of electrical hookups.

Historic Preservation Agency – Statewide - $7 million
Repairs, renovations and restorations of Lincoln-related sites throughout the state. These funds will be used to ensure the safety of visitors and to preserve these important sites for generations to come.

ILLINOIS JOBS NOW! HIGHLIGHTS

New Veterans' Home – Chicago - $15 million
Plan and begin new veterans' home. The Illinois Veterans' Home system does not include enough beds to accommodate the number of Illinois veterans who require service. This project will begin the planning and construction of a 200-bed skilled care and Alzheimer care facility.

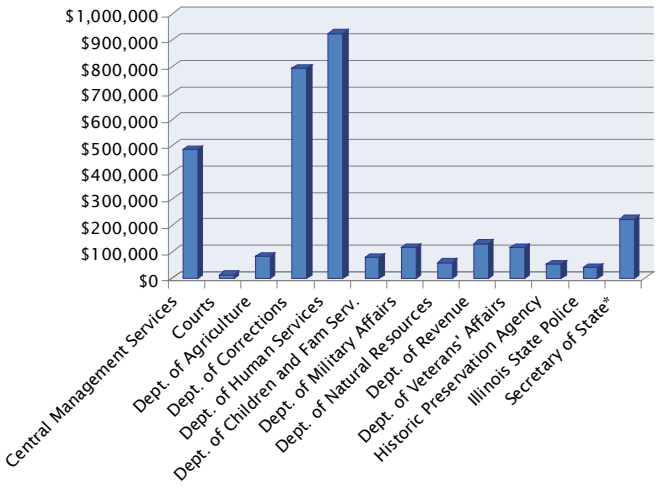
Supreme Court Building - Springfield - $14.4 million
Plan and begin renovation of building. This project will encompass a wide variety of renovations, restorations and upgrades to allow usage of currently vacated areas; including, mechanical and electrical upgrades, restoring floors, walls, ceilings and doors, asbestos abatement, and ADA accessibility.

McFarland Mental Health Center - $2.8 million
Upgrade the fire alarm system. This project will replace an out-dated system for which parts are no longer available and ensure that all areas of the campus have adequate fire protection.

Choate Mental Health Center - $2.1 million
Upgrade the fire alarm system. This project will upgrade fire alarm systems that require constant maintenance and for which parts are no longer available. The upgrades will occur in 22 buildings in the 47 building facility.

Department of State Police - $2.5 million
Plan and begin the Metro-East Forensic Laboratory. These funds will be used to plan and begin a new forensic lab in Belleville to replace current lab space that is inadequate and does not meet the requirements necessary to process the increased amount of forensic workload.

Total Deferred Maintenance ($ thousands)*



* Does not include Stratton Building or Attorney General Building

Fiscal Year 2011 New Appropriations for State Facilities

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
State Facilities		
Capital Development Board	**35,900.0**	
Capital Development Fund	**35,900.0**	
Statewide - Emergencies/Minor Repairs and Remodeling	12,000.0	
Statewide - Hazardous Materials	5,000.0	
Statewide - Upgrade Elevators	5,000.0	
Statewide - Energy Efficiency Upgrades	5,000.0	
Statewide - ADA Upgrades	5,000.0	
Statewide - Exterior Repairs/Tuckpointing	3,000.0	
Statewide - Capital Planning and Condition Assessment and Analysis	900.0	
Department Of Agriculture	**15,324.0**	
Agricultural Premium Fund	**850.0**	
Illinois State Fairgrounds-Springfield-Sangamon County-Various projects	600.0	
DuQuoin State Fairgrounds-Perry County-Various projects	250.0	
Capital Development Fund	**14,474.0**	
Illinois State Fairgrounds - Sangamon County - Upgrade Electrical System - Phase II (via CDB)	6,300.0	
DuQuoin Fairgrounds - Perry County - Life/Safety Improvements (via CDB)	3,000.0	
Illinois State Fairgrounds - Sangamon County - Life/Safety Improvements (via CDB)	3,000.0	
Illinois State Fairgrounds - Sangamon County - Replace Roofs - Various Buildings (via CDB)	2,174.0	
Department Of Central Management Services	**75,677.0**	
Capital Development Fund	**75,677.0**	
For Offender Tracking System Conversion	20,000.0	
For a One Stop Shop Pilot Program	10,000.0	
Statewide - Upgrading/Replacing HVAC Systems (via CDB)	8,000.0	
Illinois Center for Rehabilitation and Education (Roosevelt) Chicago - Cook County - Renovate Facility (via CDB)	5,813.0	
Springfield Computer Facility - Springfield - Sangamon County - Upgrade HVAC and Electrical Systems (via CDB)	5,078.0	
Springfield Computer Facility - Springfield - Sangamon County - Construct New Central Computing Center (via CDB)	5,000.0	G
James R. Thompson Center - Chicago - Cook County - Exterior Repairs (via CDB)	5,000.0	
James R. Thompson Center - Chicago - Cook County - Upgrade Elevators/Renovations (via CDB)	4,932.0	
Statewide - Renovation of State-Owned Space for Office Use (via CDB)	4,000.0	
Statewide - Replace Roofing Systems, Windows, and Repair Exterior Facades (via CDB)	4,000.0	
James R. Thompson Center - Chicago - Cook County - Plan and Begin the Upgrade/Replacement of the HVAC System (via CDB)	2,500.0	
Illinois Center For Rehabilitation And Education (Wood Road) -Chicago - Cook County - ADA and Life/Safety Improvements (via CDB)	1,004.0	
Research and Collection Center - Springfield - Sangamon County - Replace Chiller and Cooling Tower (via CDB)	350.0	
Department Of Children And Family Services	**18,000.0**	
Capital Development Fund	**18,000.0**	
Statewide - Upgrade HVAC Systems/Utilities (via CDB)	8,000.0	
Statewide - Security Upgrades/Improvements (via CDB)	5,000.0	
Statewide - Replace Roofing Systems (via CDB)	5,000.0	
Department Of Corrections	**136,600.0**	
Capital Development Fund	**136,600.0**	
Stateville Correctional Center - Joliet - Will County - Construct a Centralized Medical and Long-Term Care Facility (via CDB)	55,000.0	G
Statewide - Upgrading HVAC Systems/Site Utilities (via CDB)	25,000.0	
Stateville Correctional Center - Joliet - Will County - Construct an X-House (via CDB)	20,000.0	G
Statewide - Replacing Roofing Systems (via CDB)	10,000.0	

Fiscal Year 2011 New Appropriations for State Facilities

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
State Facilities		
Department Of Corrections	**136,600.0**	
Capital Development Fund	**136,600.0**	
Statewide - Upgrade Secruity/Locks (via CDB)	10,000.0	
Dixon Correctional Center - Lee County - Upgrade Fire Alarm System (via CDB)	8,600.0	
Statewide - Life/Safety Improvements (via CDB)	7,000.0	
Pinckneyville Correctional Center - Pickneyville - Perry County - Plan and Begin the Correction of Structural Issues (via CDB)	1,000.0	
Department Of Human Services	**51,333.0**	
Capital Development Fund	**51,333.0**	
Statewide - Life/Safety Improvements (via CDB)	15,000.0	
Statewide - Replace Roofing Systems (via CDB)	6,500.0	
Murray Developmental Center - Centralia - Clinton County - Renovate Central Dietary/Residential Kitchens (via CDB)	5,028.0	
Shapiro Developmental Center - Kankakee - Kankakee County - Upgrade Steam and Condensate Lines (via CDB)	5,000.0	
Elgin Mental Health Center - Kane County - Renovate Central Dietary (via CDB)	4,354.0	
Ludeman Developmental Center - Park Forest - Cook County - Renovate 7 Residences (via CDB)	3,550.0	
McFarland Mental Health Center - Sangamon County - Upgrade Electrical System (via CDB)	3,101.0	
Rushville Treatment and Detention Facility - Rushville - Schyuler County - Plan and Begin Construction of an Addition or New Facility (via CDB)	3,000.0	G
Jacksonville Developmental Center - Morgan County - Upgrade Power Plant (via CDB)	2,278.0	
Fox Developmental Center - Dwight - Livingston County - Plan and Begin Power Plant Renovation (via CDB)	2,000.0	
Madden Mental Health Center - Hines - Cook County - Renovate for Life/Safety (via CDB)	625.0	
Kiley Developmental Center - Waukegan - Lake County - Replace Sprinkler Heads/Upgrade Fire Alarm System (via CDB)	481.0	
Chester Mental Health Center - Randolph County - Replace Roofing Systems - 22 Buildings (via CDB)	416.0	
Department Of Military Affairs	**21,330.0**	
Capital Development Fund	**21,330.0**	
Statewide - System Upgrades/Interior and Exterior Renovations (via CDB)	10,000.0	
Statewide - Replace Roofing Systems (via CDB)	5,000.0	
North Riverside MEB Armory - Cook County - Plan and Begin a New Readiness Center (via CDB)	4,430.0	
Camp Lincoln - Springfield - Sangamon County - Land Acquisition (via CDB)	1,500.0	
Camp Lincoln - Springfield - Sangamon County - Install Geothermal System - AGO Building (via CDB)	400.0	
Department Of Natural Resources	**42,500.0**	
Capital Development Fund	**42,500.0**	
Statewide - Upgrade Waste Treatment/Sewage Systems (via CDB)	12,000.0	
Statewide - Upgrade Campground and Electrical/Site Utilities (via CDB)	10,000.0	
Statewide - Dam Safety Improvements (via CDB)	7,000.0	
Statewide - Renovate/Replace Lodge, Concession, Site Office Buildings (via CDB)	5,000.0	
Statewide - Replace Bridges (via CDB)	3,000.0	
Statewide - Replace Roofing Systems (via CDB)	3,000.0	
Statewide - Replace/Construct Vault Toilet (via CDB)	2,000.0	
Statewide - Construct/Replace Playground Equipment (via CDB)	500.0	
Department Of Public Health	**15,000.0**	
Capital Development Fund	**15,000.0**	
Chicago - Cook County - Plan and begin a new lab (via CDB)	15,000.0	G

Fiscal Year 2011 New Appropriations for State Facilities

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
State Facilities		
Department Of Revenue	**15,300.0**	
Capital Development Fund	**15,300.0**	
Willard Ice Building - Springfield - Sangamon County - System Upgrades/Building Renovations (via CDB)	15,000.0	
Willard Ice Building - Springfield - Sangamon County - Plan and Begin Security Upgrades (via CDB)	300.0	
Department Of State Police	**28,456.0**	
Capital Development Fund	**28,456.0**	
Joliet Forensic Lab - Will County - Plan and Begin Construction of a Joliet Forensic Lab (via CDB)	15,000.0	G
Elgin, Pecatonica, Litchfield - Kane, Winnebego, Montgomery Counties - Upgrade Firing Ranges (via CDB)	7,000.0	
ISP Central Headquarters - Springfield - Sangamon County - Upgrade HVAC System - Facility Building (via CDB)	3,956.0	
Chicago Heights, Crestwood, Savanna, Fairfield - Cook, Carroll, Wayne Counties - Construct/Replace Communication Towers/Buildings (via CDB)	2,500.0	
Department Of Veterans' Affairs	**31,670.0**	
Capital Development Fund	**31,670.0**	
Anna Veterans Home - Union County - Construct a 40-50 Bed Addition (via CDB)	11,500.0	G
Quincy Veterans Home - Adams County - Life/Safety Improvements and Upgrade HVAC and Utilities Systems (via CDB)	8,000.0	
Manteno Veterans Home - Kankakee County - Life/Safety Improvements/Upgrade HVAC and Utilities Systems (via CDB)	6,000.0	
LaSalle Veterans Home - LaSalle County - Life/Safety Improvements/Upgrade HVAC and Utilities Systems (via CDB)	4,000.0	
Anna Veterans Home - Union County - Life/Safety Improvements/Upgrade HVAC and Utilities Systems (via CDB)	2,000.0	
Quincy Veterans Home - Adams County - Plan and Begin Cemetery Renovation (via CDB)	100.0	
Manteno Veterans Home - Kankakee County - Plan and Begin Cemetery Renovation (via CDB)	70.0	
Illinois Historic Preservation Agency	**12,240.0**	
Capital Development Fund	**12,240.0**	
Statewide - Lincoln Sites - Repairs/Renovation/Restoring Lincoln-Related Historic Sites (via CDB)	7,000.0	
Old State Capitol Historic Site - Springfield - Sangamon County- Replace Elevators/Restore Interior and Exterior (via CDB)	3,819.0	
Mt. Pulaski Courthouse - Logan County - Restore Interior and Exterior (via CDB)	1,346.0	
Executive Mansion - Springfield - Sangamon County - Capital Upgrades (via CDB)	75.0	
Office Of The Architect Of The Capitol	**7,259.0**	
Capital Development Fund	**7,259.0**	
Capitol Complex - Sangamon County - Replace Vestibule & Doors/Upgrade Security (via CDB)	5,703.0	
Capitol Complex - Sangamon County - Plan and Begin Window Replacement (via CDB)	1,000.0	
Capitol Complex - Sangamon County - ADA Upgrades - East Entrance (via CDB)	556.0	
Office Of The Attorney General	**521.0**	
Capital Development Fund	**521.0**	
Attorney General Building - Springfield - Sangamon County - Install Emergency Generator (via CDB)	521.0	
Office Of The Secretary Of State	**27,047.0**	
Capital Development Fund	**27,047.0**	
Motor Vehicle Services (Dirksen Parkway) - Springfield - Sangamon County - Upgrade for Life/Safety/Replace Roof/Upgrade HVAC System (via CDB)	15,854.0	
Capitol Complex - Springfield - Sangamon County - Upgrade HVAC and Utilities Systems/Replace Roofs/Life/Safety Improvements (via CDB)	5,000.0	
Capitol Complex - Springfield - Sangamon County - Plan and Begin Underground Tunnel Repairs (via CDB)	3,600.0	
Capitol Complex - Springfield - Sangamon County - Plan and Begin Underground Parking Repairs (via CDB)	2,000.0	
Capitol Complex - Springfield - Sangamon County - Replace Steam Absorbtion Chillers (via CDB)	593.0	

Fiscal Year 2011 New Appropriations for State Facilities

($ thousands)

Capital Component Name Agency Name	FY 2011 New Appropriations	Green Initiative
State Facilities		
Supreme Court	**1,141.0**	
Capital Development Fund	**1,141.0**	
Mt. Vernon Appellate Court Building - Jefferson County - Renovate Building Phase II (via CDB)	929.0	
Ottawa Appellate Court Building - LaSalle County - ADA/Security Updates (via CDB)	212.0	
State Facilities Total	**535,298.0**	

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DEBT MANAGEMENT

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The governor, through the Governor's Office of Management and Budget (GOMB), is responsible for the issuance of General Obligation (GO) and Build Illinois (BI) bonds. These long-term debt obligations, coupled with pay-as-you-go resources, are used to fund a wide range of capital projects and activities in the capital budget.

