State of Illinois
Pat Quinn, Governor

Illinois

CAPITAL BUDGET
FISCAL YEAR 2014

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Illinois Jobs Now!

Pat Quinn, Governor

Fiscal Year 2014
CAPITAL BUDGET

STATE OF ILLINOIS
Pat Quinn
Governor

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

Pat Quinn
Governor

March 6, 2013

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

I respectfully submit to you the fiscal year 2014 capital budget, which demonstrates the significant progress we have made in creating jobs, supporting businesses and growing our economy through the Illinois Jobs Now! public works program, now in its fourth year. This $31 billion plan is well underway, boosting our economy, improving our transportation system, and increasing energy efficiency across the state. Our investment in Illinois Jobs Now! has added thousands of jobs that are helping the Illinois economy recover from the Great Recession while providing the foundation for a strong infrastructure and economic growth for years to come.

Our goal is long-term economic stability and growth, and we are using every available resource to support businesses and put people to work. In order to follow through on our infrastructure commitments, we are requesting that members of the General Assembly authorize the remaining $2.7 billion, which will allow Illinois to complete the Illinois Jobs Now! program. Illinois Jobs Now! continues to improve schools, highways, bridges, rail systems and more across our state, making it a critical ongoing investment.

In Fiscal Year 2012, IDOT improved 921 miles of pavement and 262 bridges while completing 189 road safety improvements in Illinois. Additionally, IDOT awarded a total of $3.1 billion in highway contracts and obligations including construction, engineering and land acquisition.

Significant investments and benchmarks for passenger rail services have taken place in Fiscal Year 2013. The Chicago-to-St. Louis Amtrak train reached 110 mph last October and Nippon-Sharyo, located in Rochelle, Illinois, was selected through a multi-state bid process to build Metra's new train cars, creating about 250 new jobs in the process.

On the 40th anniversary of the federal Clean Water Act, I launched the $1 billion Illinois Clean Water Initiative (ICWI) to expand affordable financing for water projects in local communities. As a result, communities across Illinois are moving forward with needed repairs such as sewer and wastewater treatment plant upgrades, drinking water treatment plant improvements and aging water main replacements. No new taxpayer dollars were used and in the coming year, this initiative will support thousands of jobs and improve the quality of life for the people of Illinois.

Upgrading Illinois' technology systems achieves many of our goals. We have begun to invest in new systems to strategically lower operational costs while enhancing citizen services. Technology investments will allow the state to be ready for a changing economy. Whether it's a multi-agency effort to simplify healthcare and human services delivery called the Framework Project, new public safety technology systems, or improving statewide access to broadband, we are making sure Illinois is moving forward in the digital era.

While we are making significant investments in our students' school buildings, increasing sustainability and energy efficiency, as well as sustaining our transportation infrastructure, we need to do more. State facilities need updates to create more operational savings, technology improvements are needed to provide more efficient services to the public, and further investment in transportation and schools will ensure Illinois thrives in the 21st century economy. When we have addressed critical pension issues, additional investment in our infrastructure must be a key priority.

Jobs and economic growth are my top priority. I am committed to improving our infrastructure, create good-paying jobs and ensure businesses invest and grow in Illinois. We need your continued strong partnership to ensure that this jobs program thrives for years to come and that we address new infrastructure needs.

Together, we can continue to draw more jobs and economic growth to Illinois.

Sincerely,

Pat Quinn

Pat Quinn
Governor, State of Illinois

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READER'S GUIDE

Reader's Guide

INTRODUCTION

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

The Illinois Jobs Now! (IJN!) capital plan, the state's most recent large-scale capital initiative, was signed into law in 2009. This statewide capital construction effort is now in its fourth year and consists of a wide range of projects to generate jobs and enhance state services.

This chapter contains brief explanations of how the capital budget is planned, determined and executed for all capital ventures, including IJN! projects.

WHAT IS THE CAPITAL BUDGET?

The capital budget is a long-term investment plan for projects funded through both the issuance of bonds and current revenue streams (pay-as-you-go). Eligible projects that encourage economic development and operating efficiencies include roads and bridges, transit and rail systems, aeronautics, schools, environmental protection, energy programs, information technology infrastructure and state facility improvements.

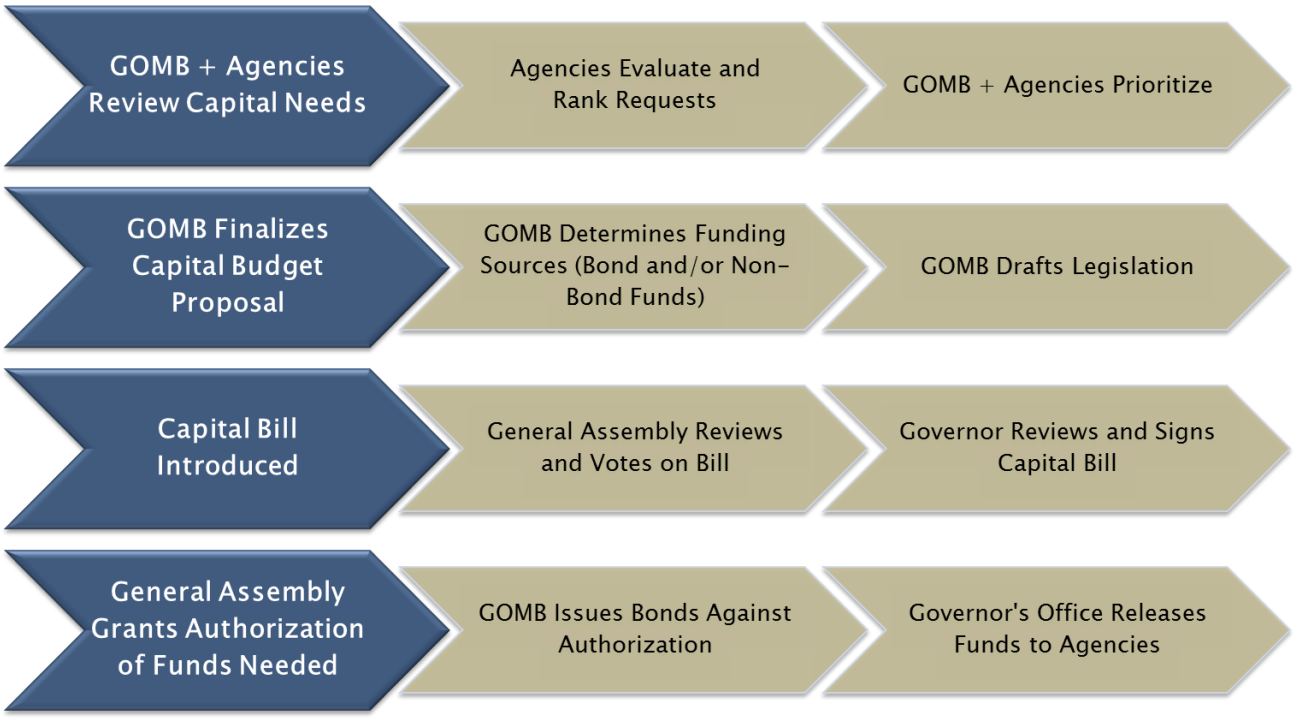
WHY SUBMIT A SEPARATE CAPITAL BUDGET?

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

The passage of the capital and operating budgets occur in tandem for the same fiscal year and follow similar appropriation procedures. The annual operating budget provides funding for the day-to-day operations of the state while the capital budget funds long-term projects. Due to complex design phases, procurement processes and multi-year spending, capital recommendations are evaluated differently from operating appropriations. The major planning differences between capital and operating budgets are summarized in Appendix A, Table 1. Key benefits of submitting a separate budget include:

- **Accountability and disclosure.** Allows the public and legislators to clearly see how capital dollars are allocated.
- **Project monitoring.** Facilitates tracking and management of projects over multiple fiscal years.
- **Identification of revenue sources.** Details revenue streams used to pay for capital projects. These revenue streams are presented in Appendix A, Charts 3 and 5.

How is a Capital Budget Created?



GOMB works with state agencies to review potential capital investments and projects. Agencies with large capital programs include the Illinois Department of Transportation (IDOT), the Department of Commerce and Economic Opportunity (DCEO), the Environmental Protection Agency (EPA) and the Department of Natural Resources (DNR). For improvements or new construction of state facilities, teams of architects and engineers at the Capital Development Board (CDB) verify project scope and cost estimates. They also perform technical evaluations of the requested projects based on the following criteria:

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

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

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

FUNDING SOURCES

Funding to pay for capital investments is divided into two major categories: bond proceeds and pay-as-you-go sources. GOMB is responsible for issuing both General Obligation (GO) and Build Illinois (BI) bonds. The total amount of bonds the state may issue for each authorized bonding category is limited by legislated maximums. Bonded capital projects begin when there is adequate bond authorization to completely fund a given phase of the project.

The primary vehicle for capital market financing for the state is the General Obligation bond program, which is governed by the General Obligation Bond Act. These bonds are guaranteed by the full faith and credit of the state. The other major vehicle for capital market financing is the Build Illinois bond program, which is supported by dedicated sales tax revenues. These funding sources enhance the state's ability to repair and improve its infrastructure and create jobs statewide by leveraging existing revenue streams. Capital financing funds projects that encourage economic development, infrastructure repairs, educational and vocational facilities, and environment protection initiatives.

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

Implementing the Capital Budget

Capital projects can make state operations more efficient through cost-saving measures and technological upgrades. Bond-financed capital projects incur debt service obligations paid in the present and in the future.

Capital Dollars are…

Appropriated

- When specific dollar amounts are codified in law

Reappropriated

- When unspent appropriations continue into the next fiscal year

Authorized

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

Released

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

Obligated

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

Spent

- When the Comptroller's Office processes payments

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CAPITAL BUDGET OVERVIEW

ILLINOIS JOBS NOW! OVERVIEW

The Illinois Jobs Now! (IJN!) capital program passed with strong support from the governor and General Assembly in the summer of 2009. Of the $31 billion in projects, approximately $16 billion are bond financed and $15 billion are funded by current revenues. Over the lifespan of its projects, IJN! will support more than 400,000 jobs and stimulate economic activity in every region of the state. Funding will improve schools, build bridges and roads, improve public transit, provide affordable housing opportunities, protect natural resources, and bolster economic development in Illinois.

As of January 2013, the state has released approximately $9.8 billion of the $16 billion appropriated in bonded projects. In the non-bonded portion of the program, the state has invested more than $9.7 billion in environmental projects, port system improvements and upgrades to public transit, roads and highway systems.

In addition, on the 40th anniversary of the federal Clean Water Act, Governor Pat Quinn announced the $1 billion Clean Water Initiative (CWI) to expand affordable financing for communities across Illinois for projects such as sewer and wastewater treatment plant upgrades, drinking water treatment plant improvements and aging water main replacements.

Bonded projects can only proceed after the General Assembly authorizes the sale of bonds. As IJN! enters its fifth year, the governor is requesting the remaining $2.7 billion in authorization to complete the program. The major need for authorization comes from school construction and road programs. Without this final piece of required authorization, critical initiatives planned for the last phase of IJN! will not be able to move forward. In the first two phases of Illinois Jobs Now! many of its programmatic goals have been achieved:

- Broadband improvements are underway to provide high-speed Internet access for many rural communities.
- The majority of high-speed rail track has been laid for the Chicago-St. Louis corridor.
- Water reclamation districts have received grants to improve water quality.
- Affordable housing programs have assisted Illinois citizens and veterans in purchasing their own homes.
- School districts throughout Illinois have received grants to build and improve classrooms and laboratories.
- Road and rail congestion in Chicago has been reduced through infrastructure improvements.
- Municipalities and park districts have repaired recreational facilities.

ILLINOIS JOBS NOW

Illinois Jobs Now!

Pat Quinn, Governor

Fiscal Year 2014 Capital Needs

Deferred Maintenance

The $31 billion Illinois Jobs Now! capital initiative primarily invested in transportation improvements and school infrastructure. Even with the success of IJN!, a critical need still exists to improve energy and operational efficiencies at state facilities throughout Illinois. Addressing the backlog of deferred maintenance issues would allow agencies to correct serious infrastructure failures not covered in the original capital program. These facility improvements (repairing building exteriors, fixing plumbing systems and upgrading electrical, mechanical and roofing systems) have direct operational impacts. Funding would facilitate addressing health, life/safety and accessibility code requirements, while remodeling facility spaces for current operational or programmatic needs. Without attention, these infrastructure problems increase operational costs and require agencies to spend limited maintenance funds on short-term solutions.

Funding for the state's aging facilities, which will continue to deteriorate and remain inefficient, needs to be considered once larger pension issues are addressed, underscoring the need for an expedited resolution to these significant problems.

Technology

Upgrading the state's information technology (IT) systems achieves multiple goals. With targeted, strategic investments of capital resources, the state can lower operational costs and enhance services to its citizens. These investments will target areas that must facilitate state operations and provide significant benefits to communities. Examples of potential investments include:

- The state's broadband infrastructure.
- The Illinois Shared Learning Environment, which will allow educators to make more informed decisions by providing a central database for analysis.
- The state's efforts to streamline and modernize its financial accounting systems and automated timekeeping systems will significantly enhance the state's ability to manage its cash flows and identify waste and abuse.
- The Framework Project, a multi-agency collaborative effort to simplify healthcare and human services delivery across the state by providing "No Wrong Door" access.
- Public safety IT systems like Offender 360 that provide expedited access to critical information for public safety personnel.

These systems can be funded through capital investment. However, the concerns regarding funding the pension shortfalls must be resolved in order to proceed with these essential upgrades to the state's information technology systems.

Transportation

Dependable highways, railroads, waterways and airports provide the infrastructure to distribute Illinois' goods and services. During the next 30 years, demand on these systems is expected to double, increasing the need for both improved capacity on all systems and greater flexibility to integrate transportation services through intermodal strategies and investments. However, the on-going challenge of keeping the current systems in acceptable condition while also investing in the 21st century needs of Illinois' vital transportation network is staggering.

The new bonded capital needs for transportation, while significant, will need to wait until pension reform becomes a reality.

Capital Budget Overview

School Infrastructure

A key part of the growth and success for Illinois in the 21st century is a workforce that can compete in the global economy. Illinois will excel with citizens trained in science, technology, engineering and math (STEM).