The GOMB is charged with the management of the resulting indebtedness long after the funds have been used to support projects or grants. Due to the ongoing nature of this process, debt management is an integral part of the state's budgeting process.

The state's debt management goals are to:

- Maintain debt affordability standards, focus capital spending on projects with the greatest economic development impact and limit capital borrowing and funding to the current available revenue structure.
- Borrow at the lowest possible cost of funds and adapt to investor demand.
- Monitor the state's outstanding indebtedness for possible refunding opportunities.
- Maintain ongoing relationships with the major rating agencies to obtain the highest ratings possible given the State's changing financial condition.
- Foster the growth of minority-owned, female-owned and regional firms through participation objectives, which afford these firms opportunities to work on the state's debt-related activities.

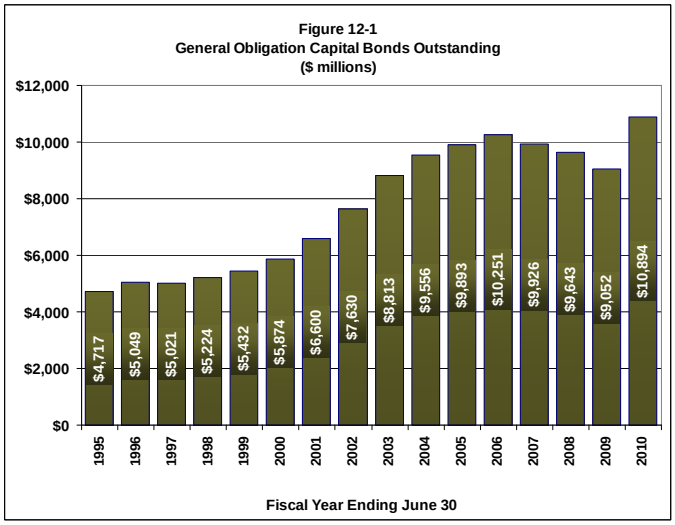
ILLINOIS JOBS NOW!

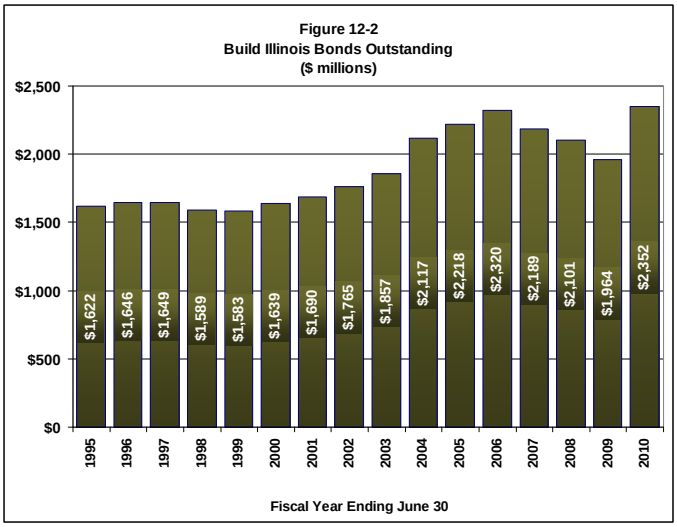
Illinois Jobs Now! is an expansive $31 billion capital program, which focuses on putting money directly into the Illinois economy with the aim of spurring economic stimulus by creating jobs for the citizens of Illinois. *Illinois Jobs Now!* includes funding for schools, roads, transit, economic development, environment and energy projects, thus providing an opportunity to invest in Illinois' future and workforce. The capital plan will position the state to capture more than $3.7 billion in federal funds and leverage those resources to improve our infrastructure and invest in our communities. Funding for *Illinois Jobs Now!* will be provided by a combination of state debt and federal and local matching funds. The debt service on the bonds issued will primarily be supported by: (1) an increase in motor vehicle title fees; (2) an increase in license plate fees; (3) revenues from new sales taxes on candy, sweet tea, coffee, grooming and hygiene products; (4) an increase in wine and spirits taxes; (5) establishing a new licensing and taxation program for video gaming terminals; (6) using existing monies deposited into the Road Fund; and (7) lottery improvements.

STATE-SUPPORTED INDEBTEDNESS

State Debt Profile

From fiscal years 2006 to 2009, the state paid off more capital bond principal than it issued. These decreases in outstanding state debt are illustrated in Figure 12-1 and Figure 12-2 below. The decreases in outstanding indebtedness created capacity for new capital investment in fiscal year 2010. Figure 12-1 below assumes another issuance of approximately $1 billion in fiscal year 2010.





State Debt Comparison

Illinois ranks fifth in total tax-supported debt according to Moody's Investor Services. However, $9.90 billion of the $24.21 billion reported for Illinois in Moody's 2009 State Debt Medians relates to funding a portion of the state's pre-existing unfunded pension liability. Rating agencies segregate Pension Obligation Bonds (POBs) to accurately compare states that have not used POBs to fund their pension liability.

Municipal Bond Ratings

The state's outstanding indebtedness is rated by credit rating agencies that assign credit ratings (ratings) to issuers of certain types of debt obligations. The ratings measure the state's credit worthiness, or ability to pay back the obligation, and therefore affect the borrowing cost to the state. The credit rating agencies review the state's current and projected financial condition, economic growth, and levels of indebtedness, which all factor in to the rating assigned to the state. Although the state's credit worthiness is reflected in the ratings for both programs, the Build Illinois credit is considered AAA by Standard & Poor's due to the state's pledge of a strong revenue stream. The state's current underlying long-term credit ratings are:

Table 12-1
Long Term Underlyng Ratings

	General Obligation Bonds	Build Illinois Bonds
Standard & Poor's	A+	AAA
Moody's Investor Service	A2	A2
Fitch Ratings	A	AA

Minority-Owned and Woman-Owned Business Participation

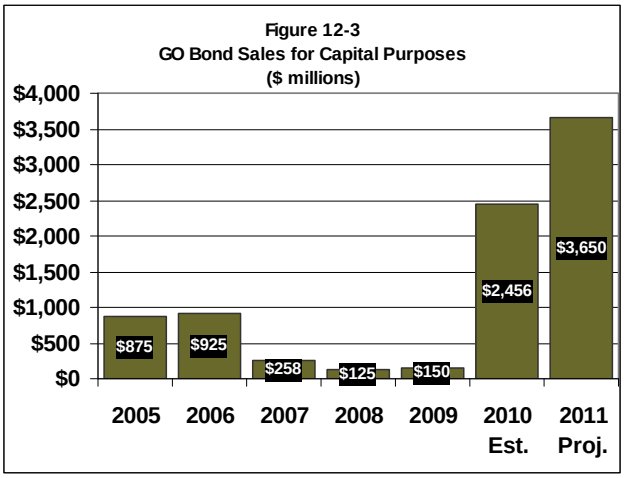
Illinois is dedicated to inclusion of Minority-Owned Business Enterprises (MBE) and Woman-Owned Business Enterprises (WBE) in its capital market financing. As Table 12-2 illustrates, the state has exceeded its goal of 19 percent MBE/WBE participation in the fiscal year in which the negotiated sale method was utilized. In fiscal years 2008 and 2009, with Bond Act restrictions requiring competitive sales, the percentage of MBE/WBE underwriter participation was zero because it was much harder for these firms to access the capital required to participate in, and win, competitive sales.

Table 12-2
MBE & WBE PARTICIPATION SUMMARY
($ in Millions)

					MBE & WBE Firm Participation		
Bond Series	Bond Type	Project/ Refunding	Amt	Sale Type	Underwriting	Legal	Financial Advisory
Jul-03	BI	Projects	$ 150	Neg	97.7%	58.8%	100.0%
Oct-03	GO	Proj & Ref	$ 963	Neg	26.7%	9.6%	50.0%
Mar-04	BI	Projects	$ 200	Neg	92.1%	58.8%	100.0%
Mar-04	GO	Proj & Ref	$ 829	Neg	23.0%	14.8%	50.0%
Fiscal Year 2004 Average					**37.0%**	**20.1%**	**59.9%**
Sep-04	GO	Projects	$ 285	Comp	0.4%	0.0%	0.0%
Nov-04	GO	Projects	$ 275	Neg	28.7%	23.1%	0.0%
Feb-05	BI	Projects	$ 75	Comp	0.0%	0.0%	100.0%
Apr-05	GO	Projects	$ 315	Neg	38.5%	15.0%	0.0%
Jun-05	BI	Projects	$ 125	Neg.	100.0%	100.0%	100.0%
Fiscal Year 2005 Average					**33.0%**	**23.9%**	**22.6%**
Sep-05	GO	Projects	$ 300	Comp	0.0%	0.0%	100.0%
Jan-06	GO	Projects	$ 325	Neg	40.0%	47.8%	0.0%
Mar-06	BI	Projects	$ 65	Comp	0.0%	0.0%	100.0%
Jun-06	BI	Projects	$ 150	Neg	100.0%	100.0%	100.0%
Jun-06	GO	Projects	$ 300	Neg	4.5%	40.7%	0.0%
Jun-06	GO	Refunding	$ 275	Neg	78.4%	0.0%	100.0%
Fiscal Year 2006 Average					**35.5%**	**37.4%**	**55.9%**
Apr-07	GO	Projects	$ 150	Comp	0.0%	0.0%	0.0%
Jun-07	GO	Projects	$ 108	Neg	72.7%	87.0%	0.0%
Jun-07	GO	Refunding	$ 329	Neg	84.1%	13.0%	0.0%
Fiscal Year 2007 Average					**65.4%**	**32.2%**	**0.0%**
Jul-07	BI	Projects	$ 50	Comp	0.0%	0.0%	100.0%
Apr-08	GO	Projects	$ 125	Comp	0.0%	0.0%	0.0%
Fiscal Year 2008 Average					**0.0%**	**0.0%**	**28.6%**
Apr-09	GO	Projects	$ 150	Comp	0.0%	0.0%	0.0%
Fiscal Year 2009 Average					**0.0%**	**0.0%**	**0.0%**
Sep-09	GO	Projects	$400	Comp	0.0%	0.0%	0.0%
Dec-09	BI	Projects	$155	Comp	0.0%	40.8%	100.0%
Dec-09	BI	Projects	$375	Neg	75.0%	40.8%	100.0%
Jan-10	GO	Pensions	$3,466	Neg	31.0%	36.4%	100.0%
Jan-10	GO	Projects	$1,000	Neg	7.5%	0.0%	100.0%
Mar-10	GO	Refunding	$1,501	Neg	19.0%	41.0%	100.0%
Fiscal Year 2010 Average					**24.0%**	**30.8%**	**96.3%**
Cumulative FY 2004 - FY 2010 Average					**27.9%**	**27.4%**	**57.6%**

General Obligation Bonding Program

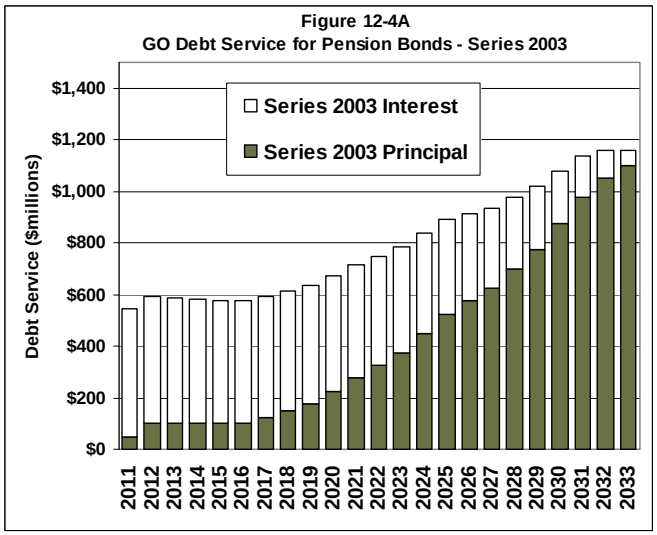
Program Overview. The General Obligation Bond program is the primary vehicle for capital market financing for the state. It is governed by the General Obligation Bond Act, 30 ILCS 330 et seq. (GO Bond Act). General Obligation Bonds (GO Bonds) are secured by general tax revenues and guaranteed by the full faith and credit of the state. Proceeds are used for capital facilities, transportation, school construction, anti-pollution projects, economic development and coal development. Figure 12-3 presents bond sales between fiscal years 2005 and 2011.



Capital Purposes. The GO Bond Act currently authorizes the state to issue GO Bonds for the purposes and in the amounts listed below.

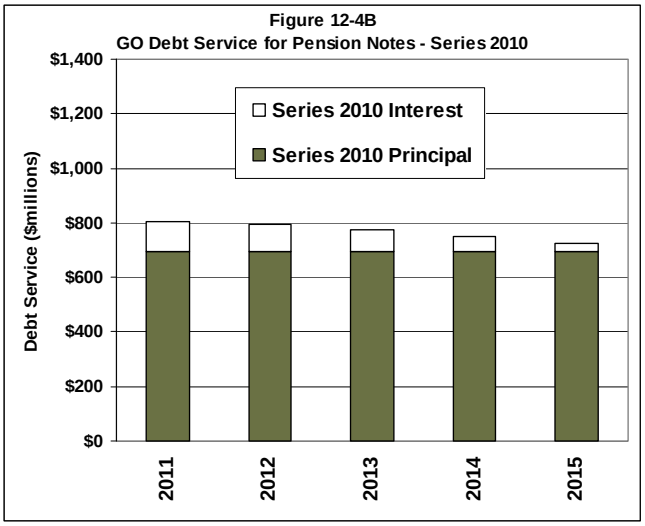
	General Obligation Bonding Categories
$7,968,463,443	**Capital Development** - Construction funds for higher education, corrections, conservation, child care facilities, mental and public health facilities, local governments, the Open Land Trust program and other state capital purposes
$6,447,129,000	**Transportation** - Road and Bridge projects
$3,501,670,000	**Public Transportation-** Air and Rail
$3,570,000,000	**School Construction** - Grants to school districts for school
$585,315,000	**Anti-Pollution** - Construction of municipal sewage treatment plants, solid waste disposal facilities, deposits into the Water Revolving Fund and U.S. Environmental Protection Fund, and funding claims under the Leaking Underground Storage Tank Program.
$698,200,000	**Coal and Energy Development** - Research, development and demonstration of coal and alternate energy sources and financial assistance for new power generating initiatives.
$13,466,000,000	**GO Pension Bonds-** for the funding or reimbursing a portion of the State's contributions to State retirement systems
$36,236,777,443	**Aggregate GO Bond Authorization**

Pension Obligation Bonds. GO supported POBs were issued in 2003 as a replacement financing of a pre-existing unfunded pension liability. Debt service payments on the POBs are supported by deductions from the unfunded liability payment that would have been required had the POBs not been issued and had the pension funds not received the additional funding.



Based on consultation and advice from state retirement systems management, the structure of the POBs was designed to exactly mirror the characteristic shape of the unfunded liability payment schedule established by the 1995 Pension Funding Plan (see "Public Retirement Systems" chapter). This structure maximizes the earning potential of the retirement systems, versus the 5.05 percent cost of the POBs when issued. The debt service requirements of the POBs are included in the statutory debt service limit versus base appropriations; this statutory restriction is discussed elsewhere in this chapter.

During the 2009 Spring Session, the General Assembly approved the issuance of $3.466 billion in Pension Obligation Notes. These notes, to be repaid in five annual installments, funded the majority of the required contributions to the State's five pension funds for fiscal year 2010. The notes were issued on January 15, 2010. The debt service is shown in Figure 12-4B.



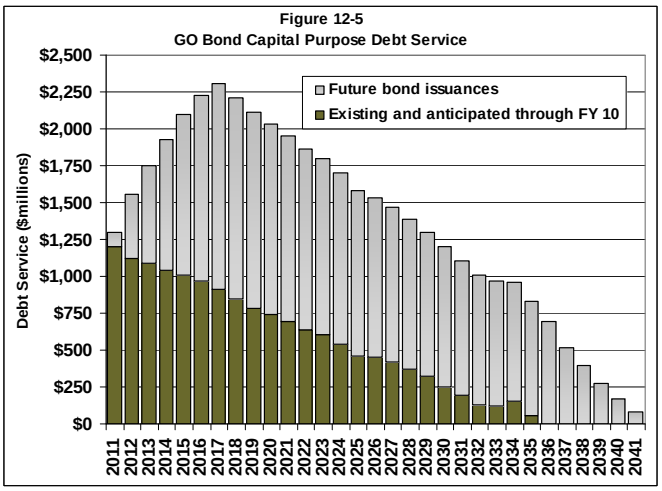
Security of the Bonds. GO Bonds are direct, general obligations of the state and, by law, the full faith and credit of the state is pledged for the payment of interest and principal due on these bonds. The GO Bond Act provides that the sections of the GO Bond Act containing such a pledge shall not be repealed until all GO Bonds issued under the GO Bond Act have been paid in full.

Continuing Appropriation. If, for any reason, there are insufficient funds in the General Revenue Fund, or the Road Fund, to make transfers to the General Obligation Bond Retirement and Interest Fund (GOBRI), as required by the GO Bond Act, or the General Assembly fails to make appropriations sufficient to pay the principal and interest on the outstanding GO Bonds, the GO Bond Act constitutes an irrevocable and continuing appropriation of all amounts necessary for that purpose and the irrevocable and continuing authority for, and direction to, the treasurer and the comptroller to make the necessary transfers, as directed by the governor, out of, and disbursements from, the revenues and funds of the state.

Debt Service Obligation. GO Bonds are primarily supported by revenue realized in the state's General Revenue Fund. The primary revenue sources that repay the GO Bonds are sales taxes, income taxes and motor fuel taxes. In addition, bonds issued for certain capital investments are supported by the following budgetary resources:

- Roads and Bridges – GO Bonds issued for road construction projects are primarily supported by motor fuel taxes received by the Road Fund.
- School Construction - GO Bonds for school construction purposes are repaid, in part, from cigarette and telecommunications taxes received by the School Infrastructure Fund.
- *Illinois Jobs Now!* – GO Bonds issued for *Illinois Jobs Now!* will be primarily supported by revenue realized in the state's Capital Projects Fund.

Figure 12-5 below displays GO Capital Bond debt service for all bonds issued and expected to be issued by June 30, 2010 and debt service for anticipated future issuances of Capital Bonds in fiscal years 2011-2016.



Refunding Bonds. The GO Bond Act also authorizes the issuance of General Obligation Refunding Bonds in an amount up to $4,839,025,000 outstanding. Refunding bonds are issued to refund or advance refund the GO Bonds that are currently outstanding, in order to take advantage of favorable market conditions and reduce the state's debt service.

Interest Rate Exchange Agreements. The use of derivative instruments, such as interest rate exchange agreements (interest rate exchanges), allows the state to limit its exposure to interest rate fluctuations intrinsic in variable rate bonds

due to the periodic interest rate reset characteristic of these bonds. Interest rate risk while obtaining a marginally lower interest rate than it would otherwise have gotten without the interest rate exchange. An interest rate exchange consists of an agreement between two parties (known as counterparties) in which one stream of future interest payments is exchanged for another, based on the principal amount of a specified bond issuance. Interest rate exchanges often exchange a fixed payment for a floating payment that is linked to an index such as LIBOR or SIFMA. In October 2003, the state entered into fixed rate interest rate exchanges with five separate counterparties in connection with the issuance of $600 million of GO Bonds which remained outstanding as of December 31, 2009. This issuance remains the state's only derivative linked issuance.

Table 12-3
Interest Rate Exchange Agreements
($ in Millions)

Counterparty	Notional Amount	Ratings Moody's	S&P	Fitch
Deutsche Bank AG	$ 384,000	Aa1	A+	AA-
Bank of America	$ 54,000	A2	A	A+
AIG Financial Products Corp.	$ 54,000	A3	A-	A
Merrill Lynch	$ 54,000	A2	A	A+
JP Morgan Chase Bank, N.A.	$ 54,000	Aa1	AA-	AA-
Total Notional Amount	**$ 600,000**			

Short Term Debt. Pursuant to the Short Term Borrowing Act (30 ILCS 340), the state is authorized, under the direction of the governor, comptroller and treasurer, to issue short term certificates or notes in an amount not to exceed (a) 5 percent of the state's appropriations for that fiscal year if significant timing variations occur between disbursement and receipt of budgeted funds within a fiscal year and the debt is paid within that fiscal year; or (b) 15 percent of the state's appropriations for that fiscal year for up to 12 months if there is a failure in revenues.

In February 2007, September 2007 and April 2008, short term certificates were issued to provide liquidity to the Hospital Provider Fund to make supplemental payments to certain public and non-public hospitals within the state, pursuant to the Medicaid State Plan approved by the federal government on November 30, 2006. The Hospital Assessment Tax receipts, together with Federal Medicaid matching funds related to making the supplemental payments were used to repay the certificates. In December 2008, certificates were issued for the purpose of supplementing fiscal year 2009 liquidity. In May and August of 2009, certificates were issued due to failures in revenue. The following table shows the state's history of short term borrowing.

Table 12-4
SHORT TERM CERTIFICATES ISSUED
($ Millions)

Date Issued	Amount Issued	Final Maturity
August 2009	$1,250	June 2010
May 2009	1,000	May 2010
December 2008	1,400	June 2009
April 2008*	1,200	June 2008
September 2007*	1,200	November 2007
February 2007*	900	June 2007
November 2005	1,000	June 2006
March 2005*	765	June 2005
June 2004	850	October 2004
May 2003	1,500	May 2004
July 2002	1,000	June 2003
August 1995	500	June 1996
August 1994	687	June 1995
August 1993	900	June 1994
October 1992	300	June 1993
August 1992	600	May 1993
February 1992	500	October 1992
August 1991	185	June 1991
February 1987	100	February 1988
June-July 1983	200	May 1984

*Hostpital Assessment Conduit Financings

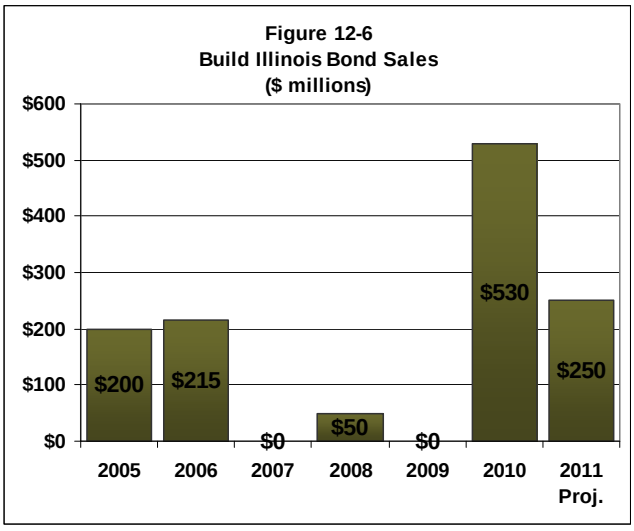
College Saving Bonds. In 1988 the College Savings Bond program was created as an alternate method of saving for future higher education expenses. This program allows Illinois citizens to invest in bonds, which are secured by the General Obligation pledge. Additional financial grants, subject to appropriation by the General Assembly, may be available in the year the College Savings Bonds mature for students attending an Illinois higher education institution. The last issuance of the College Saving Bond program was October 2002.

Table 12-5
College Savings Bonds
($ in Millions)

College Savings Bond Series	Original Issue Principal	Maturity	Remaining Principal	07/01/10 Maturity
October 2002	$ 62.1	$ 88.0	$ 29.9	$ 51.6
October 2000	101.9	168.7	43.1	94.5
November 1998	122.3	187.4	38.1	80.5
November 1997	168.3	300.9	68.6	161.0
October 1994	209.8	382.7	38.7	117.8
October 1993	169.4	271.6	24.7	66.5
October 1992	250.0	479.8	36.0	116.0
September 1991	209.8	420.2	19.5	70.9
November 1990	250.0	521.8	13.8	57.3
November 1989	250.0	531.0	7.1	31.0
October 1988	225.0	506.7	-	-
January 1988	93.0	219.9	-	-
Total	**$ 2,111.6**	**$ 4,078.7**	**$ 319.6**	**$ 847.0**

Build Illinois Bonding Program

Program Overview. The Build Illinois Bond Act (BI Bond Act), 30 ILCS 425 et. seq. established the Build Illinois Sales Tax Revenue Bonding program in 1985. The Build Illinois Sales Tax Revenue Bonding program complements the state's efforts in economic development by funding infrastructure, educational and vocational facilities, and environment protection projects, and by providing incentives for business location and expansion in Illinois. Figure 12-6 displays bond sales between fiscal years 2005 and 2011.



Capital and Grant Purposes. The BI Bond Act authorizes the state to issue Build Illinois Sales Tax Revenue Bonds (BI Bonds) for the purposes and in the amounts listed below:

Build Illinois Bonding Categories	
$2,917,000,000	**Infrastructure-** Construction, reconstruction, modernization, and extension of the state's infrastructure
$196,000,000	**Education-** Educational, scientific, technical, and vocational programs and facilities, and the expansion of health and human services
$1,352,358,100	**Environmental**- Protection, restoration, and conservation of the State's environmental benefits
$150,150,900	**Economic Development-** incentives for the location and expansion of businesses in Illinois resulting in increased economic benefits.
$4,615,509,000	**Aggregate BI Bond Authorization**

Security of the Bonds. BI Bonds are limited obligations of the state payable solely from a senior lien on (a) 3.8 percent of the state's Sales Tax revenues (BI Tax Act Amount) and (b) all additional state Sales Tax revenues (other than 1.75 percent thereof) to the extent that the BI Tax Act Amount, together with the other revenues of the state, are insufficient in any month to provide the amounts required by the BI Bond Act to be transferred to the Build Illinois Bond Retirement and Interest Fund (BIBRI Fund).

Debt Service Obligation. The state has pledged that the governor shall include in each annual state budget, and the General Assembly shall annually appropriate for each fiscal year, the Required Bond Transfer from the BIBRI Fund, in an amount estimated to equal the greater of (i) the annual debt service requirement for such fiscal year as certified by the Trustee or (ii) the BI Tax Act Amount for the fiscal year.

The BI Bond Act and the Master Trust Indenture require the state to appropriate an amount equal to the debt service requirement for that fiscal year. The BI Bond Act further provides that, in the event that such an appropriation is not made, the BI Bond Act constitutes the irrevocable and continuing authority and provides direction to the treasurer and comptroller to make the necessary transfers and deposits, as directed by the governor, and to make the payments of principal and interest as required by the BI Bond Act to support outstanding BI Bonds.

Refunding Bonds. BI Refunding Bonds may be issued for the purpose of refunding or advance refunding any BI Bonds previously issued under the BI Bond Act.

OTHER STATE-SUPPORTED INDEBTEDNESS

State-Supported Revenue Bonds. Revenue bonds are either those bonds for which the state earmarks a specific revenue source for debt service or bonds under which the state is committed to retire debt issued by certain state authorities or Illinois municipalities pursuant to law. The state's commitment is based upon various Illinois statutes and upon contractual arrangements with the issuing authorities. The table below identifies the bonding program's name, issuing authority or agency and total revenue bond outstanding for each respective program. See the appendix following this chapter for a complete debt service schedule.