The task of creating jobs of the future must begin at the Pre-K-12 level. The governor strongly supports investments in early childhood facilities, as well as primary and secondary schools, with an emphasis on technological upgrades to ensure the highest levels of student achievement.

Funding to allow schools to improve infrastructure readiness in order to utilize technology in the classroom and for online assessments is a top priority. Educators can use this information to respond quickly to the challenges students face on their path to college and career readiness.

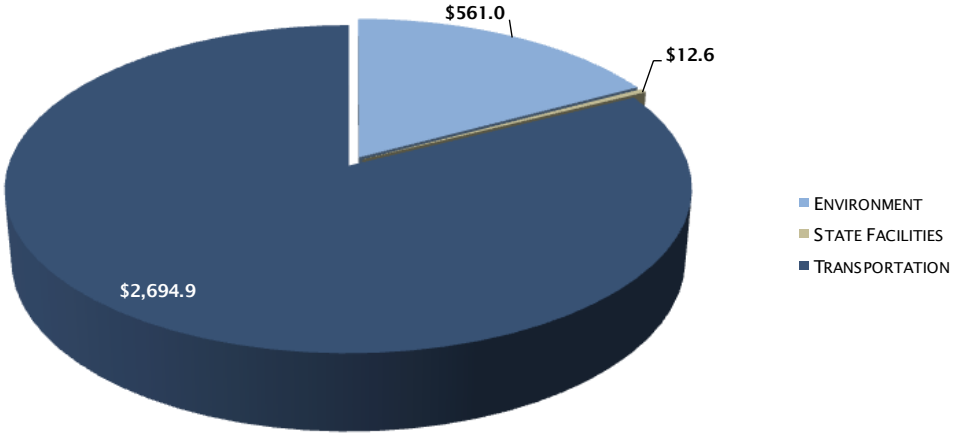
Maintaining outstanding institutions of higher learning requires investment in the core infrastructure of their buildings and systems. By allocating capital funds for maintenance upgrades, the state helps ensure that it provides a quality education to its students. This assistance is an essential element of a sound future for our public universities and community colleges.

Both of these priorities require a commitment of state funds. Unfortunately, until the fiscal pressures of the pension systems are resolved, these priorities must wait.

Fiscal Year 2014 New Pay-as-You-Go Appropriations by Capital Classifications

This chart displays the distribution of recommended new pay-as-you-go capital appropriations by functional areas. More than 80 percent of the pay-as-you-go capital is for IDOT's Multi-Modal Transportation Improvement Program (MTIP) funded by the motor fuel tax and vehicle registration fees. The rest of the pay-as-you-go capital includes environmental programs and state facility repairs.

Exhibit 1 ($ millions)

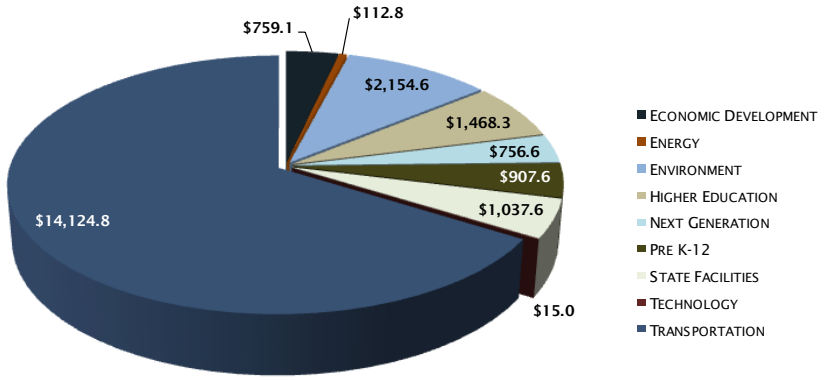


New Capital Appropriations by Capital Classification ($ millions)	
Transportation	2,694.9
Environment	561.0
State Facilities	12.6
Total New Appropriations	3,268.4

Fiscal Year 2014 Capital Reappropriations and New Appropriations

This exhibit depicts the total outstanding reappropriations and the proposed new appropriations. In other words, all unexpended Illinois Jobs Now! dollars (just under $18 billion) are added to the $3.3 billion of recommended new capital and displayed by category. This chart aggregates bonded and pay-as-you-go capital.

Exhibit 2 ($ millions)



Total Capital Outstanding as Proposed

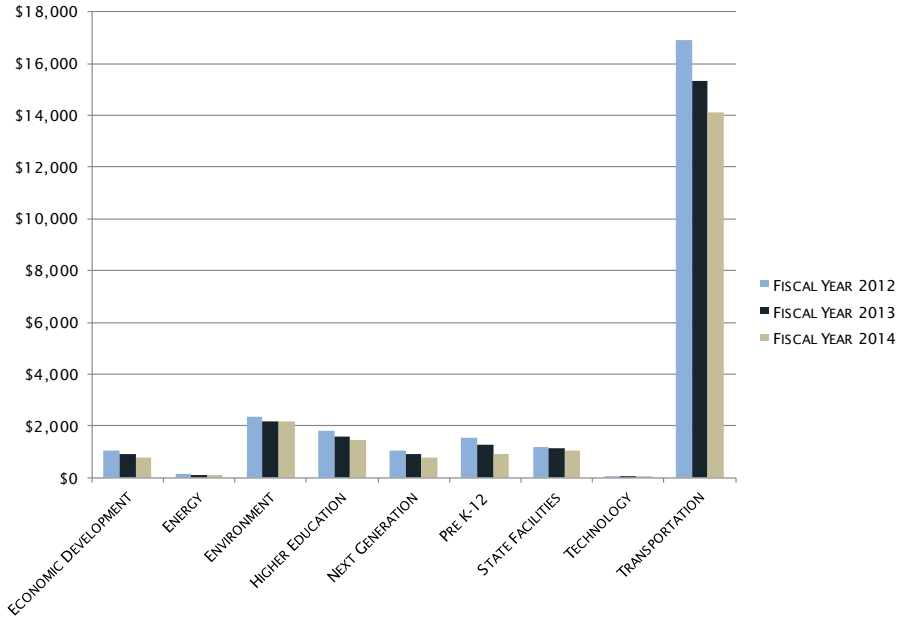
$21,336.4

($ millions)

Illinois Jobs Now! Capital Appropriations by Classification

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

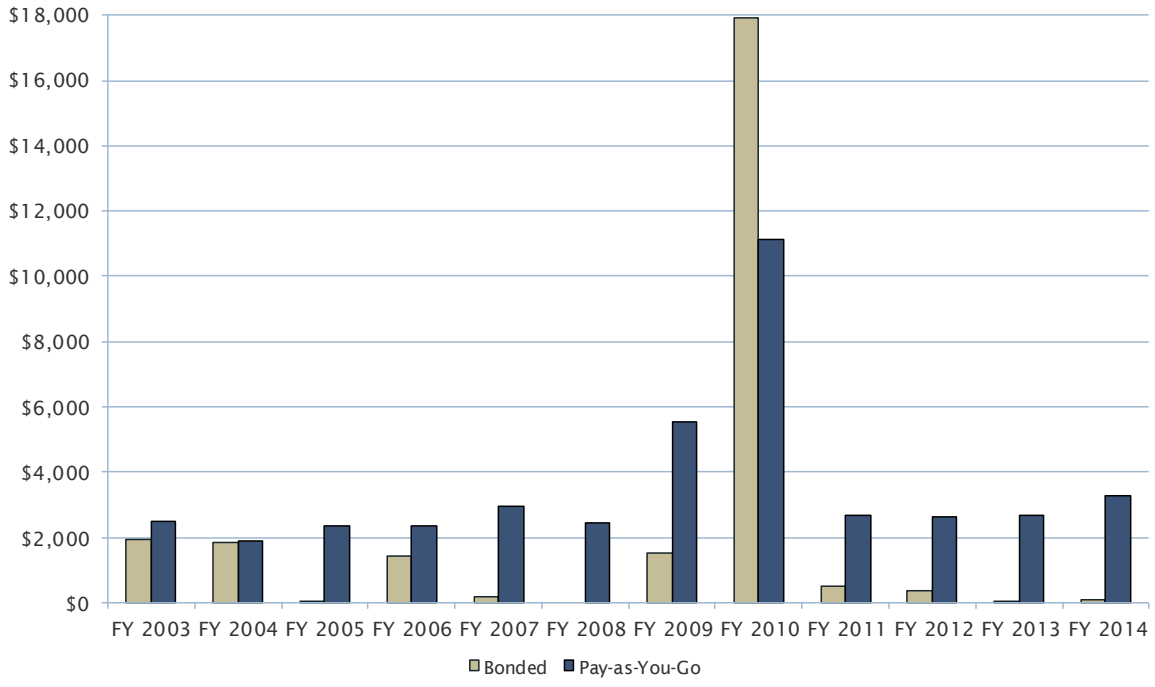
Exhibit 3 ($ millions)



FISCAL YEARS 2003 – 2014 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

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

EXHIBIT 4 ($ MILLIONS)



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NEXT GENERATION

Next Generation

St. Anthony's Hospital in Chicago received a $7 million grant from the Department of Public Health to build a new chemotherapy department and make other improvements.

Next Generation projects are dedicated to improvements in sustainability, education, job creation and information technology. These projects are significant undertakings by the state to enhance the well-being of Illinois residents and to lay the groundwork for future state infrastructure.

Illinois Jobs Now! Bonded Appropriations By Agency:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Capital Development Board	95,000	93,000	86,560	71,560	-
Central Management Services	26,000	26,000	20,355	-	-
Commerce and Economic Opportunity	588,000	542,714	511,413	441,400	-
Public Health	155,000	154,923	82,392	68,137	-
Illinois Housing Development Authority	130,000	130,000	95,780	82,280	-
Secretary Of State	50,000	50,000	50,000	45,000	-
State Board Of Education	75,000	48,259	48,259	48,259	-
Total:	1,119,000	1,044,896	894,758	756,635	-

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Community Health Center Construction Grants

The Capital Development Board (CDB), in conjunction with the Department of Public Health (DPH), provides grants to Federally Qualified Health Centers (FQHC). These grants fund necessary infrastructure improvements for healthcare services.

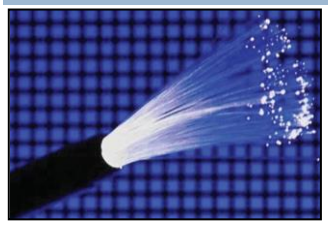
Since the program began, $30.5 million in grants have been awarded to assist 14 community health centers. These grants allowed the state to improve health outcomes for medically underserved Illinoisans, reduce healthcare spending and save taxpayer money. In addition, the grants created approximately 215 construction jobs.

The Urban Weatherization Initiative (UWI)

The Department of Commerce and Economic Opportunity (DCEO) is working to create the first state-funded weatherization program in the nation. The initial phase of the program provides training in green jobs, like energy auditing and weatherization, in five disadvantaged communities across the state.

In the second phase, newly trained professionals work in communities to weatherize homes, which increases energy efficiency and lowers energy bills. An additional benefit of this initiative is the expansion of local supply chains for weatherization materials.

Broadband



The Department of Central Management Services (CMS) is investing $26 million in the Illinois Century Network to provide high-speed telecommunications for schools, libraries, colleges, museums and governments. To date, CMS has installed 422 miles of new fiber optic cable, and has begun activating the service at some of the 400 participating community institutions. These infrastructure improvements will provide numerous entities access to essential high-speed broadband services, resulting in economic growth that creates new job opportunities and increased business investment and innovation.

DCEO has spent more than $70 million of combined federal, state and private funding on the statewide broadband deployment effort. For example, DCEO has awarded $2 million to Gigabit Squared, which in partnership with Cook County, the city of Chicago and the University of Chicago, will deploy gigabit fiber and wireless in neighborhoods on Chicago's mid-south side.

Next Generation

Affordable Housing

The Illinois Housing Development Authority (IHDA) provides affordable housing for low-income families, senior citizens and people with disabilities. IHDA also operates Governor Quinn's Welcome Home Heroes program, which will help hundreds of military families secure affordable home financing. Welcome Home Heroes is also expected to create approximately 500 jobs and over $13 million in economic activity.

One such project, pictured left, will provide 51 units of affordable, supportive housing for persons at risk of homelessness, or those with mental illness. The development will offer extensive, on-site supportive services provided by Thresholds, one of the most experienced mental health services providers in Illinois. In addition to the supportive services, the community will provide rooftop and courtyard gardens, job training and placement, gardening with Chicago Botanic Garden, art appreciation, cooking and other recreational activities. The project is expected to support approximately 130 jobs during construction and 19 ongoing positions after construction is complete.

Hospital Capital Investment Grants

DPH provides Hospital Capital Investment Grants to 123 hospitals that fund needed capital improvements, which in turn improves the quality and breadth of healthcare services statewide. These capital projects encompass a broad range of improvements, including construction and renovation of hospital facilities, acquisition of new medical equipment, development of information technologies and improvements to meet the latest life/safety code standards. These grants will fund over half of the cost of the $280 million in capital improvements made at these hospitals.

Early Childhood Construction Grants

The Illinois State Board of Education (ISBE) and CDB provide grants to school districts and not-for-profit providers serving children ages newborn to five years. Grants are awarded to construct or renovate early childhood facilities. Priority is given to projects located in communities with the greatest underserved populations of young children. In fiscal year 2013, $45 million was released for funding this program.

Public Library Construction Grants

For many years, Illinois' public libraries have been in desperate need of construction dollars. In conjunction with the Secretary of State, the Governor and the General Assembly set aside $50 million for the Public Library Construction Act through the Illinois Jobs Now! program.

The program gave libraries in Illinois a chance at significant funding for new construction, remodeling and renovation. These funds, combined with local participation, will breathe new life into public libraries as they adjust for changes in programs and technology.

ECONOMIC DEVELOPMENT

Department of Commerce and Economic Opportunity

The expansion to the Woodward Inc. facility in Loves Park, made possible by the Large Business Development Program, is the first expansion to the facility since 1987.

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

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Business Development	13,000	13,000	11,000	-	-
Infrastructure	290,700	173,909	144,482	115,813	-
Regional Economic Development	552,400	466,547	377,521	293,387	-
Urban Assistance	10,000	10,000	10,000	-	-
Total:	866,100	663,456	543,003	409,199	-

Note: Numbers may not add due to rounding.