Table 12-6
Other Revenue Bonds Outstanding
($ in Millions)

Bonding Program	Issuing Authority/Agency	Bonds Outstanding (12/31/09)
Civic Center Bonds	Metropolitan Exposition and Auditorium Authorities	$91.4
Dedicated State Sales Tax Revenue Bonds	Metropolitan Pier and Exposition Authority	$139.0
McCormick Place Expansion Project Bonds	Metropolitan Pier and Exposition Authority	$2,081.0
ISFA Bonds	Illinois Sports Facilities Authority	$450.2
Certificates of Participation	Central Management Services	$20.4
	Total	$ 2,782.0

Certificates of Participation. The state has incurred certain long-term obligations in the form of certificates of participation to finance renovations and buildings that are leased to state agencies. The total amount outstanding is displayed in Table 12-6 above. No additional debt obligations of this type have been incurred since 1996, and the authorization subsequently ended with PA 93-0839.

STATE-RELATED INDEBTEDNESS

Moral Obligation Pledges. Seven state bond authorities are currently permitted to issue moral obligation bonds. The state's moral obligation pledge has been used by these regional authorities to issue bonds, enhanced by the governor's pledge to request the General Assembly to support the debt service requirement of the enhanced bonds, if the borrower defaults. The Moral Obligation pledge may be invoked by the issuing authority if it determines that it does not have sufficient resources for the payment of principal and interest in the upcoming year. At that time, the authority must certify to the governor the amount of that deficiency and request state appropriations for the amount of the shortfall. The following table shows the number and outstanding amount of all bond issues currently bearing the state's moral obligation pledge.

Table 12-7
Total Moral Obligation Bonded Debt
(As of December 31, 2009)

($millions) Issuing Authority	Bond Series	Principal at 12/31/09
Southwestern Illinois Development Authority	7	$ 39.4
Quad Cities Regional Economic Development Authority	0	$ -
Upper Illinois River Valley Development Authority	2	$ 21.5
Tri-county River Valley Development Authority	0	$ -
Will-Kankakee Regional Development Authority	0	$ -
Illinois Finance Authority	28	$ 301.7
Illinois Housing Development Authority	7	$ 0.1
Total	44	$ 362.7

State law requires each authority to certify amounts withdrawn from bond reserve funds to pay principal and interest on moral obligation bonds. The amounts, so certified, are recommended for annual appropriation at the governor's executive discretion.

The moral obligation does not constitute a legally enforceable obligation of the governor to recommend an appropriation. Moreover, the General Assembly is not statutorily required to make an appropriation for an authority's certified amount, nor must the governor sign any such appropriation bill if passed by the General Assembly.

Moral Obligation Bonds in Default. Currently there are five moral obligation enhanced projects that are in default and receive financial support from the state. The two regional development authorities, Southwestern Illinois Development Authority (SWIDA) and Upper Illinois River Valley Development Authority (UIRVDA), have certified that in fiscal year 2011 there will not be sufficient resources to pay the amounts due on certain issues from 1998 to 2000 backed by the moral obligation pledge.

Table 12-8 shows the principal remaining at the end of calendar year 2009, as well as the appropriation request necessary to fund debt service anticipated in fiscal year 2011.

Table 12-8
Defaulted Moral Obligation Bonded Debt
(As of December 31, 2009)

Moral Obligation Project Appropriations ($ thousands) Year	Issuing Authority	Defaulted Project Name	FY 2011 Appropriation Request	Principal at 12/31/09
1998	Southwestern Illinois Development Authority	Waste Recovery-Illinois	$ 370.0	$ 1,540.0
1998	Upper Illinois River Valley Development Authority	Waste Recovery-Illinois	$ 290.0	$ 1,615.0
1990	Southwestern Illinois Development Authority	Laclede Steel	$ 1,455.5	$ 11,085.0
2000	Southwestern Illinois Development Authority	Alton Center Busn Park	$ 682.0	$ 5,746.0
Total			**$ 2,797.5**	**$ 19,986.0**

Agricultural Loan Guarantees. The Illinois Finance Authority (IFA) administers loan guarantee programs for lenders to qualifying farmers and agribusiness purpose borrowers. The guarantees are backed by reserve funds held by the IFA and a standby continuing appropriation from the General Revenue Fund. Annual continuation of a loan guarantee requires lenders to perform borrower and collateral monitoring pursuant to IFA guaranty agreement policy.

In the event of a default, up to 85 percent of an outstanding loan balance may be paid to a secured lender, with the first 15 percent of losses from subsequent collateral recovery to be incurred by the lender. Table 12-9 below summarizes the current loan guarantee programs the IFA administers.

Table 12-9
Outstanding Agricultural Loan Guarantees
As of December 31, 2009

Loan Guarantee Funds ($ millions)	Statutorily Authorized	Originally Issued	Loans 12/31/2009	Number of Loans	Reserves 12/31/2009
Agricultural	$ 160.0	$ 32.1	$ 22.1	110	$ 9.9
Farmer and Agri-Business	$ 225.0	$ 68.0	$ 50.3	67	$ 7.6
Total					

Illinois Student Assistance Commission State Guarantee. Pursuant to authority granted under the provisions of Section 152 of the Higher Education Student Assistance Act, approved and effective May 7, 2009 (the Guarantee Legislation), the Illinois Student Assistance Commission (ISAC) has designated its Student Loan Revenue Bonds, Series 2009 (State Guaranteed) as guaranteed by the State (the Guaranteed Bonds). The Guaranteed Bonds were issued in late May 2009, in the aggregate principal amount of $50 million. The state's guarantee constitutes a general obligation of the state and the full faith, credit and resources of the state, are irrevocably pledged to the punctual payment of the principal of, and interest on, the Guaranteed Bonds as the same becomes due, whether at maturity or upon redemption. The guarantee of the state is limited to bonds so designated by the ISAC in an aggregate principal amount of not greater than $50 million.

APPENDIX

Estimated Annual Issuance for General Obligation and Build Illinois Capital Bonds (In millions)

By Fiscal Year for:	2010	2011	2012	2013	2014	2015	2016
General Obligation Bonds	2,456	3,650	2,510	2,511	2,342	2,030	1,847
Build Illinois Bonds	530	250	250	200	150	150	150
Total	**2,986**	**3,900**	**2,760**	**2,711**	**2,492**	**2,180**	**1,997**

Debt Service on Existing and Anticipated Capital Bond Issuances (In millions)

By Fiscal Year for:	2010	2011	2012	2013	2014	2015	2016
GO Bonds issued through March 10, 2010	1,133	1,201	1,123	1,086	1,040	1,010	971
BI Bonds issued through March 10, 2010	275	303	295	287	278	268	252
Proposed new GO issuances	-	100	436	664	887	1,089	1,255
Proposed new BI issuances	-	-	21	42	58	70	81
Total Debt Service	**1,408**	**1,605**	**1,875**	**2,080**	**2,264**	**2,437**	**2,559**

Standard Measures of Debt Burden

Outstanding Debt ($millions)	FY-2006 Actual	FY-2007 Actual	FY-2008 Actual	FY-2009 Actual	FY-2010 Estimated	FY-2011 Projected
Build Illinois Bonds	$ 2,319.6	$ 2,188.9	$ 2,100.8	$ 1,963.7	$ 2,352.2	$ 2,437.4
Civic Center Bonds	122.9	115.7	108.1	100.0	91.4	82.3
Capital Purposes - GO	10,251.4	9,925.7	9,462.9	9,051.8	10,894.0	12,865.2
Bonded Debt - Capital Purpose	**$ 12,693.8**	**$ 12,230.3**	**$ 11,671.8**	**$ 11,115.5**	**$ 13,337.6**	**$ 15,384.9**
Pension Bonds	10,000.0	10,000.0	9,950.0	9,900.0	13,316	13,878.9
Bonded Debt - Total	**$ 22,693.8**	**$ 22,230.3**	**$ 21,621.8**	**$ 21,015.5**	**$ 26,653.6**	**$ 29,263.8**
Illinois Population (millions)	**12.763**	**12.853**	**12.902**	**12.910**	**12.910**	**12.910**
Debt Per Capita - Capital Purpose	994.6	951.6	904.7	861.0	1,033.1	1,191.7
Debt Per Capita - Pension	783.5	778.1	771.2	766.8	1,031.4	1,075.0
Per Capita - Total	**$ 1,778.0**	**$ 1,729.6**	**$ 1,675.9**	**$ 1,627.8**	**$ 2,064.5**	**$ 2,266.7**
Illinois Personal Income ($millions)	**$ 504,628**	**$ 533,162**	**$ 546,344**	**$ 536,993**	**$ 536,993**	**$ 536,993**
Percent of Income - Capital Purpose	2.52%	2.29%	2.14%	2.07%	2.48%	2.87%
Percent of Income - Pension Bonds	1.98%	1.88%	1.82%	1.84%	2.48%	2.58%
Percent of Income - Total Debt	**4.50%**	**4.17%**	**3.96%**	**3.91%**	**4.96%**	**5.45%**
GRF and Road Fund Base Approps	**$ 27,982**	**$ 30,952**	**$ 32,405**	**$ 37,356**	**$ 33,522**	**$ 33,522**
Debt Service as % Approps - Build Illinois Bonds	0.85%	0.85%	0.82%	0.71%	0.82%	0.90%
Debt Service as % Approps - Civic Center Bonds	0.05%	0.04%	0.04%	0.04%	0.04%	0.04%
Debet Service % Approps - Capital Purposes - GO	4.12%	3.81%	3.66%	3.11%	3.38%	3.55%
Debt Service as % Approps- All Capital Purposes	**5.02%**	**4.71%**	**4.52%**	**3.86%**	**4.24%**	**4.49%**
% Approps - Pension Bonds	1.77%	1.60%	1.69%	1.46%	1.62%	4.01%
Debt Service as % Approps - Total	**6.80%**	**6.31%**	**6.21%**	**5.31%**	**5.86%**	**8.51%**

MATURITY SCHEDULE - GENERAL OBLIGATION BONDS
(Actual as of June 30, 2009)

	General Obligation Capital Improvement Bonds			General Obligation Pension Bonds			Total
Fiscal Year June 30	Total Principal	Total Interest	Total Debt Service	Total Principal	Total Interest	Total Debt Service	Combined Total Debt Service
2010	587,464,753	564,703,872	1,152,168,625	50,000,000	493,550,000	543,550,000	1,695,718,625
2011	566,820,031	548,073,947	1,114,893,978	50,000,000	491,900,000	541,900,000	1,656,793,978
2012	526,233,439	497,251,970	1,023,485,409	100,000,000	490,125,000	590,125,000	1,613,610,409
2013	531,610,751	455,693,328	987,304,079	100,000,000	486,375,000	586,375,000	1,573,679,079
2014	532,959,607	409,156,731	942,116,338	100,000,000	482,525,000	582,525,000	1,524,641,338
2015	553,160,720	358,077,919	911,238,638	100,000,000	478,575,000	578,575,000	1,489,813,638
2016	540,851,341	332,623,946	873,475,286	100,000,000	474,525,000	574,525,000	1,448,000,286
2017	513,046,341	300,304,953	813,351,294	125,000,000	470,175,000	595,175,000	1,408,526,294
2018	489,732,806	263,732,128	753,464,934	150,000,000	464,737,500	614,737,500	1,368,202,434
2019	456,072,317	236,593,495	692,665,813	175,000,000	458,212,500	633,212,500	1,325,878,313
2020	430,271,629	216,836,696	647,108,325	225,000,000	449,550,000	674,550,000	1,321,658,325
2021	414,130,883	188,166,101	602,296,983	275,000,000	438,412,500	713,412,500	1,315,709,483
2022	389,727,410	155,891,940	545,619,350	325,000,000	424,800,000	749,800,000	1,295,419,350
2023	381,492,922	139,141,840	520,634,763	375,000,000	408,712,500	783,712,500	1,304,347,263
2024	345,653,968	112,225,587	457,879,554	450,000,000	390,150,000	840,150,000	1,298,029,554
2025	304,388,835	97,019,074	401,407,908	525,000,000	367,200,000	892,200,000	1,293,607,908
2026	289,030,000	78,670,708	367,700,708	575,000,000	340,425,000	915,425,000	1,283,125,708
2027	277,945,000	63,435,667	341,380,667	625,000,000	311,100,000	936,100,000	1,277,480,667
2028	243,605,000	48,384,850	291,989,850	700,000,000	279,225,000	979,225,000	1,271,214,850
2029	212,370,000	33,882,233	246,252,233	775,000,000	243,525,000	1,018,525,000	1,264,777,233
2030	157,260,000	23,684,933	180,944,933	875,000,000	204,000,000	1,079,000,000	1,259,944,933
2031	113,215,000	15,891,667	129,106,667	975,000,000	159,375,000	1,134,375,000	1,263,481,667
2032	54,335,000	10,936,850	65,271,850	1,050,000,000	109,650,000	1,159,650,000	1,224,921,850
2033	53,625,000	7,862,667	61,487,667	1,100,000,000	56,100,000	1,156,100,000	1,217,587,667
2034	86,795,000	3,125,317	89,920,317	-	-	-	89,920,317
2035	-	-	-	-	-	-	-
2036	-	-	-	-	-	-	-
Total	9,051,797,751	5,161,368,417	14,213,166,169	9,900,000,000	8,972,925,000	18,872,925,000	33,086,091,169

MATURITY SCHEDULE - GENERAL OBLIGATION BONDS
(Actual and Anticipated Bond Issuances Through June 30, 2010)