Program Highlights

Large Business Development

The Large Business Development program is used to foster economic development throughout the state. As part of the program, in fiscal year 2013, $1.5 million was awarded to Woodward Inc., which plans on investing more than $200 million to build a manufacturing plant and offices in Loves Park and produce a new aircraft turbine product line. The expansion will create more than 660 jobs over the next five years. Woodward plans to double its workforce in the Rockford area by 2021.

Economic Development

River Edge and Brownfields Sites

These programs provide assistance to businesses and municipalities within designated River Edge Redevelopment Zones. The grants make it easier and more cost effective for businesses to operate. The private investment and jobs that these businesses create will foster economic growth to these blighted areas for decades. As part of the programs, $8 million in grant funds have been provided to the cities of Aurora, Elgin and Rockford, which have already experienced positive outcomes from these investments. These programs have created more than 300 jobs and leveraged more than $20 million in private investments.

Community Infrastructure Development

DCEO provides assistance to local businesses, not-for-profits and governments for infrastructure projects. This assistance ensures that community organizations have adequate facilities for operations. Examples of successful projects funded by these grants include assistance complying with the Americans with Disabilities Act and improvements to public parks, street lights, water mains and roads.

Electric Vehicle Infrastructure

The State of Illinois, through DCEO, is funding electric charging stations needed to make electric vehicles a viable alternative for personal transportation. This initiative will make owning electric vehicles more practical, attract more innovation and investment from businesses, and reduce dependence on foreign oil.

Metropolitan Exposition Centers

Cities across the state are receiving grants to improve civic centers that help form the core of a dynamic metropolitan area. Improvements to these civic centers make Illinois cities more attractive to expositions and draw in additional tourism dollars. In fiscal year 2013, a $2.1 million grant was released to improve the buildings operated by the Aurora Metropolitan Exposition, Auditorium and Office Building Authority.

Fresh Foods

The program provides funds to increase the availability of fresh food in underserved communities. By providing capital financing to full service grocery stores in areas where infrastructure costs and credit needs cannot be filled solely by conventional financial institutions, these grants create the opportunity for expansion. The program supports stores that include a community engagement component in which the grocer will establish links between the store and community institutions.

Illinois Finance Authority

The Illinois Finance Authority issued $370 million in bonds for the construction of the new William Eckhardt Research Center at the University of Chicago.

The Illinois Finance Authority (IFA) provides capital asset financing to not-for-profit organizations and manufacturing companies that retain and create jobs for the people of Illinois. IFA is Illinois' primary delivery system for federal tax benefits that support discounted financing of capital projects by qualified borrowers under the federal tax code (conduit debt). In addition, IFA administers state-backed loan guarantee and credit enhancement programs, such as agricultural guarantees.

Program Highlights

Job Creation Program

Between December 1, 2011, and November 30, 2012, IFA helped create more than 11,200 permanent jobs and more than 16,700 construction jobs through $2.3 billion of conduit debt projects. Of this $2.3 billion, $1.4 billion was used to finance or refinance state-of-the-art hospital construction and $536 million was used to finance or refinance projects at six universities, including the University of Chicago.

Public Safety Loan Program

IFA and the Office of the State Fire Marshal jointly administer the Fire and Ambulance Services Program. This initiative provides financing for local fire departments, public safety organizations and emergency responders. Municipalities can purchase fire trucks and ambulances, as well as construct and enhance fire stations, to improve safety services and response times in communities throughout the state.

Agriculture Debt Guarantee Program

The Agriculture Debt Guarantee Program strengthens and promotes economic development in rural areas, especially those struck by the 2012 drought, by guaranteeing qualified bank loans. IFA accomplishes this through its Agri-Debt Restructuring Guarantee Program, Agri-Industry Guarantee Program, Specialized Livestock Guarantee Program and Young Farmer (Farm Purchase) Guarantee Program.

TRANSPORTATION

Illinois Department of Transportation

The New Mississippi River Bridge Project, a joint project with the Missouri Department of Transportation.

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

IDOT is responsible for the design, construction, maintenance and operation of the state's transportation system. It annually produces the Multi-Modal Transportation Improvement Program (MTIP) called Transforming Transportation for Tomorrow, which outlines statewide maintenance and capital improvement needs.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Roads and Bridges	5,566,231	3,980,049	3,093,300	2,206,341	-
High-Speed Rail	400,000	313,078	286,963	269,963	-
Intercity Passenger Rail	150,000	150,000	129,940	115,940	-
CREATE	300,000	294,441	287,606	267,606	-
Transit	3,000,000	2,893,305	2,699,457	2,297,457	-
Aeronautics	35,978	33,000	31,088	29,588	-
South Suburban Airport	40,000	40,000	37,279	100,266	71,052
Total:	**9,492,209**	**7,703,872**	**6,565,633**	**5,287,161**	**71,052**

Note: Numbers may not add due to rounding.

Quincy, IL - Bayview Bridge

High-Speed Rail

High-speed rail, Joliet Union Station

High-speed rail will:

- Provide $13.2 billion in economic benefits to the region
- Transport as many people as a 10-lane highway at a fraction of the cost
- Stimulate travel and tourism by facilitating weekend leisure trips
- Reduce the region's reliance on cars
- Decrease the region's carbon dioxide emissions
- Be three times as energy efficient as cars, and six times as efficient as planes

Program Highlights

Midwest Regional Rail Initiative

With Chicago as the hub, the Midwest Regional Rail Initiative is linking Chicago with St. Louis, Detroit and other Midwestern cities along High Speed Rail corridors with safe, convenient and comfortable train service. In late 2012, 110-mph service between Dwight and Pontiac on the Chicago-St. Louis corridor became a reality, and new signaling across the state will be installed in 2013 and 2014. Track upgrades are complete between Dwight and Alton. When all upgrades are finished, this trip will be reduced by up to an hour.

Amtrak ridership nearly doubled from 948,000 in fiscal year 2006 to 1,824,600 in fiscal year 2012. When high speed rail debuts between Dwight and Alton in 2015, and then expands to include Dwight-Joliet in 2017, Illinois expects additional gains due to new equipment, guaranteed on-time performance and faster travel times.

PROPOSED HIGH-SPEED RAIL SERVICES
Illinois Amtrak Routes
Madison
Milwaukee
Milwaukee Airport
Janesville
Sturtevant
Dubuque
Galena
Freeport
South Beloit
Lena*
Rockford
Genoa
Glenview
New Services coming soon
South Elgin
Chicago
Grand Rapids
La Grange Rd.
Hammond
Naperville
Detroit
Davenport
Rock Island
Moline
Plano
Mendota
Summit
New York
Geneseo
Homewood
Princeton
Joliet
Kewanee
Indianapolis
Washington, DC
Kankakee
Dwight
Burlington
Galesburg
Denver
Peoria
Pontiac
Now operating at up to 110 mph
Fort Madison
Gilman
Normal-ISU-Bloomington
Los Angeles
Macomb
Rantoul
Danville
Lincoln
Quincy
Champaign-Urbana
Springfield
Indianapolis
Mattoon
Carlinville
Greenup
Effingham
Alton
Newton
Robinson
St Louis
Olney
Kansas City
Washington
Kirkwood
Centralia
Dallas
Amtrak Route
DuQuoin
Illinois High Speed Rail Corridor
Harrisburg
Eldorado
Carbondale
Shawneetown
Local Rail & Bus Connections to Airport
Marion
Amtrak Thruway Bus Connections
Rides MTD Connections
1-877-667-6119 • ridesmtd.com
Proposed Amtrak Stations
Flag stop
New Orleans
ILLINOIS HIGH-SPEED RAIL
CHICAGO TO ST. LOUIS
www.idothsr.org
1-855-IDOT-HSR
AMTRAK ILLINOIS
0267-13
Amtrak Illinois is a service mark of the National Railroad Passenger Corporation.

Rail Program

The Amtrak Lincoln Service from Chicago to St. Louis

Illinois is at the center of the nation's rail network, and Chicago is the largest rail gateway in the United States. In all, 52 railroads provide service from Illinois to every region of the continental 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, freight rail service demand in Chicago is expected to double if rail capacity is expanded and infrastructure is improved.

Program Highlights

New Amtrak Service

Funding for a new station in Moline has been secured through the Illinois Jobs Now! program and a federal Transportation Investment Generating Economic Recovery (TIGER) grant. Additionally, construction began in 2012 for a new Chicago-Quad Cities corridor with the goal of service commencement in fall 2015. Construction is expected to begin in 2013 on a $60 million project for a new Chicago-Rockford-Dubuque passenger rail corridor.

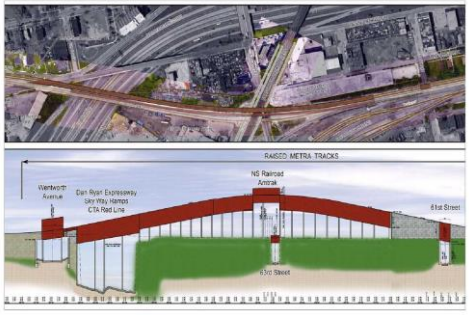
Illinois has received a federal grant totaling $268 million to fund new bi-level, high-speed passenger rail cars for Chicago-Quincy, Chicago-Rockford-Dubuque, and Chicago-Carbondale rail corridors, as well as Chicago-St. Louis-Kansas City and Chicago-Detroit corridors. Nippon-Sharyo located in Rochelle, Illinois was selected through a multi-state procurement process to build the new passenger cars that will start being delivered in 2015 and 2016.

Transportation

Chicago-Joliet Route Selection and Springfield Rail Consolidation Plan Approved

In December 2012, the Federal Railroad Administration issued a Record of Decision (ROD) on two sections of the Chicago–St. Louis corridor. The ROD approved IDOT's recommendation of the Rock Island Route being the preferred alternative between Chicago and Joliet, as well as the Springfield Rail Consolidation Plan on 10th Street. Further design and study work on both of these important future enhancements to the Chicago-St. Louis corridor, as well as on the portion of the corridor between Alton and the Mississippi River (including a new rail bridge) will begin in 2013.

Chicago Region Environmental and Transportation Efficiency Program (CREATE)



The Englewood Flyover project is part of CREATE. The $133 million project, which began in 2012, will put 1,500 people to work.

CREATE is a public-private partnership between the U.S. Department of Transportation (USDOT), the State of Illinois, the City of Chicago, Metra, Amtrak and the nation's largest freight railroads. CREATE's long-term plan is to relieve freight congestion while improving passenger rail reliability and reducing motorist delays at 25 grade crossings through the six-county Chicago area.

CREATE has improved rail facilities and separated rail from road traffic in 14 locations in the Chicago area. To date, the investment in CREATE has resulted in a 28 percent reduction in freight rail delay and 33 percent reduction in passenger rail delay. In all, CREATE's 70 projects, which span across the Chicago region, include 25 road-rail grade separations, six rail-to-rail flyovers and other anti-congestion measures.

Rail Freight Program

The Illinois Rail Freight Program provides grants and low-interest loans to communities, railroads and transporters to preserve and improve rail freight service. The program focuses on projects with the greatest potential for improving access to markets and maintaining transportation cost savings, especially where state participation will leverage private investments to solve rail service problems.

Six projects were completed in the Rail Freight Program in fiscal year 2012. The projects were located in Madison, Adams, Ogle and Cook counties, with expenditures totaling approximately $14 million.

One of the freight rail projects completed in fiscal year 2012 was rehabilitation of existing rail infrastructure to provide safer and more efficient service to existing shippers. Another project repaired a storm sewer that was prone to flooding, which delayed the movement of freight through Chicago. The remaining four projects provided new rail infrastructure for new businesses in Illinois. Once completed, these projects will help create 300 new jobs and retain an additional 250 jobs.

PUBLIC TRANSIT

Chicago Transit Authority (CTA) Red Line Station at Chicago Avenue

Illinois focuses resources in public transportation infrastructure. These projects address statewide capital needs from constructing or expanding transit facilities to rehabilitating existing buildings. Investments have additionally targeted replacing buses and passenger rail cars that have exceeded their useful life. IDOT also supports the transit needs of rural areas as well as the coordination of state and federal funding programs.

Capital programs for Chicago Transit Authority (CTA), Metra, Pace and downstate Illinois transit authorities emphasize repairing the existing transit system and modernizing it where appropriate. Capital improvements have generally included the purchase of rolling stock, reconstruction of track, station improvements and security and communications upgrades.

The federal transit capital program consists of two categories: formula apportionments for rail modernization 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 the MetroLink light-rail line in the St. Louis region.

Illinois Jobs Now! (including Jump Start) has $3 billion in bonded funds for mass transportation in order to meet public demand. As a result, Illinois mass transportation districts are purchasing buses and rail cars; building train stations, bus garages and rail yards; and reconstructing commuter rail bridges and elevated rail structures.