	General Obligation Capital Improvement Bonds			General Obligation Pension Bonds			Total
Fiscal Year June 30	Total Principal	Total Interest	Total Debt Service	Total Principal	Total Interest	Total Debt Service	Combined Total Debt Service
2010	629,704,753	603,893,044	1,233,597,797	50,000,000	493,550,000	543,550,000	1,777,147,797
2011	665,060,031	634,212,886	1,299,272,917	743,200,000	601,177,049	1,344,377,049	2,643,649,966
2012	624,473,439	594,246,370	1,218,719,809	793,200,000	591,186,628	1,384,386,628	2,603,106,437
2013	629,850,751	549,496,880	1,179,347,631	793,200,000	568,262,716	1,361,462,716	2,540,810,347
2014	631,199,607	499,430,824	1,130,630,431	793,200,000	541,391,544	1,334,591,544	2,465,221,975
2015	651,400,720	447,230,451	1,098,631,171	793,200,000	509,221,372	1,302,421,372	2,401,052,543
2016	639,091,341	418,495,118	1,057,586,459	100,000,000	474,525,000	574,525,000	1,632,111,459
2017	611,286,341	382,038,008	993,324,349	125,000,000	470,175,000	595,175,000	1,588,499,349
2018	587,972,806	342,101,762	930,074,569	150,000,000	464,737,500	614,737,500	1,544,812,069
2019	554,312,317	311,062,434	865,374,751	175,000,000	458,212,500	633,212,500	1,498,587,251
2020	528,511,629	287,468,079	815,979,709	225,000,000	449,550,000	674,550,000	1,490,529,709
2021	512,370,883	254,548,854	766,919,737	275,000,000	438,412,500	713,412,500	1,480,332,237
2022	487,967,410	218,338,058	706,305,468	325,000,000	424,800,000	749,800,000	1,456,105,468
2023	479,732,922	197,420,878	677,153,800	375,000,000	408,712,500	783,712,500	1,460,866,300
2024	443,893,968	166,113,924	610,007,892	450,000,000	390,150,000	840,150,000	1,450,157,892
2025	376,283,835	146,293,999	522,577,833	525,000,000	367,200,000	892,200,000	1,414,777,833
2026	387,270,000	124,137,508	511,407,508	575,000,000	340,425,000	915,425,000	1,426,832,508
2027	376,185,000	104,155,467	480,340,467	625,000,000	311,100,000	936,100,000	1,416,440,467
2028	341,845,000	84,357,650	426,202,650	700,000,000	279,225,000	979,225,000	1,405,427,650
2029	310,610,000	65,088,033	375,698,033	775,000,000	243,525,000	1,018,525,000	1,394,223,033
2030	255,500,000	50,043,733	305,543,733	875,000,000	204,000,000	1,079,000,000	1,384,543,733
2031	211,455,000	37,403,467	248,858,467	975,000,000	159,375,000	1,134,375,000	1,383,233,467
2032	152,575,000	27,601,650	180,176,650	1,050,000,000	109,650,000	1,159,650,000	1,339,826,650
2033	151,865,000	19,680,467	171,545,467	1,100,000,000	56,100,000	1,156,100,000	1,327,645,467
2034	185,035,000	10,096,117	195,131,117	-	-	-	195,131,117
2035	56,000,000	2,123,800	58,123,800	-	-	-	58,123,800
2036	-	-	-	-	-	-	-
Total	11,481,452,751	6,577,079,461	18,058,532,212	13,366,000,000	9,354,664,309	22,720,664,309	40,779,196,521

MATURITY SCHEDULE -- REVENUE BONDS
(As of June 30, 2009)

Year Ending June 30	Build Illinois	MPEA D.S.T.R.B.	MPEA Expansion Project	Civic Center Program	Sports Facilities Authority	Illinois Certificates of Participation	Total Principal	Total Interest	Total Debt Service
2010	141,375,756	24,015,000	50,936,819	8,595,000	14,465,316	1,945,000	241,332,891	237,197,939	478,530,830
2011	142,754,169	25,595,000	63,289,090	9,085,000	2,786,432	2,055,000	245,564,692	233,814,691	479,379,383
2012	142,063,399	26,735,000	38,426,743	9,555,000	3,787,861	2,170,000	222,738,003	257,281,661	480,019,664
2013	145,412,124	28,145,000	36,491,366	10,095,000	4,742,354	2,305,000	227,190,844	256,318,939	483,509,784
2014	152,939,306	29,600,000	35,991,812	10,705,000	5,649,695	2,440,000	237,325,813	248,669,854	485,995,667
2015	150,946,038	4,850,000	36,234,751	11,415,000	6,517,832	2,590,000	212,553,621	248,119,275	460,672,896
2016	152,000,000	-	45,846,956	12,020,000	7,363,337	2,750,000	219,980,293	232,267,792	452,248,085
2017	136,980,000	-	50,075,228	5,488,409	8,151,095	2,915,000	203,609,733	238,290,032	441,899,764
2018	122,220,000	-	50,037,243	5,668,835	6,355,418	3,140,000	187,421,496	245,834,898	433,256,394
2019	109,230,000	-	57,165,083	5,875,462	6,569,442	-	178,839,987	245,090,398	423,930,385
2020	93,185,000	-	65,259,453	6,103,026	6,977,726	-	171,525,206	245,094,114	416,619,320
2021	78,495,000	-	104,202,400	5,405,000	7,374,846	-	195,477,246	208,330,279	403,807,525
2022	72,785,000	-	81,118,012	-	7,767,537	-	161,670,549	243,719,520	405,390,069
2023	60,460,000	-	140,272,495	-	8,156,172	-	208,888,667	198,561,950	407,450,616
2024	53,200,000	-	80,281,436	-	8,543,953	-	142,025,388	258,272,890	400,298,279
2025	52,005,000	-	85,297,449	-	8,891,669	-	146,194,118	253,596,949	399,791,067
2026	50,080,000	-	149,351,189	-	14,950,731	-	214,381,920	184,461,404	398,843,324
2027	41,265,000	-	180,115,836	-	31,842,372	-	253,223,208	138,219,117	391,442,325
2028	35,160,000	-	162,087,687	-	36,240,797	-	233,488,485	153,812,927	387,301,411
2029	14,125,000	-	169,405,321	-	41,040,210	-	224,570,531	144,334,519	368,905,050
2030	11,000,000	-	10,277,690	-	52,405,825	-	73,683,515	291,267,035	364,950,550
2031	6,000,000	-	9,145,954	-	75,355,000	-	90,500,954	274,131,221	364,632,175
2032	-	-	8,140,997	-	84,295,000	-	92,435,997	271,068,428	363,504,425
2033	-	-	7,243,844	-	-	-	7,243,844	267,750,831	274,994,675
2034	-	-	6,447,732	-	-	-	6,447,732	268,546,943	274,994,675
2035	-	-	5,737,216	-	-	-	5,737,216	269,257,459	274,994,675
2036	-	-	5,107,150	-	-	-	5,107,150	269,887,525	274,994,675
2037	-	-	4,545,622	-	-	-	4,545,622	270,449,053	274,994,675
2038	-	-	4,043,951	-	-	-	4,043,951	270,950,724	274,994,675
2039	-	-	3,600,523	-	-	-	3,600,523	271,394,152	274,994,675
2040	-	-	3,202,467	-	-	-	3,202,467	271,792,208	274,994,675
2041	-	-	66,137,223	-	-	-	66,137,223	208,857,452	274,994,675
2042	-	-	265,360,000	-	-	-	265,360,000	9,638,738	274,998,738
Total	1,963,680,792	138,940,000	2,080,876,736	100,010,732	450,230,621	22,310,000	4,756,048,882	7,686,280,917	12,442,329,799

MATURITY SCHEDULE -- REVENUE BONDS
(Actual and Anticipated Bond Issuances Through June 30, 2010)

Year Ending June 30	Build Illinois	MPEA D.S.T.R.B.	MPEA Expansion Project	Civic Center Program	Sports Facilities Authority	Illinois Certificates of Participation	Total Principal	Total Interest	Total Debt Service
2010	141,375,756	24,015,000	50,936,819	8,595,000	14,465,316	1,945,000	241,332,891	248,755,560	490,088,451
2011	164,834,169	25,595,000	63,289,090	9,085,000	2,786,432	2,055,000	267,644,692	258,005,060	525,649,751
2012	164,143,399	26,735,000	38,426,743	9,555,000	3,787,861	2,170,000	244,818,003	280,368,030	525,186,033
2013	167,492,124	28,145,000	36,491,366	10,095,000	4,742,354	2,305,000	249,270,844	278,788,758	528,059,602
2014	175,019,306	29,600,000	35,991,812	10,705,000	5,649,695	2,440,000	259,405,813	270,523,123	529,928,936
2015	173,026,038	4,850,000	36,234,751	11,415,000	6,517,832	2,590,000	234,633,621	269,302,869	503,936,490
2016	174,080,000	-	45,846,956	12,020,000	7,363,337	2,750,000	242,060,293	252,603,073	494,663,366
2017	159,060,000	-	50,075,228	5,488,409	8,151,095	2,915,000	225,689,733	257,663,988	483,353,721
2018	144,300,000	-	50,037,243	5,668,835	6,355,418	3,140,000	209,501,496	264,348,779	473,850,275
2019	131,310,000	-	57,165,083	5,875,462	6,569,442	-	200,919,987	262,564,830	463,484,816
2020	115,265,000	-	65,259,453	6,103,026	6,977,726	-	193,605,206	261,529,096	455,134,301
2021	100,575,000	-	104,202,400	5,405,000	7,374,846	-	217,557,246	223,725,810	441,283,056
2022	94,865,000	-	81,118,012	-	7,767,537	-	183,750,549	258,075,601	441,826,150
2023	82,540,000	-	140,272,495	-	8,156,172	-	230,968,667	211,846,306	442,814,973
2024	75,280,000	-	80,281,436	-	8,543,953	-	164,105,388	270,517,797	434,623,185
2025	74,085,000	-	85,297,449	-	8,891,669	-	168,274,118	264,802,405	433,076,523
2026	72,160,000	-	149,351,189	-	14,950,731	-	236,461,920	194,619,866	431,081,786
2027	63,345,000	-	180,115,836	-	31,842,372	-	275,303,208	147,282,930	422,586,138
2028	57,240,000	-	162,087,687	-	36,240,797	-	255,568,485	161,733,677	417,302,161
2029	36,205,000	-	169,405,321	-	41,040,210	-	246,650,531	151,112,206	397,762,738
2030	33,080,000	-	10,277,690	-	52,405,825	-	95,763,515	296,901,660	392,665,175
2031	28,080,000	-	9,145,954	-	75,355,000	-	112,580,954	278,638,921	391,219,875
2032	22,080,000	-	8,140,997	-	84,295,000	-	114,515,997	274,449,203	388,965,200
2033	22,080,000	-	7,243,844	-	-	-	29,323,844	270,004,681	299,328,525
2034	22,080,000	-	6,447,732	-	-	-	28,527,732	269,673,868	298,201,600
2035	-	-	5,737,216	-	-	-	5,737,216	269,257,459	274,994,675
2036	-	-	5,107,150	-	-	-	5,107,150	269,887,525	274,994,675
2037	-	-	4,545,622	-	-	-	4,545,622	270,449,053	274,994,675
2038	-	-	4,043,951	-	-	-	4,043,951	270,950,724	274,994,675
2039	-	-	3,600,523	-	-	-	3,600,523	271,394,152	274,994,675
2040	-	-	3,202,467	-	-	-	3,202,467	271,792,208	274,994,675
2041	-	-	66,137,223	-	-	-	66,137,223	208,857,452	274,994,675
2042	-	-	265,360,000	-	-	-	265,360,000	9,638,738	274,998,738
Total	2,493,600,792	138,940,000	2,080,876,736	100,010,732	450,230,621	22,310,000	5,285,968,882	8,020,065,406	13,306,034,288

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APPENDICES

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APPROPRIATION PERSPECTIVE

A series of presentations can be found in the following Appendices. These presentations include:

- **Appendix A:** Fiscal Year 2011 Capital Budget Supporting Charts. Contains the following:
  - Table 1: Differences between Capital and Operating Budgets
  - Chart 1: 5-Year Savings Impact on the Operating Budget
  - Chart 2: 5-Year Cost Impact on the Operating Budget
  - Chart 3: Sources of Fiscal Year 2011 New Appropriations
  - Chart 4: Uses of Fiscal Year 2011 New Appropriations
  - Chart 5: Sources of Fiscal Year 2011 Reappropriations
  - Chart 6: Uses of Fiscal Year 2011 Reappropriations
- **Appendix B:** Capital Budget Cash Flows. Provides cash flow estimates based on fiscal year 2011 budgeted amounts for all funds that support capital. Some funds listed support both operating and capital, and those funds are grouped separately.
  - Summary of Appropriated Capital Budget Funds
  - Road Fund
  - Motor Fuel Tax Fund
- **Appendix C:** Fiscal Year 2011 General Obligation Bonds Capital Expenditure Plan
- **Appendix D:** Fiscal Year 2010 Supplemental Capital Appropriations by Fund
- **Appendix E:** Capital Budget Performance Measures
- The Capital Project list is available on the attached text file or at www.state.il.us/budget. The list can be sorted by fund, agency and fiscal year.

Appendix A
Table 1
Differences between Capital and Operating Budgets

CAPITAL BUDGET	OPERATING BUDGET
Appropriations are for assets that have a long-term life and provide benefits in future years (e.g., buildings, highways, underground or surface infrastructure, durable equipment, and land).	Appropriations are for consumable goods and services (e.g., personnel and benefits, commodities, utilities, professional services) that are purchased and used during any one fiscal year.
Spending occurs over one to several years: a typical road construction project, for instance, might take four years, with the majority of spending occurring in years two and three, and only design and engineering work occurring in the first year. Reappropriations for projects originally appropriated in prior years, but still under construction, will make up the majority of capital dollars appropriated in any given budget year.	Spending occurs over the course of one given fiscal year with occasional, usually minor, amounts reappropriated into the next fiscal year.
Funding sources can include general revenues but are more likely to include bond transfers or federal grants because of the one-time, large, and occasional nature of capital expenditures, and dedicated revenue sources (e.g., special fees related to the asset being funded, such as a motor fuel tax).	Funding sources usually include general revenues (e.g., taxes, fees, etc.) because of the usually current, ongoing and regular nature of operating expenditures.
Financing is more likely to be from long-term bond proceeds that are paid back in increments over the life of the bonds, or other long-term means. Financing can be spread anywhere from 5 to 30 years which generally is less than the useful lifespan of the assets they finance.	Financing is from current revenue streams – the time frame of revenue received usually matches the time frame of the services or commodities purchased – i.e., within a single fiscal year. The operating budget balances spending with revenues annually.
Impacts on the Operating Budget: Increases in the operating budget caused by capital investment can include, for example, increased need for operating spending (e.g., opening a new facility thereby requiring more staff), increased debt service requirements, or creating eventual future maintenance and replacement needs. Decreases in the operating budget caused by capital expenditures can include, for instance, reduction in future maintenance expenditures by investing in more durable assets, lowering utility costs by installing energy efficient lighting or windows, or allowing more efficient staffing patterns by changing a building layout.	Impacts on the Capital Budget: Increases in the capital budget caused by operating spending can include need for expanded facilities to accommodate expanded services; increased wear and tear on assets by increased use; different facilities needed to match changes in how services are delivered, etc. Decreases in the capital budget caused by changes in operating spending can occur, for instance, due to implementation of more efficient staffing patterns, service reductions, outsourcing of functions, and by regular and conscientious maintenance which can prevent larger and more expensive structural repairs from being needed.