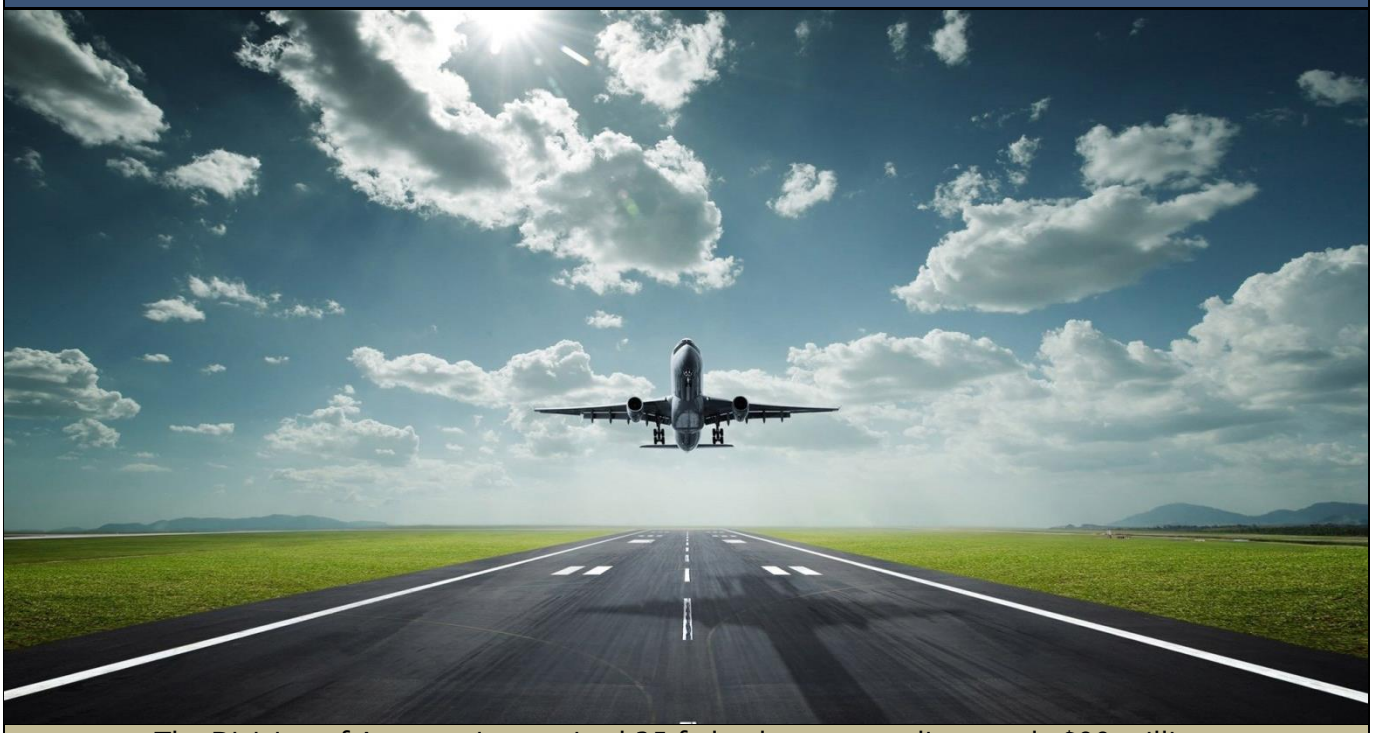
To ensure that Illinois is well-positioned to address the future needs of the public, IDOT is implementing 16 new technical study agreements, including research into alternative Amtrak operating subsidies and a feasibility study on forming a mass transit district for rural counties. There will also be a study on overcoming transit service gaps using smartphone technology and neighborhood-based transportation such as shared bikes and cars.

Program Highlights

Downstate Mass Transit Improvements
Project Examples
Major Downstate Transit Projects Now Under Construction
Joliet Multi-Modal Transportation Facility - $40 million state investment.
Rock Island and Moline Transit Maintenance Facility - $15 million.
Macomb Transit Maintenance Facility - $1.8 million to match a federal grant.
New Buses Statewide
New buses and other related equipment for downstate public transit districts have been procured and delivered to several transit districts statewide.
New Paratransit Vehicles Statewide
Consolidated Vehicle Procurement (CVP) program plans to purchase paratransit vehicles statewide - $1.7 million.
MetroLink
St. Clair County will continue work on infrastructure and track repair - $5 million.
Marion
Completed Marion bus storage facility for RIDES transit agency - $1.3 million.
Lee County
The county will start construction of a new transit facility in Dixon - IDOT is contributing $458,500.
Greater Peoria Mass Transit District
The district will purchase five 35-foot, low-floor ADA accessible buses.
Bloomington-Normal
Bloomington-Normal is purchasing five 35-foot, low-floor ADA accessible buses.

Northeastern Mass Transit Improvements	
Project Examples	**($ millions)**
The Chicago Transit Authority (CTA)	
New power substation improvements on the Red Line.	56.0
Reconstruction of the Red Line along the Dan Ryan.	426.0
Infrastructure safety and renewal for the Loop elevated project.	53.0
Rehabilitation of the north side Red/Purple Lines, as well as two miles of the Blue Line.	223.0
New viaducts on the Evanston Purple Line.	17.0
New security cameras to be installed system wide.	13.0
Metra	
New railcars for Metra Electric District.	585.0
Major rehabilitations at several stations, as well as a new station for the Auburn-Gresham neighborhood.	43.0
Major rehabilitation to Naperville's station.	1.7
New Flossmoor station on Metra Electric District (construction to occur 2012 to fall 2013).	5.0
Fox River Grove station on the UP Northwest Line (renovation to be completed summer of 2013).	2.0
PACE	
New Starcom communications system for suburban bus service.	10.0
Grants for new ADA equipped vehicles.	16.0
Bus transfer facility at Toyota Park.	2.0

AERONAUTICS



The Division of Aeronautics received 25 federal grants totaling nearly $99 million.

The Illinois aviation system consists of nearly 900 landing facilities. These facilities include commercial service airports, private restricted landing areas and rooftop hospital heliports. Every Illinois city with a population of 30,000 or more is only a short drive away from an airport that can accommodate business jets.

Funding and technical assistance for the state's system of public airports is provided through the Airport Improvement Program (AIP). This plan establishes an outline for preserving, modernizing and expanding Illinois' system of airports. State and federal goals for air services are to:

- Ensure safe and secure air transport of people, goods and services.
- Preserve and upgrade the existing airport system.
- Improve compatibility of airports with nearby communities.
- Provide sufficient public access to airports.

PROGRAM HIGHLIGHTS

South Suburban Airport

The South Suburban Airport (SSA) will be a new commercial airport in Will County. SSA will serve a vital role in the region by providing a convenient and accessible venue for commercial passenger service, cargo operations, and corporate and general aviation services.

IDOT is producing an Airport Master Plan that addresses the construction and operation of the airport for Federal Aviation Administration (FAA) review and approval. This plan will be used as the basis for creating the new airport. The 2002 Tier 1 Environmental Impact Study (EIS) established the location of the airport. Additionally, FAA is preparing a Tier 2 EIS for SSA. The current Tier 2 EIS will assess the environmental impacts associated with the construction and operation of the airport. IDOT contributes a significant amount of technical resources to assist FAA during the preparation of the Tier 2 EIS.

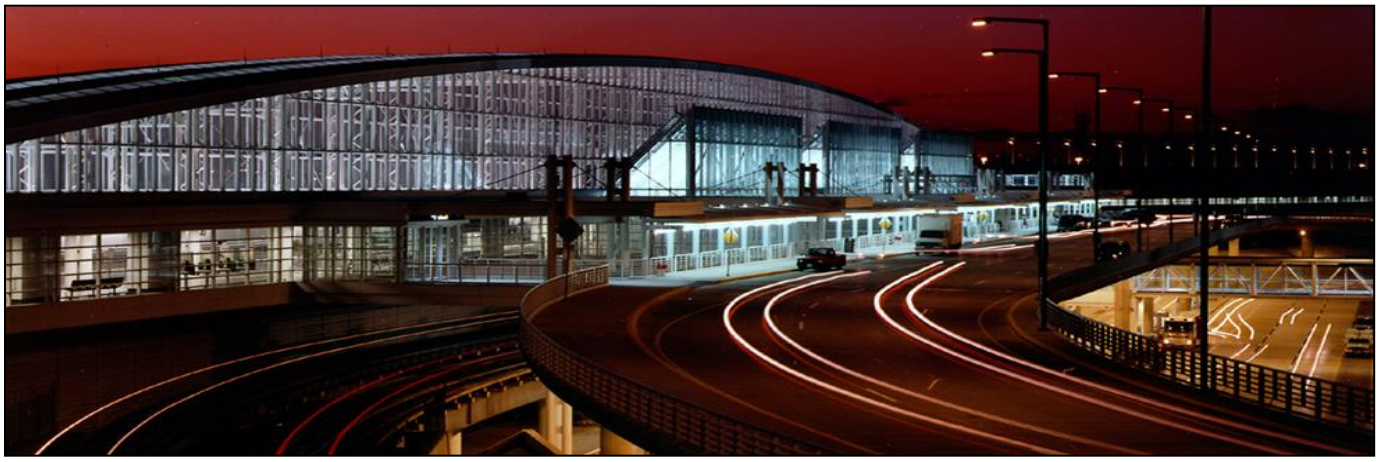
In order to complete the SSA, IDOT must acquire additional land. Federal and state guidelines apply to the acquisition of property, including relocation costs. Purchase offers are based on an independently appraised fair-market value. Forty-three percent of the land necessary for the airport has been acquired to date, with several offers pending.

Commercial Passenger Service and Air Cargo

According to the FAA, over 84 million passengers traveled commercially through Illinois airports during calendar year 2011. This includes more than 63 million passengers through O'Hare and more than 18 million passengers through Midway.

Domestic and international cargo volumes are on the rise, reflecting an increased demand for air cargo services. The data to the right is collected for the top Illinois cargo airports, but additional cargo operations take place in airports across Illinois.

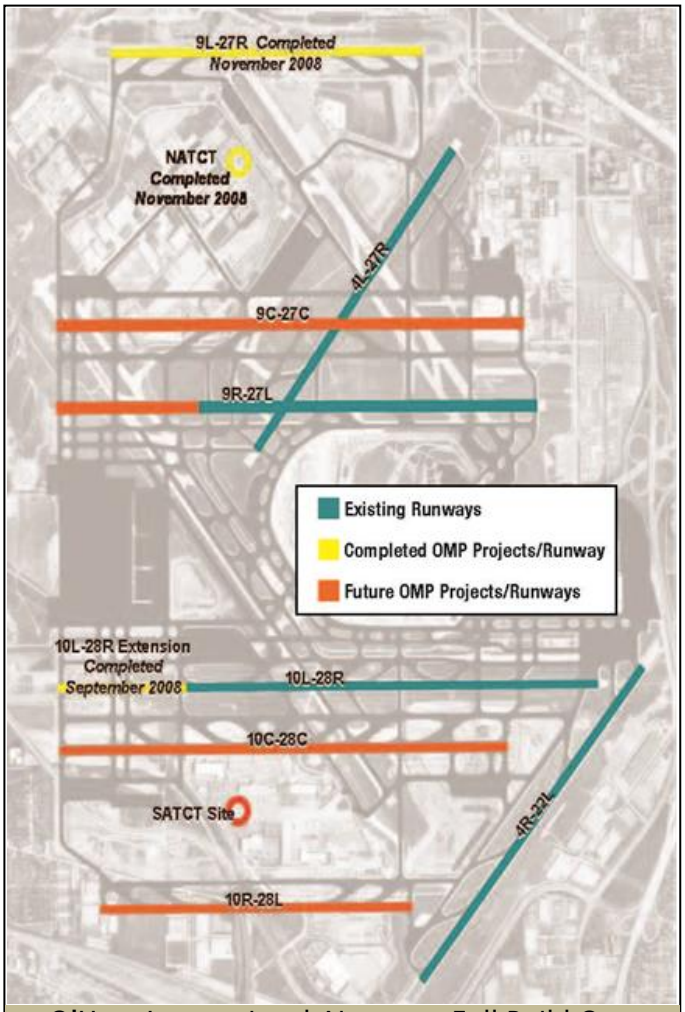
COMMERCIAL AIR CARGO LANDED WEIGHT Calendar Year 2011 (in millions of pounds)	
O'Hare International Airport *Chicago, IL*	4,368.0
Chicago/Rockford International Airport *Rockford, IL*	888.7
Peoria International Airport *Peoria, IL*	149.6
Mid-America St. Louis Airport *Belleville, IL*	12.8
Total Pounds Landed	**5,419.1**



Transportation

O'Hare International Airport Modernization Program

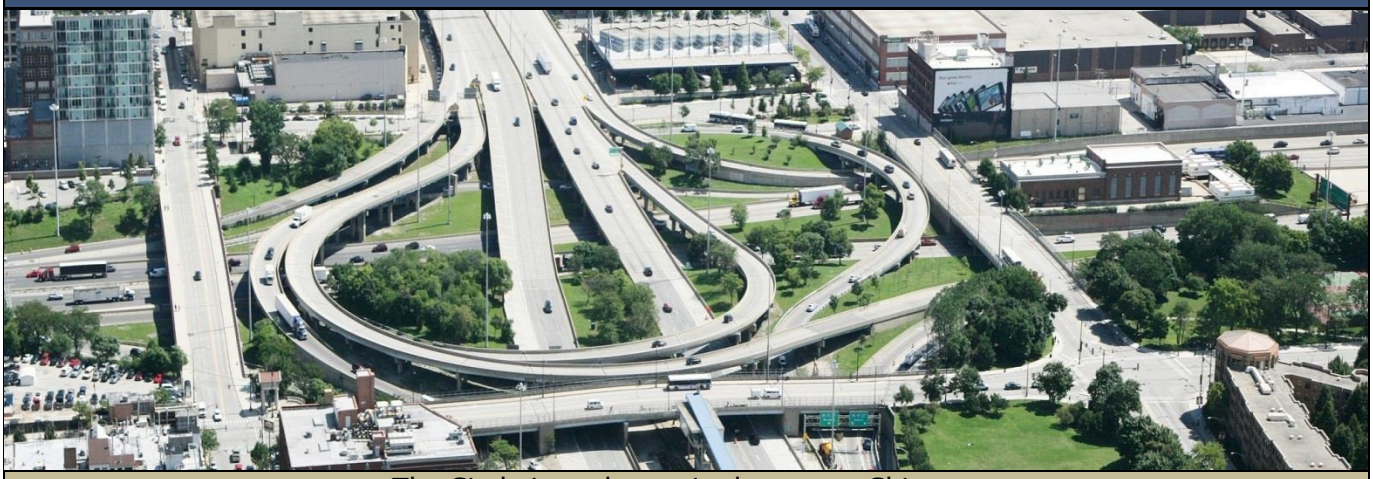
The ongoing O'Hare Modernization Program, one of the largest and most complex public works projects in the world, has reached several key milestones. Phase II of the multi-billion dollar development is currently under way. This phase includes sustainable design, construction practices and airfield operations.



O'Hare International Airport at Full Build Out.

COMMERCIAL PASSENGERS Calendar Year 2011 (in thousands)	
O'Hare International *Chicago, IL*	63,785
Midway International *Chicago, IL*	18,269
Quad City International *Moline, IL*	825
Central IL Regional Airport *Bloomington-Normal, IL*	570
General Downing - Peoria International *Peoria, IL*	500
Chicago/Rockford International *Rockford, IL*	205
University of Illinois-Willard *Champaign, IL*	168
Abraham Lincoln Capital *Springfield, IL*	144
Other (Non-Primary) Airports	55
Total Passengers	**84,521**

Roads and Bridges



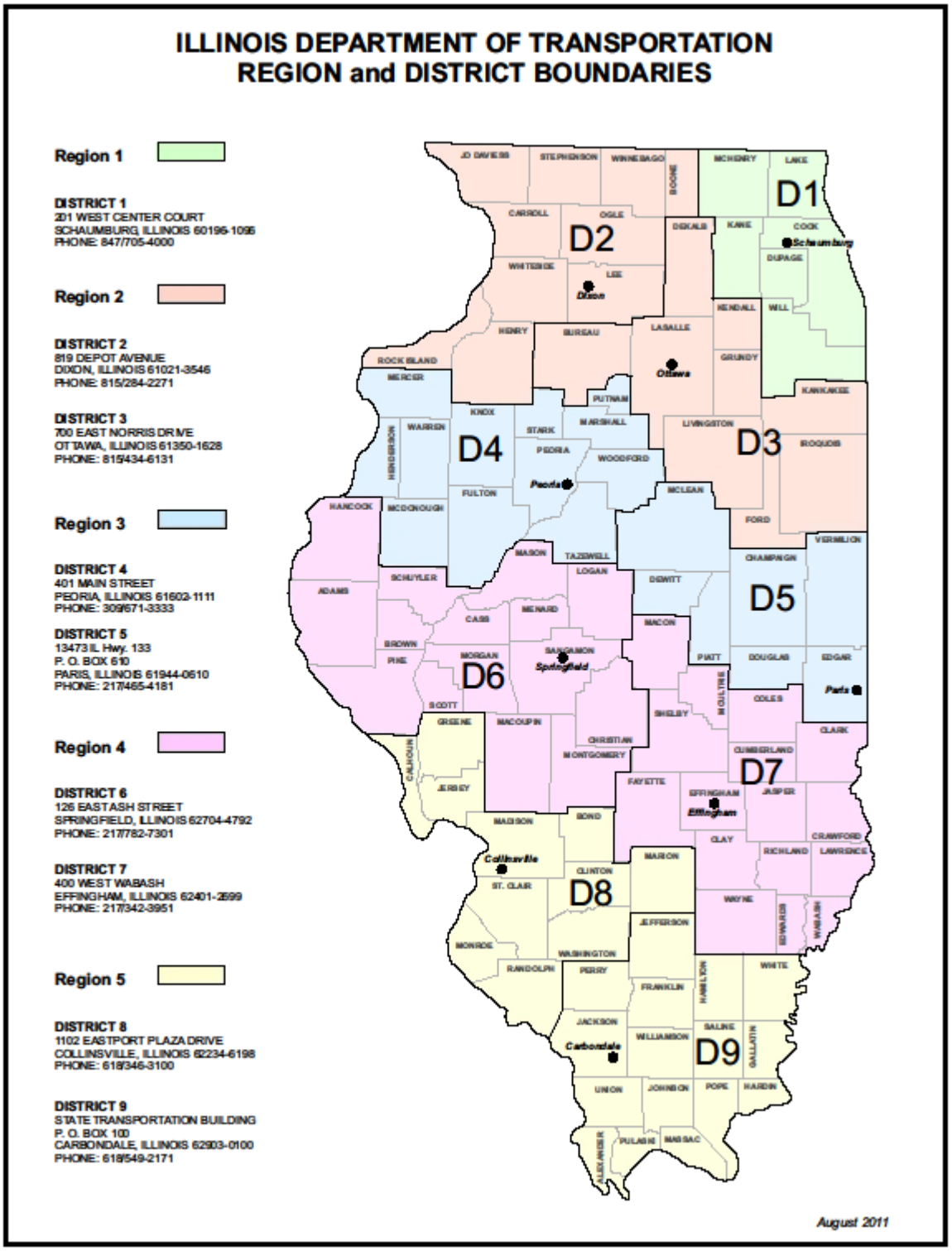
The Circle Interchange in downtown Chicago.

Illinois is located at the center of the U.S. interstate highway system with three coast-to-coast interstates (I-70, I-80 and I-90) passing through the state. In all, 2,169 miles of interstate highway serve Illinois, ranking Illinois third in the nation in total interstate miles. The Illinois interstate system is part of a 16,000-mile state highway system that makes interstate routes easily accessible to every region. Illinois also benefits from major interchanges located in more than a dozen communities.

The Multi-Modal Transportation Improvement Program's (MTIP) strategic priorities include preservation and modernization of the interstate highway system as well as other marked highways.

In fiscal year 2012, IDOT improved 921 miles of pavement and 262 bridges while completing 189 road safety improvements in Illinois. Additionally, IDOT awarded a total of $3.1 billion in highway contracts and obligations including construction, engineering and land acquisition. Through the second quarter of fiscal year 2013, IDOT improved an additional 131 miles of pavement and 55 structures, while completing 55 safety improvements. In total, IDOT has awarded a total of $900 million in highway contracts and obligations through second quarter 2013.

IDOT maintained an overall bridge condition rating of nearly 92 percent of state bridges in acceptable condition, with the remaining bridges being monitored or scheduled for repairs and rehabilitation. Currently, 2,426 miles, or about 15 percent, of IDOT-maintained roads are in need of immediate repair, an increase of 1,000 miles since 2003. Based on anticipated funding availability, the backlog of deteriorated roads can be expected to grow.


ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION and DISTRICT BOUNDARIES
Region 1
DISTRICT 1
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1095
PHONE: 847/705-4000
Region 2
DISTRICT 2
819 DEPOT AVENUE
DIXON, ILLINOIS 61021-3546
PHONE: 815/284-2271
DISTRICT 3
700 EAST NORRIS DRIVE
OTTAWA, ILLINOIS 61350-1628
PHONE: 815/434-6131
Region 3
DISTRICT 4
401 MAIN STREET
PEORIA, ILLINOIS 61602-1111
PHONE: 309/671-3333
DISTRICT 5
13473 IL Hwy. 133
P. O. BOX 610
PARIS, ILLINOIS 61944-0610
PHONE: 217/465-4181
Region 4
DISTRICT 6
126 EAST ASH STREET
SPRINGFIELD, ILLINOIS 62704-4792
PHONE: 217/782-7301
DISTRICT 7
400 WEST WABASH
EFFINGHAM, ILLINOIS 62401-2699
PHONE: 217/342-3951
Region 5
DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198
PHONE: 618/346-3100
DISTRICT 9
STATE TRANSPORTATION BUILDING
P. O. BOX 100
CARBONDALE, ILLINOIS 62903-0100
PHONE: 618/549-2171
D1
D2
D3
D4
D5
D6
D7
D8
D9
Schaumburg
Dixon
Ottawa
Peoria
Springfield
Paris
Effingham
Collinsville
Carbondale
August 2011

Transportation

FISCAL YEAR 2014 PROJECT EXAMPLES
REGION 1
New Projects
Bridge replacement and interchange reconstruction on I-90/I-94 at I-290/Congress Parkway (Circle Interchange). This is the first of four construction contracts to reconstruct the Circle Interchange in Chicago.
Bridge replacement, bridge rehabilitation and culvert extension at I-94/I-90 (Kennedy Expressway) and Ohio Street in Chicago. Additional lanes on IL-7 (159th Street) from I-355 (Veterans Memorial Tollway) to Will-Cook Road in Will County. Additional lanes and bridge replacement on U.S. 6/IL-7 (159th Street) from Will-Cook Road to west of U.S. 45 (LaGrange Road) in Orland Park.
Continuing Projects
Bridge replacement and intersection improvements at I-90/I-190 (Kennedy Expressway) and Cumberland Avenue. Construction and engineering in FY 2014 and new bridge in FY 2015 (Cumberland Flyover).

REGION 2
New Projects
Interchange construction and bridge replacement on I-57 at 6000N Road 3.1 miles north of the IL-50 interchange in Kankakee County.
Bridge replacement on I-80 at a drainage ditch and the Hennepin Canal 1 mile west of IL-40 in Bureau County.
Bridge replacement on I-80 at Minooka Road (County Highway 16) 1 mile west of Minooka.
Reconstruction of U.S. 20 (Rockford Bypass) and replacement of the bridges over the West and East Channel of the Rock River East of IL-2.
Additional lanes, reconstruction, culvert replacement and bridge replacement on IL-47 from Sherril Road to 0.6 miles north of I-80 at Morris.

REGION 3
New Projects
Rubblization (reducing concrete to rubble on-site and using it as aggregate base) and resurfacing of I-57 south of Olympian Drive to 2 miles south of Thomasboro.
Resurfacing, new shoulders and culvert replacement on U.S. 150 from IL-130 (south) in Urbana to Elm Street in St. Joseph.
Bridge replacement on IL-97 over the Spoon River 1 mile southeast of Maquon.
Bi-directional left turn lane, resurfacing, curb and gutter, and new storm sewer on IL-91 from 0.1 miles north of Hickory Street to 0.4 miles south of Legion Hall Road in Dunlap.
Widening, resurfacing and curb and gutter on IL-130 from U.S. 150 to Windsor Road south of Urbana.
Additional lanes, intersection reconstruction, traffic signal installation, resurfacing and a new culvert on Allen Road from Alta Road to Townline Road in Peoria.
Bridge widening on Allen Road at IL-6 north of Peoria.

REGION 4
New Projects
Bridge replacement, a new bridge and vertical realignment on I-55 Business Route at Salt Creek 0.3 miles southwest of Lincoln.
New bridge deck, bridge substructure, bridge deck overlay, bridge removal and bridge deck repairs on I-55 from I-55 Business Route north of Lincoln to County Highway 6 in Atlanta.
Additional lanes, reconstruction, bridge widening and bridge replacement on I-70/57 from 4th Street east to I-57 Interchange northeast of Effingham.
Bridge replacement on I-70 over the Kaskaskia River 0.5 miles east of U.S. 51 in Fayette County.
Bridge replacement on IL-1 over the Embarras River at the north city limits of Lawrenceville.
Bi-directional left turn lane, additional lanes, resurfacing, curb and gutter, and sidewalks on IL-29 (Dirksen Parkway) from north of Ridge Avenue to north of Clear Lake Avenue in Springfield.
Widening and resurfacing of IL-96 from 0.2 miles north of the Adams County line to Old IL-57 in Pike County.
Resurfacing of IL-128 from the Shelby County line to U.S. 40 in Effingham and Fayette Counties.
Additional lanes, retaining wall, traffic signal installation, sidewalks, new shoulders and a bikeway on Wabash Avenue from Moffet Street in Curran to Koke Mill Road in Springfield.

REGION 5
New Projects
Resurfacing of I-57/64 within the I-57/64 Tri-level interchange north of Mount Vernon.
Resurfacing and bridge repair on I-64 from 18th Street to 0.7 miles east of IL-111 in St. Clair County.
New interchange on I-64 at Rieder Road in St. Clair County.
Resurfacing, bridge repair and ramp repair on I-255 from 0.6 miles north of Horseshoe Lake Road to I-270 in Madison County.
Reconstruction and additional lanes of U.S. 45 from 3 miles south of IL-141 to IL-142 in Eldorado.
Resurfacing and shoulder reconstruction on IL-157 from IL-140 in Hamel to IL-143 (Vandalia Street) in Edwardsville.

Transportation

Illiana Expressway

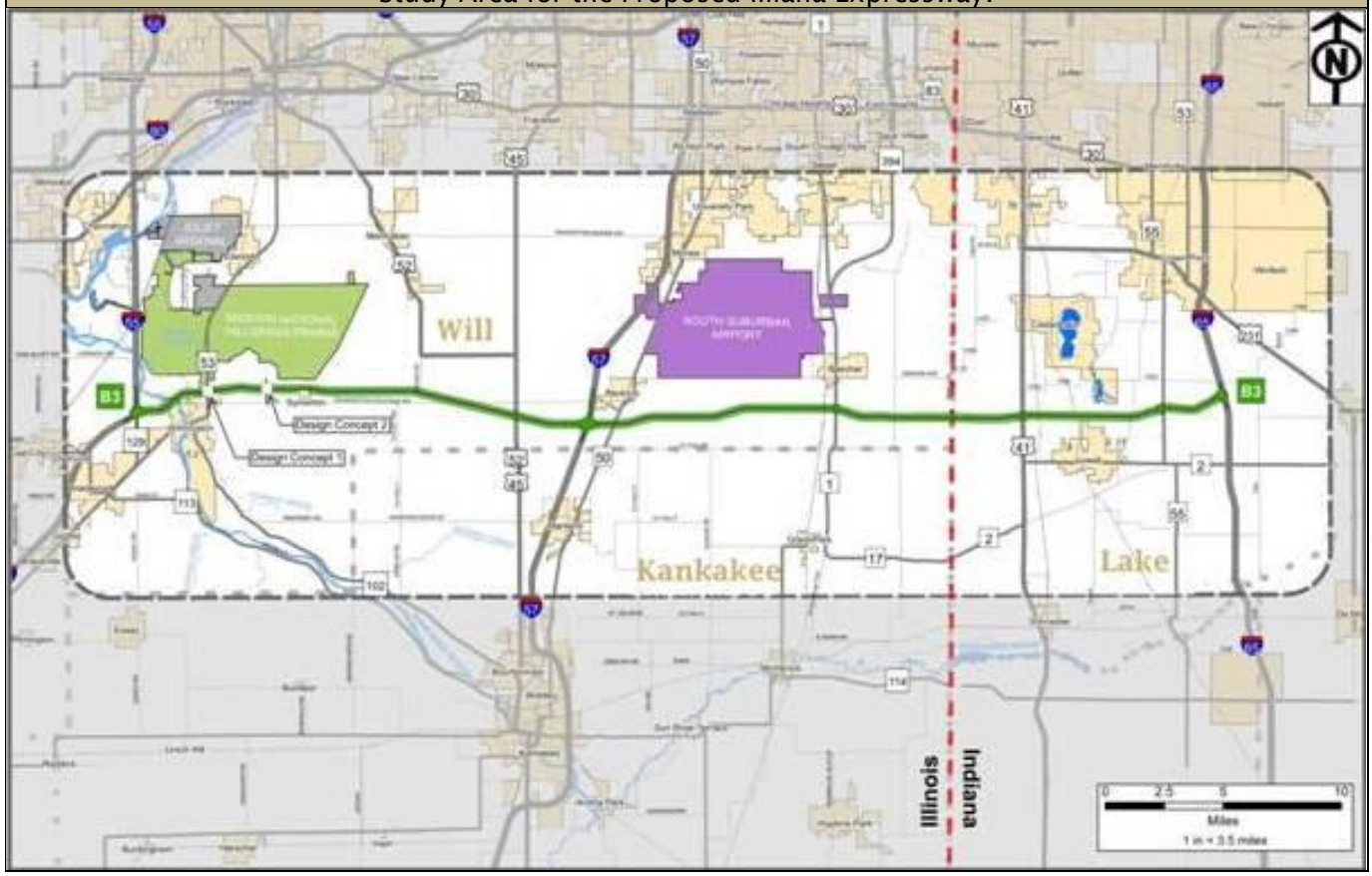
The Illiana Expressway will connect the east-west corridor between northeast Illinois and northwest Indiana. Among the goals for the Illiana Expressway are the invigoration of the Chicago freight hub and the relief of congestion on I-80 and other highways in the south Chicagoland area. Upon completion, the Illiana Expressway will connect the new South Suburban Airport and rail-highway intermodal terminals developing across Will County.