Appendix A

Chart 1: 5-Year Savings Impact on the Operating Budget ($1.6 million)

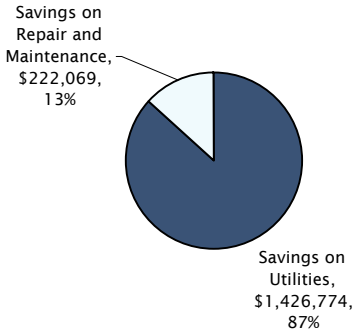
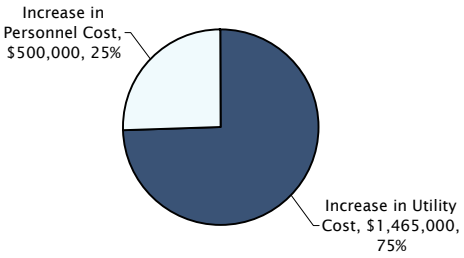


Chart 2: 5-Year Cost Impact on the Operating Budget ($2.0 million)



Select State Facility Maintenance Projects: Anticipated Operational Savings

($ whole)

User Agency and Location	Project Description [1]	Fiscal Year [2] 2012	2013	2014	2015	2016	Total [3]
State Facilities							
Department of Agriculture							
Centralia Diagnostic Lab	Replace Roof	$13,437	$6,748	$6,748	$6,748	$6,748	$40,430
Illinois State Fairgrounds	Replace HVAC - Administration Building Chillers	$42,798	$38,798	$38,798	$38,798	$38,798	$197,989
Illinois State Fairgrounds	Replace Roof	$83,646	$42,008	$42,008	$42,008	$42,008	$251,679
Office of the Architect of the Capitol							
Capital Complex	HVAC Renovation & Upgrade	$36,028	$36,028	$36,028	$36,028	$36,028	$180,139
Central Management Services							
James R. Thompson Center	HVAC Renovation and Upgrade	$26,864	$26,864	$26,864	$26,864	$26,864	$134,319
Elgin Regional Office Building	Upgrade HVAC System	$33,127	$28,127	$28,127	$28,127	$28,127	$145,637
Collinsville State Office Building	Replace Roof	$54,809	$25,378	$25,378	$25,378	$25,378	$156,323
Office of the Attorney General							
Attorney General Building	Replace Light Ballasts	$72,904	$72,904	$72,904	$72,904	$72,904	$364,520
Department of Human Services							
Illinois School for Visually Impaired	Replace Roof	$4,759	$2,390	$2,390	$2,390	$2,390	$14,319
Department of Corrections							
Southwestern Correctional Center	Replace Roof	$7,746	$3,890	$3,890	$3,890	$3,890	$23,308
Logan Correctional Center	Replace Roof	$7,746	$3,890	$3,890	$3,890	$3,890	$23,308
Vienna Correctional Center	Replace Roof	$8,316	$4,177	$4,177	$4,177	$4,177	$25,023
Department of Juvenile Justice							
Illinois Youth Center-Joliet	Replace Roof	$1,160	$583	$583	$583	$583	$3,490
Illinois Youth Center-Pere Marquette	Replace Roof	$2,065	$1,037	$1,037	$1,037	$1,037	$6,214
Illinois Youth Center-St Charles	HVAC replacement for residential cottages	$19,629	$15,629	$15,629	$15,629	$15,629	$82,145
ANTICIPATED TOTAL OPERATING SAVINGS		**$415,035**	**$308,452**	**$308,452**	**$308,452**	**$308,452**	**$1,648,843**

Select State Facility Projects: Anticipated Impact on Operational Costs

($ whole)

User Agency and Location	Project Description [1]	Fiscal Year [2] 2012	2013	2014	2015	2016	Total [3]
State Facilities							
Illinois Historic Preservation							
Springfield	Purchase the Tinley Dry Goods Store	$43,000	$43,000	$43,000	$43,000	$43,000	$215,000
Illinois State Police							
Belleville	Construct New Metro-East Forensic Lab	$100,000	$100,000	$100,000	$100,000	$100,000	$500,000
		$250,000	$250,000	$250,000	$250,000	$250,000	$1,250,000
ANTICIPATED TOTAL OPERATING COSTS		**$393,000**	**$393,000**	**$393,000**	**$393,000**	**$393,000**	**$1,965,000**

Footnotes:

[1] Projects listed are presented as part of the FY10 Illinois Jobs Now! Capital Plan. Projects are subject to change depending upon such factors as funding availability and unforeseen emergencies at other state facilities, etc.

[2] Project completion estimates are provided by the Capital Development Board.

[3] Amounts represented are in present day dollars and not adjusted for inflation.

Appendix A
Sources and Uses of Fiscal Year 2011 Appropriations

Chart 3: Sources of FY11 New Appropriations

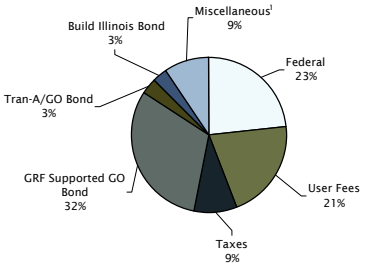
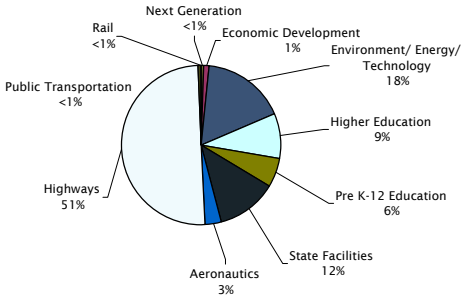


Chart 4: Uses of FY11 New Appropriations



($ thousands)	Next Generation	Economic Development	Environment / Energy/ Technology	Higher Education	Pre K-12 Education	State Facilities	Aeronautics	Highways	Public Transportation	Rail	Total[2]
Federal	-	-	102,036	-	-	-	121,277	765,898	16,000	-	**1,005,210**
User Fees	-	-	10,847	-	-	850	15,723	873,658	-	-	**901,079**
Taxes	-	-	14,352	-	-	-	-	366,840	-	-	**381,192**
GRF Supported GO Bond	19,000	-	147,700	395,844	250,000	534,448	-	-	-	-	**1,346,992**
Tran-A/GO Bond	-	-	-	-	-	-	-	141,500	-	-	**141,500**
Build Illinois Bond	-	55,100	85,000	-	-	-	-	-	-	-	**140,100**
Miscellaneous[1]	-	-	367,680	-	-	-	-	33,062	-	3,745	**404,487**
Total[2]	**19,000**	**55,100**	**727,615**	**395,844**	**250,000**	**535,298**	**137,000**	**2,180,958**	**16,000**	**3,745**	**4,320,559**

Chart 5: Sources of FY11 Reappropriations

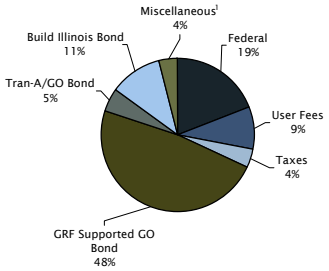
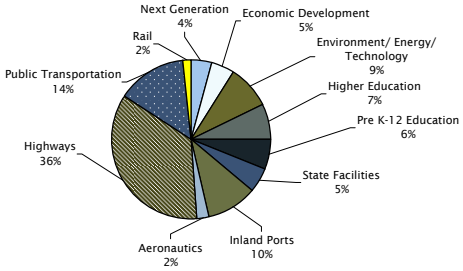


Chart 6: Uses of FY11 Reappropriations



($ thousands)	Next Generation	Economic Development	Environment / Energy/ Technology	Higher Education	Pre K-12 Education	State Facilities	Inland Ports	Aeronautics	Highways	Public Transportation	Rail	Total[2]
Federal	-	-	258,111	-	-	-	1,696,169	538,117	1,804,531	591,166	144,216	**5,032,310**
User Fees	-	851	46,992	-	-	0	137,072	69,766	1,970,904	-	106,183	**2,331,768**
Taxes	-	-	98,934	-	-	-	46,068	-	799,154	-	35,687	**979,843**
GRF Supported GO Bond	151,000	140,256	585,763	1,480,994	1,621,886	1,202,365	790,500	33,138	3,356,002	3,055,690	161,553	**12,579,147**
Tran-A/GO Bond	-	-	-	-	-	-	-	-	1,274,093	-	-	**1,274,093**
Build Illinois Bond	938,000	1,074,166	439,931	413,901	-	59,859	-	-	-	-	-	**2,925,857**
Miscellaneous[1]	-	28,905	890,210	-	-	889	6,957	-	76,620	-	23,989	**1,027,570**
Total[2]	**1,089,000**	**1,244,177**	**2,319,941**	**1,894,895**	**1,621,886**	**1,263,112**	**2,676,767**	**641,021**	**9,281,304**	**3,646,856**	**471,628**	**26,150,588**

1 Includes loan repayments, investment income, and settlements.

2 Numbers may not add due to rounding.

Appendix B

Capital Budget Cash Flows

Summary of Appropriated Capital Budget Funds, Fiscal Year 2011

($ thousands)

Fund Group and Fund Name	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	1,175	0	8,395	0	9,569	0	8,476	1,093
Adeline Jay Geo-Karis Illinois Beach Marina	407	2,634	0	0	3,042	983	1,981	78
Agricultural Premium	3,501	1,754	0	23,766	29,021	230	20,157	8,634
Asbestos Abatement	7,429	3,575	0	0	11,004	4	3,532	7,467
Federal Mass Transit Trust	243	0	20,150	0	20,393	0	20,150	243
Illinois Forestry Development	105	848	646	0	1,600	0	1,535	65
Illinois Habitat	2,543	1,209	0	0	3,753	79	1,721	1,953
Motor Fuel Tax	109,129	1,301,661	0	0	1,410,790	1,188,345	113,540	108,905
Motor Fuel Tax Counties	0	0	0	205,206	205,206	0	205,206	0
Motor Fuel Tax Municipalities	0	0	0	287,792	287,792	0	287,792	0
Motor Fuel Tax Townships and Road Districts	0	0	0	93,137	93,137	0	93,137	0
Natural Areas Acquisition	4,926	4,722	0	0	9,648	84	7,297	2,267
Open Space Lands Acquisition and Development	59,049	12,381	0	0	71,430	19	24,117	47,295
Park and Conservation	5,194	5,038	1,109	20,000	31,341	10,700	19,268	1,374
Plugging and Restoration	330	423	0	0	753	0	577	177
Road	204,528	1,026,494	1,428,656	312,384	2,972,062	480,495	2,324,809	166,758
State Boating Act	5,411	4,663	2,718	5,040	17,832	430	12,839	4,563
State Furbearer	96	90	0	13	199	0	117	82
State Migratory Waterfowl Stamp	3,337	902	125	0	4,364	0	941	3,423
State Parks	1,335	10,437	0	0	11,772	0	11,753	20
State Pheasant	682	439	0	65	1,185	0	367	819
Underground Storage Tank	6,755	72,422	0	0	79,177	13,999	59,805	5,373
Water Revolving	386,117	196,200	72,100	0	654,417	0	263,416	391,001
Wildlife and Fish	16,732	42,296	12,788	55	71,870	0	63,799	8,072
TOTAL	**819,023**	**2,688,189**	**1,546,687**	**947,458**	**6,001,357**	**1,695,368**	**3,546,329**	**759,660**
CAPITAL BUDGET FUNDS:								
BOND FUNDS:								
Anti-Pollution	1,085	50,000	0	0	51,085	0	51,000	85
Build Illinois Bond	396,967	250,000	0	0	646,967	0	580,000	66,967
Capital Development	273,704	500,000	0	0	773,704	58	561,819	211,827
Coal Development	7,015	10,000	0	0	17,015	0	17,000	15
School Construction	336,553	250,000	0	0	586,553	0	262,117	324,436
Transportation Bond, Series A	85,950	1,250,000	0	0	1,335,950	0	1,210,585	125,365
Transportation Bond, Series B	85,654	650,000	0	0	735,654	0	712,258	23,396
Transportation Bond, Series D	423	850,000	0	0	850,423	0	832,878	17,545
NON BOND FUNDS:								
Ambulance Revolving Loan	3,110	0	0	0	3,110	0	0	3,110
AML Reclamation Set Aside	10,891	56	0	0	10,947	0	0	10,947
Federal High Speed Rail Trust	0	0	50,000	0	50,000	0	50,000	0
Federal Title IV Fire Protection Assistance	30	0	273	0	303	0	268	34
Federal/Local Airport	1,105	7,000	123,000	0	131,105	0	130,000	1,105
Fire Truck Revolving Loan	1,024	824	0	0	1,848	0	0	1,848
Flood Control Land Lease	56	783	0	0	839	0	785	54
Grade Crossing Protection	3,425	0	0	42,000	45,425	3,003	42,000	423
Illinois National Guard Armory Construction	0	0	0	0	0	0	0	0