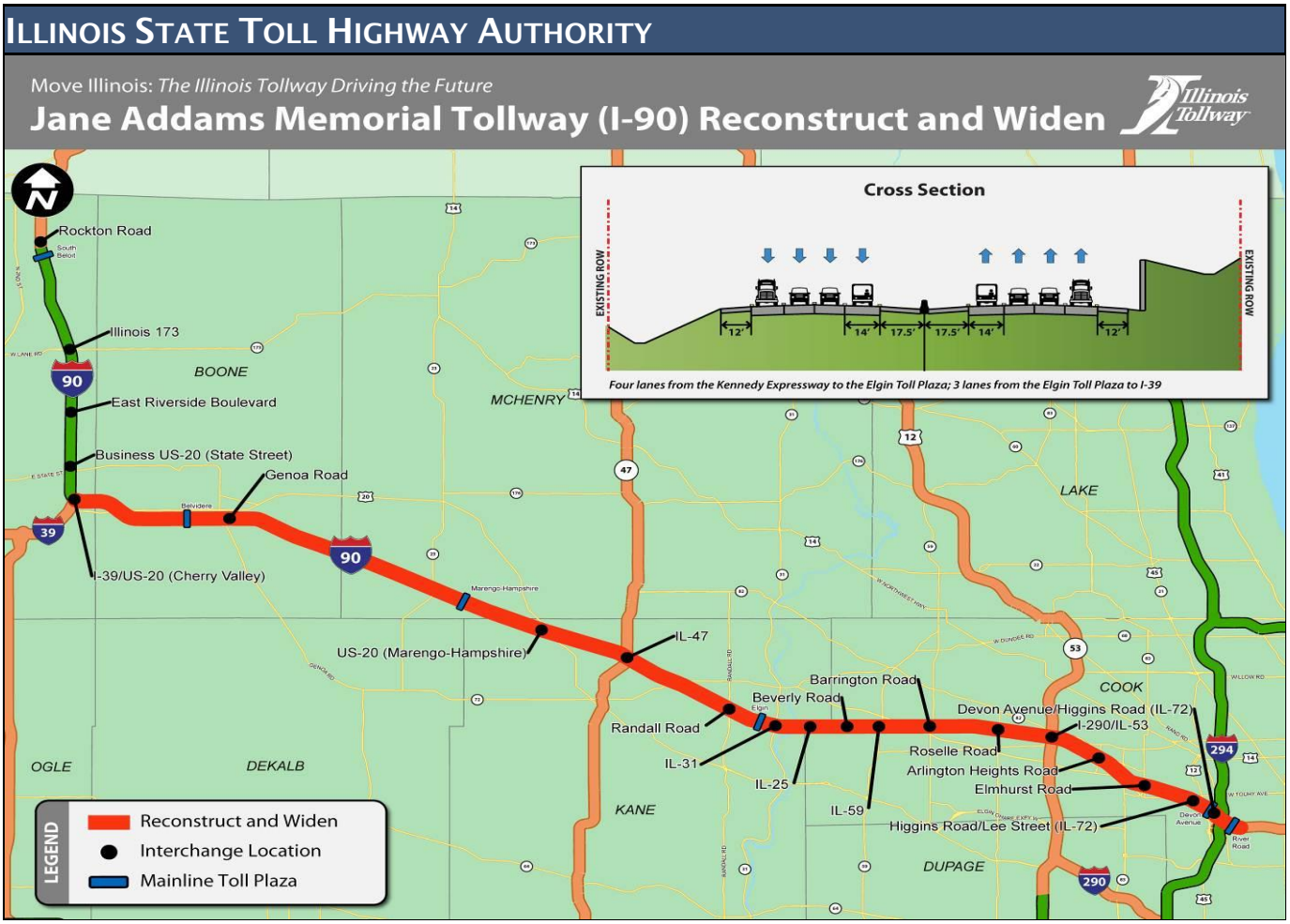
The highways portion of the fiscal year 2014 program includes $21 million to continue engineering and to begin protective land acquisition along the corridor.

IDOT is working closely with Indiana officials to plan construction of the Illiana Expressway. In addition, the department is working to implement recently enacted Public-Private Partnership (P3) legislation. IDOT is reviewing the potential of utilizing P3 agreements for the Illiana Expressway.

The department will study the effect of improving the extension of the corridor from I-57 to I-55, and will focus on minimizing community disruption during development. Construction of this expressway will cost more than $1 billion and will create more than 14,000 jobs.

Study Area for the Proposed Illiana Expressway.





The Illinois Tollway is a user-fee system that relies on revenues from its users rather than on tax dollars. Additional income is derived from concessions and fuel sales at Illinois Tollway oases, permit revenues and investment income. The projected calendar year 2013 revenues for the Tollway are $986 million.

The Illinois Tollway will invest $922 million in 2013 for projects to repair and rebuild roadways, bridges and interchanges, and make other capital investments across the 286-mile system. These investments include $771 million to fund the second year of the agency's 15-year, $12 billion capital program, Move Illinois: The Illinois Tollway Driving the Future. The program's goals are to:

- Construct a new (all-electronic) interchange at I-294/I-57 – one of two places in the nation where two interstate highways cross but do not connect.
- Build a new, all-electronic Elgin O'Hare Western Access.
- Rebuild and widen the Jane Addams Memorial Tollway (I-90) as a state-of-the-art 21st century roadway.
- Plan studies for the Illinois Route 53/120 Corridor and the Illiana Expressway.

Transportation

Move Illinois will improve mobility, relieve congestion, reduce pollution and link economies across Northern Illinois. The Move Illinois Program will address the remaining needs of the Tollway's existing system and provide for new projects to improve regional mobility.

SELECT MOVE ILLINOIS PROJECTS Calendar Year 2013 Expenditures ($ millions)	
Jane Addams Memorial (I-90) Rebuilding and Widening Project with construction beginning in the western segment from Elgin to Rockford.	411.7
Systemwide pavement and bridge repairs and improvement.	152.5
Elgin O'Hare Western Access Project.	95.6
Tri-State Tollway (I-294)/ I-57 Interchange.	66.7

Transportation

Fiscal Year 2014 New Appropriations for Transportation
($ in thousands)

Capital Classification Name Agency Name	FY 2014 New Appropriations
Transportation	
Department Of Transportation	**2,765,905.2**
Federal High Speed Rail Trust Fund	**500,000.0**
Statewide - High Speed Rail - Federal Share	500,000.0
Federal Mass Transit Trust Fund	**38,000.0**
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services and Technical Assistance	38,000.0
Federal/Local Airport Fund	**120,000.0**
Statewide - Financial Assistance to Airports (Federal and Local Share)	120,000.0
Grade Crossing Protection Fund	**39,000.0**
Statewide - Installation of Grade Crossing Protection or Grade Separations	39,000.0
Illiana Expressway Proceeds Fund	**5,000.0**
Illiana Expressway Proceeds	5,000.0
Public-Private Partnerships for Transportation Fund	**5,000.0**
Public-Private Partnerships	5,000.0
Rail Freight Loan Repayment Fund	**250.0**
Statewide - Rail Freight Loan Repayment Program (Federal)	250.0
Road Fund	**1,393,903.0**
Statewide - Transportation and Related Construction	805,985.7
Statewide - Road Improvements - Local Share of Road Fund/Road Program	427,200.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (A)	36,700.0
Milburn Bypass - Local Agency Reimbursed via Lake County Challenge Bonds	31,703.0
Statewide - Apportionment to Counties Under One Million in Population	21,800.0
Statewide - Township Bridges	15,000.0
Statewide - Maintenance, Traffic and Physical Research/Formal Contract (B)	13,200.0
Statewide - Permanent Improvements to IDOT Facilities	10,750.0
Statewide - Apportionment to Needy Road Districts And Townships	10,014.3
Statewide Rail Projects	10,000.0
Statewide - Motorist Damage to Highway Structures	5,500.0
Statewide - Apportionment to High Growth Cities	4,000.0
Statewide - Utility Relocations Associated with High Speed Rail	1,300.0
Statewide - Disposal of Hazardous Materials	750.0
State Construction Account Fund	**591,000.0**
Statewide - Transportation and Related Construction	591,000.0
State Rail Freight Loan Repayment Fund	**2,700.0**
Statewide - Rail Freight Loan Repayment Program (State)	2,700.0
Transportation Bond, Series B Fund	**71,052.2**
South Suburban Airport	62,207.9
Land Acquisition for the South Suburban Airport	8,844.3
Transportation Total	**2,765,905.2**

EDUCATION

PRE-K-12 SCHOOLS

To ease overcrowding, school districts are using 427 temporary classrooms.

The state's Pre-K-12 system supports the children, teachers and administrators of more than 860 school districts. Construction and maintenance of Illinois schools develop a safe and healthy learning environment to foster the academic achievements of young learners and prepare them for success after high school.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
School Construction	1,500,000	1,352,831	1,089,865	747,376	-
School Maintenance	100,000	100,000	83,716	67,216	-
Technology-Enabled Learning	75,000	75,000	75,000	75,000	-
Total:	1,675,000	1,527,831	1,248,581	889,592	-

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

School Construction Grant Program

More than $5.7 billion is needed for repair and remodeling projects.

The Illinois Jobs Now! capital plan provided an additional $1.5 billion for the School Construction Grant Program. As of January 2013, the School Construction Grant Program has benefited 575 school districts in every region of the state by providing over $4 billion in state-funded grants to help local school districts. The emphasis of the program is on projects that alleviate the shortage of classroom space due to population growth or aged buildings.

The School Construction Grant Program has been a successful partnership, using local and state matching funds to build 305 new schools and complete 3,767 renovations and additions. The next phase of this program can be initiated once the final piece of authorization is granted by the General Assembly.

Education

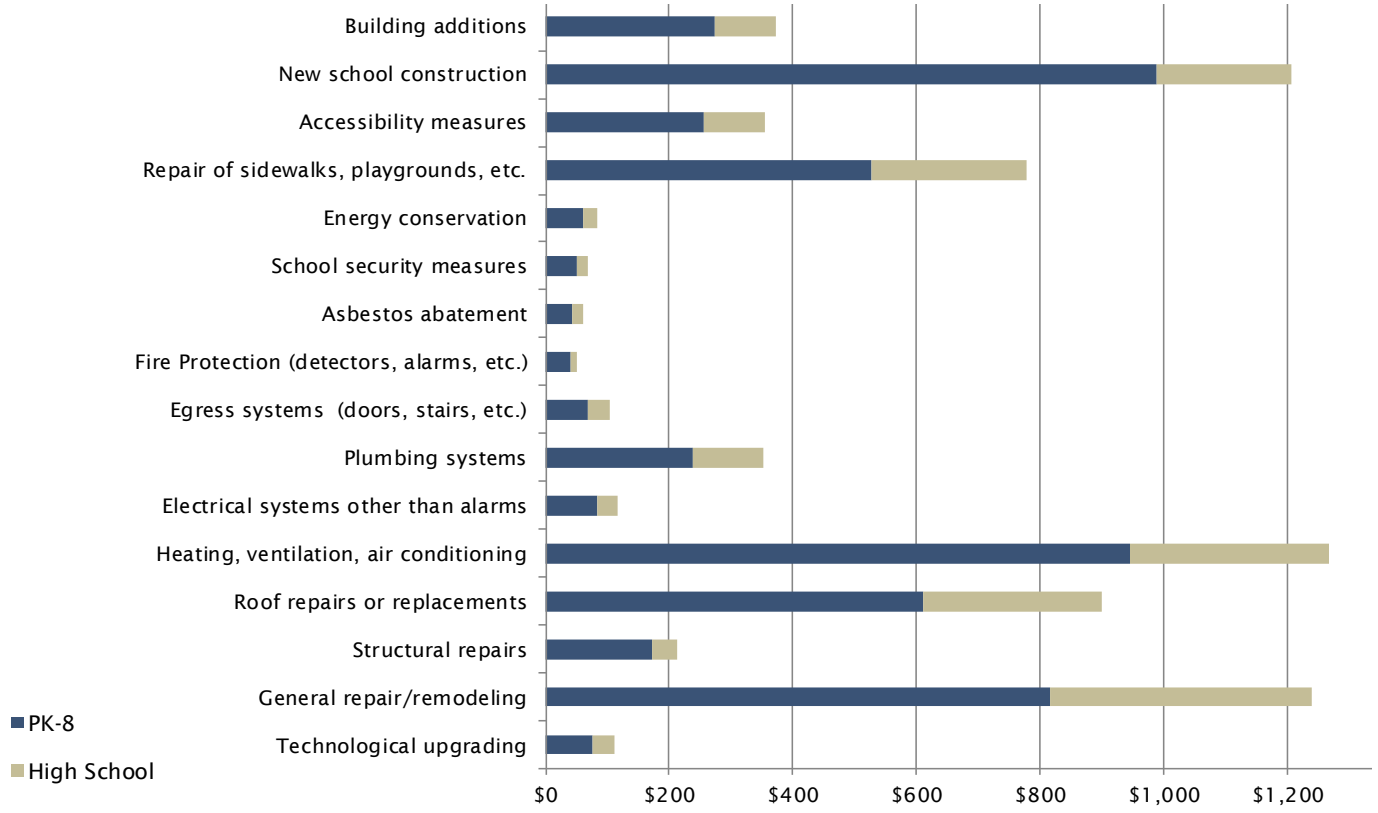
School Maintenance Grants

A dollar-for-dollar match for local funding will be used for small repair and maintenance projects in every school district in the state. As of January 2013, $50 million has been released for these maintenance grants. The remaining authorization from the original plan for Illinois Jobs Now! must be approved by the General Assembly for the next phase of maintenance grants to school districts to proceed.