Appendix B

Capital Budget Cash Flows

Summary of Appropriated Capital Budget Funds, Fiscal Year 2011

($ thousands)

Fund Group and Fund Name	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:								
Land and Water Recreation	0	0	1,258	0	1,258	0	1,258	0
Off-Highway Vehicle Trails	1,203	397	0	0	1,600	0	522	1,079
Partners for Conservation Projects	1,345	0	0	0	1,345	0	370	976
Rail Freight Loan Repayment	2,336	724	0	0	3,060	0	1,500	1,560
Snowmobile Trail Establishment	34	71	0	0	105	0	43	62
State Construction Account	137,417	503,258	0	217,362	858,037	63	685,131	172,843
State Rail Freight Loan Repayment	13,911	3,054	0	0	16,966	1	2,700	14,264
TOTAL	**1,363,238**	**4,326,168**	**174,530**	**259,362**	**6,123,298**	**3,124**	**5,142,235**	**977,939**
GRAND TOTAL	**2,182,261**	**7,014,357**	**1,721,217**	**1,206,820**	**12,124,656**	**1,698,493**	**8,688,563**	**1,737,600**

Budgetary Balance equals Beginning of Year Available Cash Balance minus the Prior Year's Lapse Period Spending	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					
GRAND TOTAL	**2,048,528**	**7,014,357**	**1,721,217**	**1,206,820**	**11,990,922**	**1,698,493**	**8,688,563**	**1,603,866**

Appendix B
Capital Budget Cash Flows
Road Fund
Summary of Receipts and Disbursements
($ millions)

($ millions)	Actual 2008	Actual 2009	Estimated 2010	Projected 2011
RECEIPTS				
State Sources				
Motor Vehicle and Operators License Fees	853.7	868.6	870.4	873.5
Transfers from Motor Fuel Tax Fund	335.1	317.3	311.0	312.4
Other Earnings, Reimbursements and Transfers	124.4	124.5	141.8	153.0
Total State Sources	**1,313.2**	**1,310.4**	**1,323.2**	**1,338.9**
Total Federal Source	**1,256.5**	**1,234.2**	**1,415.5**	**1,428.7**
Total Federal Recovery	**0.0**	**48.1**	**618.0**	**217.0**
TOTAL RECEIPTS	**2,569.7**	**2,592.7**	**3,356.6**	**2,984.5**
DISBURSEMENTS				
Department of Transportation - Construction	1,136.5	1,005.8	1,524.7	1,208.2
Department of Transportation - Operations	715.0	745.9	845.5	857.5
Department of Transportation - All Other	87.7	87.8	85.4	105.0
Secretary of State	126.9	135.0	5.7	0.0
Department of State Police	106.1	114.7	0.0	0.0
All Other Agencies	139.5	146.7	152.7	154.5
Federal Recovery	0.0	48.5	618.0	217.0
Transfers to Other Funds for Capital, Debt Service & Operating Purposes[1]	290.8	279.1	337.6	480.0
TOTAL DISBURSEMENTS	**2,602.5**	**2,563.6**	**3,569.6**	**3,022.3**
NET CHANGE IN CASH (Receipts minus Disbursements)	**-32.8**	**29.1**	**-213.0**	**-37.8**
plus: CASH BALANCE AT BEGINNING OF YEAR	**421.0**	**388.4**	**417.5**	**204.5**
equals: CASH BALANCE AT END OF YEAR	**388.4**	**417.5**	**204.5**	**166.8**

Appendix B
Capital Budget Cash Flows
Motor Fuel Tax Fund - State Funds
Summary of Receipts and Disbursements
($ millions)

($ millions)	Actual 2008	Actual 2009	Estimated 2010	Projected 2011
GROSS RECEIPTS	**$ 1,264.4**	**$ 1,393.5**	**$ 1,301.7**	**$ 1,301.7**
Nonallocable Receipts				
Refunds on Nontaxable Motor Fuel	$ (15.2)	$ (18.4)	$ (19.0)	$ (23.0)
International Fuel Tax Agreement to Other States	$ (41.4)	$ (38.2)	$ (36.2)	$ (33.7)
Total Allocable Receipts	**$ 1,207.8**	**$ 1,336.9**	**$ 1,246.5**	**$ 1,245.0**
Disbursements				
Transfers Out				
State Construction Account Fund	$ 243.9	$ 215.3	$ 213.7	$ 217.1
Road Fund	$ 335.1	$ 317.3	$ 307.0	$ 312.0
County MFT Fund	$ 222.1	$ 210.3	$ 203.5	$ 206.8
Municipal MFT Fund	$ 311.6	$ 295.0	$ 285.5	$ 290.1
Township MFT Fund	$ 100.8	$ 95.5	$ 92.4	$ 93.9
Grade Crossing Protection Fund	$ 27.0	$ 27.0	$ 40.8	$ 42.0
State Boating Act Fund	$ 5.0	$ 5.0	$ 5.0	$ 5.0
Vehicle Inspection and Maintenance Fund	$ 30.0	$ 30.0	$ 30.0	$ 30.0
Other Funds	$ 2.6	$ 5.0	$ 4.6	$ 4.6
Total Transfers Out	**$ 1,278.1**	**$ 1,200.3**	**$ 1,182.5**	**$ 1,201.6**
Expenditures[1]				
Revenue (net IFTA and Refunds)	$ 26.1	$ 44.0	$ 44.7	$ 44.6
Secretary of State	$ 1.2	$ 1.2	$ 1.3	$ 1.3
Transportation	$ 8.9	$ 9.5	$ 11.1	$ 12.7
Refunds on Nontaxable Motor Fuel	$ 15.2	$ 18.4	$ 19.0	$ 23.0
International Fuel Tax Agreement to Other States	$ 41.4	$ 38.2	$ 36.2	$ 33.7
Total Expenditures	**$ 92.8**	**$ 111.3**	**$ 111.7**	**$ 113.5**
TOTAL DISBURSEMENTS	**$ 1,370.9**	**$ 1,311.6**	**$ 1,294.2**	**$ 1,315.1**
Sams Adjustment	$ 2.4	$ 4.9	$ 3.9	$ 13.2
Net Change in Cash	**$ (106.5)**	**$ 81.9**	**$ 7.5**	**$ (13.4)**
Plus: CASH BALANCE AT BEGINNING OF YEAR	**$ 114.9**	**$ 10.8**	**$ 97.6**	**$ 109.1**
Year End Cash Balance	**$ 10.8**	**$ 97.6**	**$ 109.1**	**$ 108.9**

[1]These figures have been adjusted to account for lapse period spending.

Appendix C
Fiscal Year 2011 General Obligation Bonds Capital Expenditure Plan
($ thousands)

Fund Name	FY11 Appropriations	Spending from FY11 Appropriations				
		FY11	FY12	FY13	FY14	FY15
Capital Development						
Prior Appropriations	985,165	54,184	54,184	98,516	118,220	118,220
Illinois Jobs Now!	2,390,722	336,700	331,545	329,736	315,260	257,612
New Appropriations	1,317,592	170,935	164,271	121,748	116,520	124,168
Total Capital Development	**4,693,479**	**561,819**	**550,000**	**550,000**	**550,000**	**500,000**
School Construction						
Prior Appropriations	31,886	12,117	6,696	4,783	4,464	3,826
Illinois Jobs Now!	1,515,000	250,000	343,304	395,217	345,536	180,943
New Appropriations	-	-	-	-	-	-
Total School Construction	**1,546,886**	**262,117**	**350,000**	**400,000**	**350,000**	**184,769**
Anti-Pollution						
Prior Appropriations	13,252	2,902	-	-	-	-
Illinois Jobs Now!	170,400	30,000	33,698	25,000	25,000	20,400
New Appropriations	29,400	18,098	11,302	-	-	-
Total Anti-Pollution	**213,052**	**51,000**	**45,000**	**25,000**	**25,000**	**20,400**
Transportation Series A						
Prior Appropriations	789	789	-	-	-	-
Illinois Jobs Now!	1,273,304	1,183,500	89,804	-	-	-
New Appropriations	141,500	26,296	60,000	55,204		
Total Transportation Series A	**1,415,593**	**1,210,585**	**149,804**	**55,204**	**-**	**-**
Transportation Series B						
Prior Appropriations	80,335	10,443	12,050	21,690	16,067	8,033
Illinois Jobs Now!	3,960,500	701,815	561,676	388,425	350,622	108,787
New Appropriations	-					
Total Transportation Series B	**4,040,835**	**712,258**	**573,726**	**410,115**	**366,689**	**116,820**
Transportation Series D						
Prior Appropriations	-	-	-	-	-	-
Illinois Jobs Now!	3,356,002	832,878	640,000	572,000	550,000	500,000
New Appropriations	-	-	-	-	-	-
Total Transportation Series D	**3,356,002**	**832,878**	**640,000**	**572,000**	**550,000**	**500,000**
Coal Development						
Prior Appropriations	69,885	13,977	9,784	13,977	17,471	10,483
Illinois Jobs Now!	6,000	3,000	3,000	-	-	-
New Appropriations	-	-	-	-	-	-
Total Coal Development	**75,885**	**16,977**	**12,784**	**13,977**	**17,471**	**10,483**
All Funds						
Prior Appropriations	1,181,312	94,413	82,714	138,967	156,222	140,562
Illinois Jobs Now!	12,671,928	3,337,893	2,003,027	1,710,378	1,586,418	1,067,741
New Appropriations	1,488,492	215,328	235,573	176,952	116,520	124,168
Total All Funds	**15,341,731**	**3,647,634**	**2,321,314**	**2,026,296**	**1,859,160**	**1,332,472**

Appendix D
Fiscal Year 2010 Supplemental Capital Appropriations by Fund
($ thousand)

Fund Name	Fiscal Year 2010 Supplementals*		
	Prior	New	Total
Federal High Speed Rail Trust Fund	1,000,000		1,000,000
Federal Local Airport Fund	50,000		50,000
Federal Mass Transit Trust Fund	520,000		520,000
Road Fund	1,261,650		1,261,650
Transportation Bond, Series A Fund	1,100,000		1,100,000
Total	**3,931,650**		**3,931,650**

* Supplemental Capital Appropriations reflected in Fiscal Year 2011 Reappropriations

CAPITAL DEVELOPMENT BOARD

The Capital Development Board (CDB) works with state agencies to present capital needs to the Governor's Office of Management and Budget (GOMB) based on safety, health and programmatic priorities. GOMB works with CDB and state agencies to set a level for maintaining existing assets and new construction. A release schedule is prepared by GOMB based on affordability and availability of bond funds. The total headcount for CDB in fiscal year 2010 is 121. CDB is in the midst of developing a funding system based on a collection of data to obtain actual jobs for projects.

	FY06	FY07	FY08	FY09	FY10	FY11
# of Capital Projects *	625	598	506	430	296	N/A
Spending	$466,000	$362,700	$222,000	$140,400	$160,000	$200,000
Jobs Created	3,262	2,534	1,554	980	1,120	1,400

* Capital Projects for CDB during fiscal year 2010 will be managed by their staff of 121 people.

** Spending in thousands

of Funding	State	Federal	Local
FY05	92%	4%	4%
FY06	91%	5%	4%
FY07	89%	6%	5%
FY08	87%	9%	4%
FY09	68%	23%	8%

	FY06	FY07	FY08	FY09
Percentage of capital spending towards women, minorities and disabled people	11%	12%	13%	21%

CENTRAL MANAGEMENT SERVICES

Central Management Services' (CMS) Bureau of Communication and Computer Services (BCCS) largest capital project relates to the maintenance and improvement of the states Information Technology infrastructure. This project has been active since FY 2007 when CMS received its first appropriation of capital funding. The original estimate was $55million over 5 years. BCCS capital projects are funded by the Capital Development Fund. CMS has no staff dedicated to capital projects, however operations' staff oversees the capital contracts. The selection process at BCCS begins with the submittal of proposals to the CMS budget office. Proposals are vetted, then prioritized based on the following criteria:

- Maintaining life, health and safety;
- Maintaining operation-critical functions;
- Implementing changes that will reduce overall cost and improve efficiencies;
- Maximizing federal participation;
- Improving service levels

These requests are also reviewed by GOMB prior to release of funding from the Capital Development Fund.

Additional requests for capital appropriations and reappropriations are made through the GOMB capital budgeting process, utilizing the same criteria listed above.

	FY06	FY07	FY08	FY09	FY10	FY11
Capital Budget Spending	N/A	$39	$341	$578	$1,300	$5,842

** Spending in thousands

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

The Department of Commerce and Economic Opportunity (DCEO) serves to administer, rather than select, the majority of capital projects which are appropriated to the agency. The department receives appropriations for various bureaus which manage different aspects of the agency mission. DCEO will develop guidelines for new capital programs, such as Food Deserts and Urban Weatherization, as well as performance measures related to capital projects, such as job creation. The agency does not track race, gender or other statistics of not-for-profit grantees, such as race, gender corporations, local governments, school districts and universities.

	FY06	FY07	FY08	FY09	FY10
Number of Capital Projects *	23	32	735	27	3751
Capital Budget Spending	$183,222	$154,329	$37,251	$2,792	$14,650
Jobs Created	1,283	1,080	261	20	103

* Several appropriations include various bureaus and therefore assigned bureaus handle assigned lines of appropriation.

** Spending in thousands

FY10 Percentage of Funding	State	Federal	Local	Private
Energy	10%*	n/a	n/a	90%
Coal Development	up to 25%	n/a	n/a	varies
Major Facility Projects	5%**	varies	varies	varies
Technology	varies	varies	varies	varies

* Guidelines for $15 Million for renewable fuels plants have not been finalized. Federal funding estimated to be the same as the non-capital Renewable Fuels Development Program (RFDP).

** Or less, of the cost of construction

DEPARTMENT OF NATURAL RESOURCES

The Illinois Department of Natural Resources (DNR) uses the following formula to estimate job creation: Dollars times 0.25, divided by the estimated average salary ($42,500).

$ x .25/$42,500 (estimated average salary) = number of jobs created

It is important to note that this approach is intended to be used when tying funding to specific "brick and mortar" projects. DNR has varying project types that often do not fit this model.

The department uses competitive bidding to select contractors through either the Capital Development Board (CDB) or the Illinois Department of Transportation's (IDOT) processes and procedures unless the project meets the "small project" definition and is less than $39,000. the IDOT and the CDB track the percentage of the capital awards going to minorities, women and disabled-owned companies. Design services are selected through Quality Based Selection (QBS) process as stated in statute. Small projects are selected on cost, experience and use of small business enterprise experience. There is no means to dictate minority, women and disabled-owned companies in the execution of grants, as existing state statute does not provide a means to do so.

	FY06	FY07	FY08	FY09	FY10
Number of Capital Projects	10	17	19	18	20
Capital Budget Spending	$14,000	$34,000	$11,000	$16,000	$96,000
Jobs Created	82	200	65	94	565

Note: Approximately 5% of annual funding comes from federal grants.

** Spending in thousands

Program Type	Selection Criteria
Recreational Grants	Determined on a competitive basis per defined criteria established in statute and/or administrative rule
Permanent Improvement Projects	Recommended through an internal review process based upon greatest need or urgency
Water Resourse Projects	Studied to determine if a positivei benefit-to-cost ration exists before funding
Land Acquisitions	Evaluated on a resource quality and property availability basis
ORC's Corp of Engineers Projects	Developed in conjunction with Corp of Engineers recommendations
Other	Some are addressed when the need becomes urgent and loss of resource or facility is imminent

Note: Around 80 DNR staff are associated with capital projects through their work assignments.

ENVIRONMENTAL PROTECTION AGENCY

The Illinois Environmental Protection Agency's (EPA) project selection process is governed by four primary sets of administrative rules: procedures for issuing loans from the Water Pollution Control Program, Municipal Wastewater Treatment Works, Public Water Supply Program and Drinking Water Supply Loan Program, all detailed in Chapter 35 of the Illinois Administrative Code, Parts 365, 366, 662 and 663, respectively.

Each project is subject to current federal Disadvantaged Business Enterprise (DBE) requirements as defined in 40 CFR Part 33, including the reporting of DBE contractors utilized in meeting state DBE goals. As such, no set percentage is allocated by the agency for companies owned by minorities, females or disabled persons.

Job creation was not tracked in relation to water loan programs before the implementation of the American Recovery and Reinvestment Act (ARRA) of 2009. Illinois EPA job creation totals are based on Office of Management and Budget Guidance that applies FTE formulas to weekly payrolls received from sub-recipients of ARRA funding.

Program Type	Federal	State	Local
Water Revolving Fund	83%	16%	n/a
SRF Loan Program	83%	16%	n/a
Unsewered Community Grants	n/a	70%*	30%

* Plus 30% local match

	FY06	FY07	FY08	FY09	FY10
Number of Capital Projects*	56	41	41	48	174
Capital Budget Spending	$135,712	$187,338	$169,285	$203,475	$256,000
Jobs Created	950	1,311	1,185	1,424	1,792

* EPA manages approximately 200 active projects and 750 projects in repayment at a given time with 23 full-time staff dedicated to managing them.

** Spending in thousands

DEPARTMENT OF TRANSPORTATION

The Illinois Department of Transportation (IDOT) has approximately 2600 employees with capital related duties. Recent experience in counting these jobs for ARRA indicate that job counts range from about 6.4 per million on relatively simple projects like resurfacing to perhaps 20 to 25 per million on more complex work. Currently, about 11.5 percent of contract awards go to Disadvantaged Business Enterprises.

Funding targets and technical guidelines are issued to the department's nine highway districts to develop, prioritize and submit projects for inclusion in the Multi- Year Program (MYP). An annual core issue is identified that forms the basis of the proposed highway improvement program for the upcoming fiscal year. The program is reviewed and announced by the governor. The published MYP is a highway improvement program developed by engineers using technical data. It is presented to the General Assembly and the public for review and discussion during the appropriation process.

FY11	State	Federal	Local
Percent of Funding	27%	68%	5%

	FY06	FY07	FY08	FY09	FY10 (actual)	FY10 (estimated)	FY11	FY12	FY13
Capital Projects	1103	1202	1377	1890	1278	2092	N/A	N/A	N/A
Budget Spending	$2,020,000	$2,181,000	$1,916,000	$2,168,000	N/A	$4,179,000	$5,286,000	$3,827,000	$3,459,000
Jobs Created	26,261	28,350	24,913	28,188	54,330	54,327	68,718	49,751	44,967

Assumes: All Funds (RF, SCAF, TRAN A, Tran B, Tran D, FLAF, FHSRF, FMTF)
Includes Township Bridge, Local Benefit Grants
** Spending in thousands

STATE BOARD OF EDUCATION

Capital grants are distributed through an open application process. Each grant is reviewed for eligibility and then ranked based on prioritization outlined in rule and statute. There are two half-time staff equaling one FTE. Additional staff work with federally supported grants. The grants are 50% matching grants from locals for both maintenance grants and energy efficiency grants. The rule of 7 jobs per $1 million in construction is being applied. GOMB and CDB utilize a construction industry standard for non-road construction.

GLOSSARY

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Activity Measure - Information or data used to count the delivery of state services; for instance, the number of people served and the number of cases closed.

All Funds - Every fund appropriated to or spent by an agency.

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.

American Recovery and Reinvestment Act (ARRA) - The federal government's $787 billion plan to jump-start the U.S. economy and create jobs. It will modernize healthcare, improve schools, build and repair infrastructure, and invest in the clean energy technologies of the future. Programs in Illinois that will receive funding through ARRA are denoted in the Fiscal Year 2011 Budget Book as "Federal recovery."

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.

Balance Sheet - Presentation of the financial condition at a specific point in time including assets, liabilities and fund balance.

Benchmark - Allows comparison to other similar organizations, especially among a relevant peer group. Can be used to track performance over time.

Bond - A debt security that grants the holder specific and binding authority to receive a return of principal and periodic interest payments up to and including the instrument's maturity. The state uses bonds to finance some 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 Rating - An assessment of the credit risk with respect to a specific bond issue.

Bond Retirement and Interest Fund - A fund used to repay principal and interest on bonds or other debt obligations, typically spent pursuant to a continuing and irrevocable appropriation.

Budgetary Balance - Available cash balance on June 30 of a fiscal year, minus lapse period spending occurring from that fiscal year's appropriations.

Budget Deficit - The excess of expenditures over revenues in a fiscal year.

Build Illinois - A state economic development and public infrastructure program begun in 1986 and primarily funded by dedicated state sales tax revenue bonds.

Capital - Buildings, structures, equipment and land. Acquisition, development, construction and improvement of capital is typically funded through bond funds.

Capital Expenditure - Capital expenditures include expenditures from all aspects of the capital budget: financial and physical planning, land acquisition, architecture and engineering, construction and durable equipment purchases, and grants and loans to other entities for capital purposes.

Cash Flow - The amount of cash available for use during a period of time, calculated by subtracting spending from the sum of the receipts and the beginning balance.

Certificate of Participation - Similar to bonds or other debt instruments, a security issued by the state or a third party that gives the holder a share of the stream of annual appropriated lease payments made by the state.

Client - A person or family receiving services, typically from a human service agency.

Commodities - Line item for consumable items used in connection with current agency operations, for instance, household, medical or office supplies; food for those in institutions;

coal, bottled and natural gas; and equipment costing less than $100.

Continuing Appropriation - Statutory authority for the comptroller and treasurer to spend funds in the event the legislature fails to appropriate, or appropriates an insufficient amount, for a specified purpose. Examples of continuing appropriations are for debt service on state bonds or payments to the state retirement systems.

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.

Depreciation - The allocation of the value of capital assets over time.

Designated Purpose - Appropriation line for a general program purpose without specific line items identified.

Divisions - Organizational units within agencies designated as such for programmatic or administrative convenience.

Electronic Data Processing (EDP) - Line item for lease or purchase of computer or other data processing equipment and related services including supplies, services and personnel.

Equipment - line item for non-consumable items of tangible personal property used in connection with current agency operations, for instance, office furniture, vehicles or machinery, and scientific or other major instruments and apparatus.

Executive Branch - Distinguished from the legislative and judicial branches of state government, it is charged with the detail of carrying out and effectuating the law through the day-to-day operations and activities of state government. The governor, as chief executive officer of the state, is responsible for the operation and administration of state agencies.

Executive Order - A decree or mandate issued by the governor for the purpose of interpreting or implementing a provision of the law. Executive orders often are used to reorganize and assign functions among executive agencies, create advisory and special commissions and boards, or direct state agencies regarding policy.

Expenditure - State spending. Agencies submit vouchers to the Comptroller's Office, which prepares a state check (warrant) and maintains accounting records. Warrants are presented to the treasurer, who maintains and invests state funds.

Federal Aid - Funding provided by the federal government.

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

Full Faith and Credit - A pledge or promise to repay general obligation debt, typically includes all of an issuer's taxing powers.

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

General Funds - (usually lower-case) refers to the following group of funds, inclusively: the General Revenue Fund, the Education Assistance Fund, the Common School Fund, and the General Revenue-Common School Special Account Fund.

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

General Revenue Fund - The largest of four funds that comprise the state general funds. It receives the majority of undedicated tax revenues, mostly income and sales taxes, for use generally to operate and administer state programs.

GOMB - The Governor's Office of Management and Budget serves the Governor's financial, management and budgeting needs by providing accurate, timely and objective information.

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

Highway Fund - A fund that receives special dedicated revenues related to transportation, for example, the motor fuel tax or federal highway trust funds, to be used to support the construction and maintenance of transportation facilities and activities.

Illinois FIRST - A $12 billion, multi-year public works initiative begun in fiscal year 2000. Half of the money is provided from bond proceeds with the remainder covered by a combination of local, state and federal resources.

Infrastructure - The underlying foundation or framework of a system or organization, it is indispensable to supporting the purposes of and operations of a wide range of public and private sector entities and activities. The physical infrastructure of the State of Illinois is the framework of facilities including prisons; universities; mental health centers and state parks, and the transportation network encompassing highways; bridges; airports; public transit rail; freight rail and passenger systems.

Judicial Branch - Distinguished from the legislative and executive branches of state government, it is charged with interpreting and applying laws.

Lapse - The portion of an appropriation that is not spent during the authorized period, typically the fiscal year, including the lapse period.

Lapse Period - The two-month period following the fiscal year (July 1 to August 31) when agencies can liquidate liabilities incurred before the end of that fiscal year (June 30). Public Act 89-511, effective in fiscal year 1997, reduced the lapse period from three months to two months.

Lapse Period Spending - Spending that occurs during the lapse period from the previous year's appropriation.

LEED - Leadership in Energy and Environmental Design standard for Green Building design.

Legislative Branch - Distinguished from the judicial and executive branches of state government, it is charged with making and enacting the law, including appropriations.

Legislative Transfer - Reallocation of appropriation amounts among line items by the General Assembly during the fiscal year. Distinguished from a 2 percent transfer, which may be accomplished by the executive branch without participation of the legislative branch.

Line Item - Specific purpose of an appropriation, for instance, personal services, retirement, printing or travel.

Liquidate - To settle or pay a debt or to convert assets into cash.

Mandate - A law or regulation that generally should be followed, whether or not funding is provided. The State Mandates Act permits certain regulations and laws to be ignored if funding is not provided.

Match - Contribution to program required to receive a program grant; may be either money, "hard match," or services, "soft match."

Moral Obligation - A duty that is not binding or enforceable by law, typically debt service on bonds issued by others that the state agrees to consider funding if the issuer is unable to pay. There is no legal guarantee the state will make such payments.

Opportunity Returns - A program created in 2003 to coordinate state, federal and local economic development expenditures in the state and organize development activities by ten distinct economic regions.

Other Funds - All state and federal funds except the four general funds.

Performance Measure - Information or data used to determine the quality and outcomes of state services, for instance, the number of people who receive jobs following job counseling and employment services, or the number of people who remain off drugs following treatment services.

Personal Services - Line item for salary payments to employees.

Program Area - Major organizational categories of state government, including education, human services, public safety, environment and business regulations, economic development and infrastructure and government services.

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

Recommended - Governor's budget requests presented to the General Assembly for its approval.

Refunding Bonds - Bonds issued to refinance other outstanding bonds, which generally were originally issued at higher interest rates.

Repair and Maintenance - Line item for upkeep, restoration and improvement of equipment and facilities in connection with current agency operations.

Reserve - Portion of appropriation intentionally set aside and not spent, either to increase lapse or as a contingency for increased liabilities in other line items.

Resources - All assets available for use by agencies, whether appropriated or not.

Retirement - Line item for employer's share of contributions to the state retirement system.

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

Revolving Fund - Receives intergovernmental payments charged for providing central operational services, such as computers, purchasing, state garage and telecommunications.

Road Fund - Receives motor fuel tax and other transportation-related revenues for use to operate the Department of Transportation, Illinois State Police and the Secretary of State's Office, and to build and maintain roads, bridges and other transportation facilities.

Special State Funds - All state funds except the general funds, bond-financed funds, debt service funds, federal trust funds and state trust funds.

State Agency - Government organization created by statute to administer and implement particular legislation.

Statute - A law enacted by the General Assembly and approved by the governor.

Structural Deficit - When the collective expenses of state obligations increase at a rate faster than the revenues received over an extended period covering more than one fiscal year.

Superfund - Superfund is the federal environmental program established to address abandoned hazardous waste sites.

Supplemental Appropriation - Additional spending authority given by the General Assembly during the fiscal year, following passage of the initial budget.

Target - A quantifiable metric to which an organization aspires. Incorporates elements of both performance and time to enable ranking of performance.

Transfer - Reallocation of resources, typically movement of money from one fund to another, or shift of appropriation authority among line items by the legislative or the executive branch.

Trust Fund - Receives revenues assessed and collected for a specific state program.

Voids - Checks (warrants) that are not cashed.

Voucher - Document requesting payment submitted to the comptroller who then writes and issues a warrant.

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

Zero Coupon Bonds - Bonds without interest coupons for semi-annual payment. Interest accrues over the life of the bond and is paid on maturity along with the principal.

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