Pre-K-12 Capital Needs Assessment

Responses were submitted by 385 elementary, secondary and unit school districts reporting more than $7 billion in capital needs for new schools, building additions and general repair work.

Capital Needs Assessment as of January 2013 ($ millions)



PUBLIC AND PRIVATE UNIVERSITIES

New seats being installed in Lincoln Hall Theater at University of Illinois Urbana-Champaign. Lincoln Hall has undergone a massive restoration project making the hall ready for 21st century educational demands. Rededicated on the 100th anniversary of its original naming, the restored building will soon be a century-old structure that meets the Gold certification standard of the Leadership in Energy and Environmental Design (LEED).

Illinois' comprehensive higher education system includes 9 public and more than 60 private universities. The state's long term goal that 60 percent of Illinoisans have post-secondary credentials by 2025 places special emphasis on the capital needs of the state's universities. Funds directed toward these schools ensure a quality educational experience to students and commit to the vision of a well-educated workforce, prepared for the demands of a changing economy.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
New Construction	447,424	400,671	324,439	280,689	-
Renovation	316,308	261,188	227,895	201,191	-
Deferred Maintenance for Universities	62,677	61,976	58,970	53,493	-
Private Universities	300,000	265,000	190,000	190,000	-
Total:	**1,126,408**	**988,834**	**801,303**	**725,372**	**-**

Note: Numbers may not add due to rounding.

PROGRAM HIGHLIGHTS

Governors State University (GSU)

The E and F wings of the main building at Governors State University comprise approximately 37,000 square feet of space. Renovation will add approximately 9,000 square feet of additional space to include 6 research labs, 11 teaching labs, 12 classrooms and a new lecture hall that seats 90 students in the school's science programs. Eight million dollars has been committed for the completion of this important project.

Education

Illinois State University (ISU)

More than $7 million has been released to begin the renovation and construction of the Fine Arts Center at Illinois State University. Currently, programs taught in the school's College of Fine Arts take place in nine different locations across the university's campus. This major addition will allow the school to consolidate fine arts programs into a single complex.

Improvements will address the needs for both sufficient space to house growth in the instructional arts programs and specialized areas to accommodate new technologies in fine arts programs.

University of Illinois at Chicago (UIC)

The laboratories at the University of Illinois at Chicago are outdated and provide inadequate space for teaching and research. By investing in the construction of a 144,600 square-foot advanced chemical technology building on the school's campus, the university will be able to educate students in a 21st century facility, thus ensuring they are better prepared to meet the challenges of their fields of study. This new state-of-the-art research facility will have laboratories dedicated to chemistry, physics and biology.

Southern Illinois University at Carbondale (SIU-C)

Communications Building at Southern Illinois University at Carbondale.

More than $4 million has been committed toward the renovation of the Communications Building at the Southern Illinois University at Carbondale. The project includes a new auditorium, additional classroom space, digital post-production suites and HVAC systems. New technological equipment will also be added for the Mass Communications and Media Arts programs. These renovations will benefit approximately 2,880 students and area residents, enhancing the educational opportunities provided by the university.

Western Illinois University-Quad Cities Campus (WIU-QC)

In 2009, the state allocated $57.8 million for the first two phases of construction for the new Western Illinois University-Quad Cities Riverfront Campus through the Illinois Jobs Now! capital program. The new location promises to double the number of students educated from 1,500 to 3,000.

In January 2012, the first building of the Riverfront Campus opened for classes. By the end of 2014, five new interconnected buildings will be completed. The new complex will house four colleges: Fine Arts and Communications, Education and Human Services, Arts, and Sciences. The complex will also contain the WQPT public television station as well as the Graduate Study Center. When completed, WIU-QC will create 435 permanent jobs with $68 million in economic impact and $5 million in public revenues.

Governor Pat Quinn and WIU President Jack Thomas, along with QC area legislators, cut the ceremonial ribbon as part of the grand opening of the Riverfront Campus.

Education

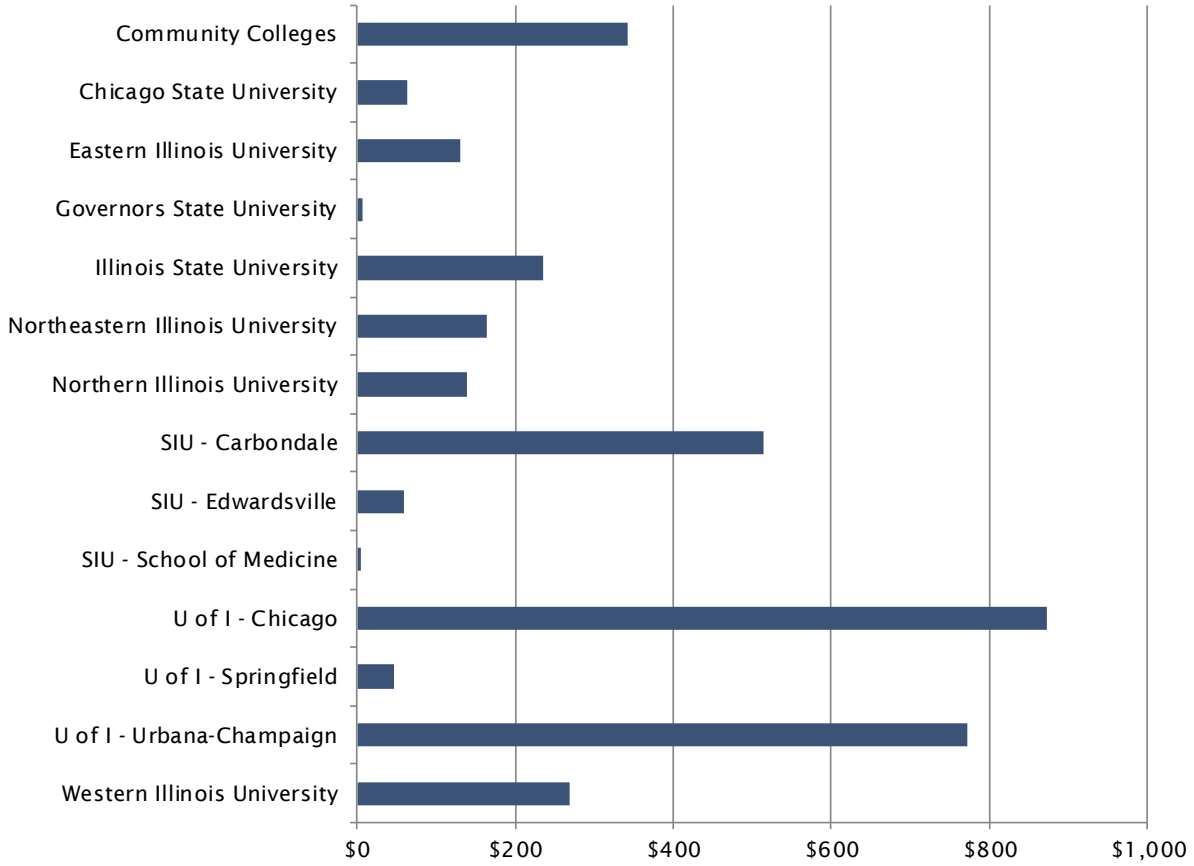
Independent Colleges Capital Program (ICCAP)

The Independent Colleges Capital Program was created in 2009 as part of the Illinois Jobs Now! capital initiative to provide private not-for-profit colleges and universities with financial assistance for capital projects. This multi-year grant program uses a distribution formula based on student enrollment figures to allocate funding to the schools. To date, $110 million in ICCAP grants has been distributed to private institutions across the state, providing critical dollars to sustain these campuses.

Deferred Maintenance

Illinois public universities and community colleges report a deferred maintenance backlog of more than $3.6 billion. Many schools still carry a significant backlog of maintenance needs even after receiving assistance from the Illinois Jobs Now! program. The chart below lays out the ongoing deferred maintenance at college and university campuses.

Deferred Maintenance Needs as of January 2013 ($ millions)



Community Colleges

Spoon River College - Canton Campus

Serving nearly one million Illinois residents each year, community colleges play an increasingly critical role in providing accessible, affordable education and workforce training. In an ever-changing marketplace, community colleges have become centers of practical skill-building and an affordable opportunity to meet core curriculum requirements. Funds targeted toward the capital needs of Illinois community colleges ensure that schools continue to assist and transform the modern workforce.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
New Construction	284,228	282,183	251,911	228,338	-
Renovation	88,157	73,830	78,498	74,718	-
Deferred Maintenance for Community Colleges	27,323	27,225	26,274	24,424	-
Total:	399,708	383,238	356,682	327,480	-

Note: Numbers may not add due to rounding.

Program Highlights

College of Lake County

The College of Lake County has determined additional classroom space is required to accommodate its growing student body. A new building on the main campus will provide an additional 99,945 square feet of space to include state-of-the-art classrooms, computer labs and offices. The project will eliminate the need to lease temporary off-campus classroom space.

As a member of the American College and University Presidents' Climate Commitment (ACUPCC), the college has pledged to decrease its greenhouse gas output and eventually leave no carbon footprint. Accordingly, this project will be built in compliance with energy efficiency and green standards.

William Rainey Harper College

Constructed in 1977, the William Rainey Harper College Engineering and Technology Center has not undergone any major modernization since its completion. New renovation will create flexible and adaptable classroom and laboratory space and will involve renovations to the electrical system, communication lines and computer network infrastructure. The college has recently signed the ACUPCC, and through that agreement the institution committed to making a concerted effort to reduce its carbon footprint and embrace other means to reduce undesirable effects on the environment. This renovation is designed to meet that commitment.

Education

Humboldt Park Vocational Education Center

Humboldt Park Vocational Education Center Computerized Numerical Control Lab.

State funding will expand and modernize the Humboldt Park Vocational Education Center, allowing an additional 500 students to enroll each semester. The center serves 1,500 students enrolled in healthcare, manufacturing, technology and continuing education programs, training the next generation of professionals in these fields.

City Colleges of Chicago at Olive-Harvey

Projections indicate that the Chicago region will need an estimated 4,000 new truck drivers by 2020. Other transportation industry jobs are expected to have sizable growth in their need for trained individuals as well.

In response to this need, City Colleges of Chicago partnered with transportation industry employers, like the Chicago Transit Authority and the Burlington Northern Santa Fe Railway, to ensure that students will graduate ready for employment.

Students learn to become drivers for public transit and charter buses through programs at the City Colleges of Chicago.

The Olive-Harvey campus of the City Colleges of Chicago currently provides certificate programs in Commercial Driving Licensing (CDL) and Supply Chain Logistics. Construction of a new 150,000 square-foot Transportation Education Building will provide classrooms, laboratories, offices and study space for the school's transportation programs.

Parkland College

The Illinois Jobs Now! initiative provided investment funds to modernize the campus at Parkland College in Champaign. The project funded construction of an applied technology center to provide space for classrooms, laboratories and offices for the school's comprehensive automotive repair, automotive collision repair, welding and Ford ASSET programs. Also included in the construction plan is a student services building, which will provide space for student services, staff development and student activities.

ENVIRONMENT, ENERGY AND TECHNOLOGY

Department of Natural Resources

The Sparta World Shooting and Recreation Complex

The Department of Natural Resources (DNR) not only operates state parks, but also manages capital projects that protect the state's natural resources, keeps waters clean, increases emergency preparedness and supports public museums.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Recreation	216,000	210,675	205,259	187,090	-
Water Resources	152,465	150,249	146,624	111,128	-
Conservation	33,000	32,697	32,055	18,813	-
Total:	401,465	393,620	383,939	317,032	-

Note: Numbers may not add due to rounding.

New Appropriations

Site Maintenance and Land Acquisition

The fiscal year 2014 capital request contains $10 million to begin much-needed reconstruction to camping areas, day use facilities and road systems throughout DNR's state park system. These funds, derived through the DNR's fiscal year 2013 Sustainability Initiative, will start addressing backlogged site improvements, including the renovation of roads at Starved Rock and Giant City, campground electrical upgrades at Pere Marquette and Mississippi Palisades, and shower building renovations at Wayne Fitzgerrell and Rock Cut.

Program Highlights

Waterway Improvement Program

The Waterway Improvement Program assists local governments in implementing urban flood control projects independently or in cooperation with federal agencies. These capital investments improve publicly owned locks and dams, navigation channels and pumping stations, which assure adequate dam safety and maintenance as well as preserve businesses that depend on these systems. Certain expenditures are matched at a ratio of three federal dollars to every dollar the state invests.

Flood Control Projects

Operating in Schiller Park and Franklin Park, DNR initiated the Crystal Creek Flood Control Project in 2010. DNR has also corrected water leakage problems at the Chicago Harbor Lock. As a part of this program, ongoing reconstruction of the Yorkville Dam has eliminated dangerous undercurrents and added a bypass channel for fish, canoe and kayak passage. DNR has also initiated removal of unsafe, low-head dams on the DuPage River, Vermilion River and Blackberry Creek, which will restore normal water flows for fish and other aquatic species.

Illinois Conservation Reserve Enhancement Program (CREP)

A partnership between DNR and the U.S. Department of Agriculture, the Conservation Reserve Enhancement Program (CREP) is designed to help farmers improve water quality in the Illinois River and restore bottomland habitat through conservation easements for lands in the watershed.

DNR works with the Nature Conservancy, Ducks Unlimited and other constituencies to restore wildlife habitats and reduce soil erosion. CREP also benefits the state by bringing in four federal dollars for every dollar the state invests.

Land Acquisition Programs

DNR operates several programs that fund strategic land acquisitions with an eye toward preserving that land for recreation and habitat. Programs that target dollars for land acquisition include the Hunter Heritage, Natural Areas, Land and Water Conservation and Open Space Land Acquisition and Development (OSLAD) programs. In addition, some programs develop recreational trails and boat launch facilities, while OSLAD provides competitive matching grants for development or acquisition of park and recreation facilities.

Mud to Parks Program

The Mud to Parks program has provided about 10,000 tons of mud for use as a final topsoil cover on the Pekin Landfill.

After only three years, vegetation is well established on the new layer of topsoil and a variety of plants have colonized the area.

The Mud to Parks Program reuses river and lake sediment for site improvement and brownfield reclamation. DNR is proceeding with a combination of grant projects to local units of government, and agreements at other locations, which include a project to move sediment from the Illinois River to brownfields in Chicago. However, the Mud to Parks Program is not limited to parks. The under-utilized sediment can provide economic benefits through innovative reuse, revitalizing otherwise economically challenged sites like the old US Steel South Works mill site in Chicago.

Park and Recreation Construction Grant Program (PARC)

The Park and Recreation Construction Grant Program provides grants to renovate existing park infrastructure, buildings and facilities. Grants are also given to construct new facilities and purchase land. Through this program, park districts and municipalities are able to improve recreational opportunities.

Public Museum Capital Grant Program

DNR provides grants to improve public museum facilities and develop new exhibits at museums across the state. These grants assist museums in meeting their educational missions by upgrading or expanding museum facilities and exhibits. From fiscal year 2010 to fiscal year 2012, DNR awarded $15 million in grants to 50 museums statewide.

Environmental Protection Agency

Constructing a new water treatment plant in Pittsfield

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

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Wastewater and Drinking Water Revolving Loan	160,400	130,430	122,030	94,170	-
Leaking Underground Storage Tanks	75,000	75,000	43,000	43,000	-
Hazardous Waste Cleanup and Remediation	5,300	5,300	5,300	4,162	-
Total:	240,700	210,730	170,330	141,333	-

Note: Numbers may not add due to rounding.

Installing a water main in New Haven

New Appropriations

Clean Water Initiative (CWI)

On October 17, 2012, the 40th anniversary of the federal Clean Water Act, Governor Pat Quinn announced the $1 billion Clean Water Initiative (CWI) to expand affordable financing for communities across Illinois. Projects such as sewer and wastewater treatment plant upgrades, drinking water treatment plant improvements and aging water main replacements are possible under this new initiative.

Municipalities and other operators of drinking water and wastewater systems are eligible for loans. Illinois EPA has launched an expanded outreach effort to make potential beneficiaries aware of the significant increase in funding.

The Clean Water Initiative builds on the success of the State Revolving Fund loan program, which has been administered by Illinois EPA since 1989. Without a single case of default, this loan program has provided more than $4.3 billion in below market-rate loans to 472 Illinois communities for drinking water and wastewater infrastructure.

Beyond meeting critical community infrastructure needs, both for replacement and expansion, CWI provides a boost to the economy through the creation of approximately 9,700 direct construction jobs and more than 18,800 related jobs.

Program Highlights

Small Systems Compliance Grant Program

In addition to CWI, Illinois EPA provides a total of $2 million in grants to communities that are unable to access loans. These communities often have serious compliance issues under the Small Systems Compliance Grant Program that was launched in October 2011. Small community water supplies serve rural communities, isolated subdivisions and mobile home parks with low-income populations.

Green Infrastructure Grant Program

Illinois EPA will issue $5 million in grants to local units of government and other organizations that submit proposals through the Illinois Green Infrastructure Grant Program. This will be the third fiscal year in which grants are available.

Green Infrastructure grants help pay for infrastructure improvements and best management practices to reduce storm water runoff and other types of water pollution. The program, which allows for the installation of sustainable infrastructure, creates jobs in related industries.

Department of Commerce and Economic Opportunity

DCEO provides grants to help Illinois extract and utilize natural resources, like the coal from this mine, in a manner that is both effective and friendly to the environment.

The Department of Commerce and Economic Opportunity (DCEO) provides grants to enhance the ability of businesses and other entities to operate in environmentally responsible ways. DCEO also supports economic innovation and spearheads the state's initiatives for developing clean coal technologies.

Illinois Jobs Now! Bonded Appropriations By Category:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Coal Development	44,500	36,838	22,465	21,315	-
Energy	15,000	15,000	15,000	8,000	-
Technology	103,000	13,000	13,000	9,750	-
Infrastructure	15,000	13,743	10,274	10,000	-
Total:	177,500	78,581	60,740	49,065	-

Note: Numbers may not add due to rounding.

Program Highlights

Energy Efficiency

In addition to existing electric incentives offered through the Illinois Energy Now program, DCEO successfully launched incentives to promote energy efficiency. More than 700 energy efficiency projects were carried out by local governments, schools, community colleges and universities in six utility service areas statewide. These efforts have reduced the cost of services provided to the public and have resulted in cost savings for program participants.

Last year, DCEO successfully completed the ARRA-funded portion of the State Energy Program, which reduced energy consumption and costs, increased renewable energy capacity and lowered greenhouse gas emissions. This resulted in a total investment of over $800 million in public and private funds and the creation and retention of approximately 12,000 jobs.

Environment, Energy and Technology

Coal Revival Program

The Coal Revival Program offers grants to develop new technologies that allow companies in Illinois to produce electricity from coal in clean and efficient ways. The Coal Revival Program is expected to attract more than $2 billion in private investment, which will continue to make Illinois a pioneer in both the production and use of coal. In 2012, Illinois produced 46 million tons of coal, a 24 percent increase over 2011.

Argonne National Laboratory (ANL)

The state has partnered with Argonne National Laboratory on numerous projects over the last 20 years. In the last year, grants totaling $25 million have been committed to this partnership. These grants will fund several projects at Argonne including the Energy Storage Hub and the Advanced Protein Crystallization Facility (APCF). The Energy Storage Hub will receive up to $120 million in federal funding to support research on cutting edge battery technology for electric cars, laptops and smart phones. The Hub will create approximately 400 construction jobs and about 150 permanent high-tech jobs. The APCF will be a premier facility for advanced research on the structure and function of proteins found in diverse biological systems. Constructing the APCF will result in millions of dollars of investment from the federal government. It is also expected to create an estimated 825 construction jobs as well as 550 new permanent jobs.

Renewable Component Manufacturing

Illinois has tremendous potential for renewable supply chain manufacturing in the form of metal fabricators, machine shops and steel companies. Recent efforts to realize this potential include the assembly of wind turbine gearboxes by Siemens-Winergy in Elgin, manufacturing of wind towers by Trinity Structural Towers in Clinton and production of solar panels by Wanxiang in Rockford.

Environment, Energy and Technology

Fiscal Year 2014 New Appropriations for Environment, Energy and Technology
($ thousands)

Capital Classification Name Agency Name	FY 2014 New Appropriations	Green Initiative
Environment		
Department Of Agriculture	**2,612.5**	
Partners for Conservation Projects Fund	**2,612.5**	
Statewide - Grants to Soil and Water Conservation Districts for Capital Projects	2,612.5	
Department Of Natural Resources	**51,395.0**	
Abandoned Mined Lands Reclamation Council Federal Trust Fund	**6,000.0**	
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	6,000.0	
Abandoned Mined Lands Reclamation Set-Aside Fund	**1,500.0**	
Statewide - Grants and Contracts to Conduct Research, Planning and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	1,500.0	
Adeline Jay Geo-Karis Illinois Beach Marina Fund	**375.0**	
Lake County - Rehabilitate, Reconstruct, Repair and Replace Fixed Assets and Improve Facilities at North Point Marina	375.0	
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 Received per Act of Congress on September 3, 1954	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 (Cost-Sharing Grants to Forest Owners for Management Practices, Including Reforestation, Vegetation Control, Thinning, Pruning and Fencing to Exclude Livestock)	300.0	
Illinois Habitat Fund	**1,600.0**	
Statewide - Preservation and Maintenance of High Quality Habitat Lands in Accordance with the Habitat Endowment Act	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 - Outdoor Recreation Programs - 50% Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition and Development Initiatives and Grants to Local Units of Government	2,500.0	
Natural Areas Acquisition Fund	**3,000.0**	
Statewide - Acquisition, Preservation and Stewardship of Natural Areas	3,000.0	
Off-Highway Vehicle Trails Fund	**400.0**	
Statewide - Grants for Off-Highway Vehicle (OHV) Trails - Grants to Government Agencies, Not-for-Profit Organizations and Other Eligible Groups or Individuals to Develop, Operate, Maintain and Acquire Land for OHV Facilities That are Open to the Public	400.0	

Fiscal Year 2014 New Appropriations for Environment, Energy and Technology
($ thousands)

Capital Classification Name Agency Name	FY 2014 New Appropriations	Green Initiative
Department Of Natural Resources	**51,395.0**	
Open Space Lands Acquisition and Development Fund	**14,000.0**	
Statewide - Related Expenses and Grants to Local Governments and Distressed Communities as Provided in the Open Space Lands Acquisition and Development Act - Funding Assistance up to 50% of Approved Project	14,000.0	
Park and Conservation Fund	**4,750.0**	
Statewide - Development, Maintenance and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	2,000.0	
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses	1,000.0	
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program (Provides up to 50% Funding Assistance of Approved Project Costs)	1,000.0	
Park and Conservation Fund	**4,750.0**	
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	**140.0**	
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	140.0	
State Boating Act Fund	**2,570.0**	
Statewide - For Multiple Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Program Receives 75% Federal Reimbursement of Costs for Projects	1,500.0	
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas and Reimbursement up to 100% of Construction Costs and 90% of Land Acquisition	725.0	
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 and Rehabilitation Costs and 90% of Approved Trail Corridor Land Acquisition Costs for Public Snowmobile Trails and Areas in the State	120.0	
Statewide - Boating Infrastructure Grant Program (Big-P) - Federally Supported Program Provides up to 75% Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities	75.0	
State Furbearer Fund	**100.0**	
Statewide - Conservation of Furbearing Mammals per Section 5/1.32 of the Wildlife Code	100.0	
State Migratory Waterfowl Stamp Fund	**800.0**	
Statewide - Attracting Waterfowl and Improve Public Migratory Waterfowl Areas	300.0	
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0	
Statewide - Migratory Waterfowl Restoration	250.0	
State Parks Fund	**150.0**	
Statewide - Multiple Use Facilities and Programs for Park and Trail Purposes - Provides State Match for Federal Recreational Trails Program Projects on Department Sites	150.0	

Environment, Energy and Technology

Fiscal Year 2014 New Appropriations for Environment, Energy and Technology
($ thousands)

Capital Classification Name Agency Name	FY 2014 New Appropriations	Green Initiative
Department Of Natural Resources	**51,395.0**	
State Pheasant Fund	**550.0**	
Statewide - Conservation of Pheasants per Section 5/1.31 of the Wildlife Code	550.0	
Wildlife and Fish Fund	**10,200.0**	
Statewide - Land Acquisition	10,000.0	
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants Per Clean Vessel Act	100.0	
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0	
Illinois Environmental Protection Agency	**507,000.0**	
Water Revolving Fund	**507,000.0**	
Statewide - Wastewater Loan Program	350,000.0	G
Statewide - Drinking Water Loan Program	150,000.0	G
Green Infrastructure Grant Program	5,000.0	G
Small Community Water Supplies Compliance Grant Program	2,000.0	G
Environment Total	**561,007.5**	
Environment, Energy and Technology Total	**561,007.5**	

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STATE FACILITIES

STATE FACILITIES

The 200-bed Illinois Veterans' Home in Chicago will provide skilled nursing care to eligible Illinois veterans.

Agencies under the governor currently occupy approximately 60 million square feet of space. The facilities are widely diverse and thus require a broad range of maintenance and upkeep. Examples of the diversity in building types include office buildings, state fairgrounds, residential care facilities, hospitals, prisons, garages for heavy construction equipment, historical structures and state park lodges.

Illinois Jobs Now! Bonded Appropriations By Agency:	Appropriations ($ thousands)				
	Illinois Jobs Now! as Appropriated	FY 2012 Enacted	FY 2013 Enacted	FY 2014 Recommended	FY 2014 Recommended New
Agriculture	6,647	4,906	3,582	3,322	-
Architect Of The Capitol	349,762	348,441	333,844	311,344	-
Attorney General	1,527	1,512	1,486	1,146	-
Capital Development Board	41,274	38,174	34,064	29,564	-
Central Management Services	29,591	28,187	25,463	10,332	-
Children and Family Services	7,753	7,569	7,073	2,698	-
Corrections	29,008	24,429	20,208	15,238	-
Emergency Management Agency	25,000	25,000	25,000	25,000	-
Historic Preservation	1,950	1,665	1,665	1,600	-
Human Services	32,858	31,305	26,324	20,724	-
Juvenile Justice	2,444	2,444	-	-	-
Military Affairs	44,792	44,536	43,970	40,310	-
Natural Resources	7,164	5,754	3,806	3,553	-
Revenue	2,911	2,847	2,758	2,008	-
Secretary Of State	6,787	6,117	5,384	5,294	-
State Board Of Education	10,000	1,460	410	410	-
State Police	43,250	42,776	37,223	24,823	-
Supreme Court	14,400	14,222	13,778	13,028	-
Veterans' Affairs	72,866	69,871	67,846	63,896	-
Total:	729,984	701,214	653,884	574,289	-

Note: Numbers may not add due to rounding.

State Facilities

Program Highlights

The Illinois Jobs Now! capital plan provided over $580 million to state facilities for much needed deferred maintenance work throughout the state. This work includes replacing leaking roofing systems, life safety improvements, replacing and upgrading fire alarm systems, upgrading HVAC and electrical systems, and providing general improvements to aging buildings. Many of these improvements will provide energy efficiency and reduce operating expenses. There is currently $297 million worth of deferred maintenance work in design or construction and $30 million worth of deferred maintenance work that has been completed. These improvements will provide energy and operational savings for these state facilities.

Some highlights of the funding include the construction of a new forensics laboratory in Belleville for the Illinois State Police, the renovation of the Supreme Court building and a major renovation to the west wing of the Capitol Building.

Chicago Veterans' Home

The 200-bed Illinois Veterans' Home in Chicago will provide skilled nursing care to eligible Illinois veterans. Designed in a community living center style, this facility will provide individualized medical care, recreation and activities, as well as special therapy or treatment. Up to 65 percent of eligible construction costs for this project will be reimbursed through the U.S. Department of Veterans' Affairs Home Construction Grant Program.

Energy Savings

The Capital Development Board (CDB) currently has 50 projects that will meet Leadership in Energy and Environmental Design (LEED) Standards. There are 21 projects slated to receive Silver Certification, two projects slated for Gold Certification, and the Electrical and Computer Engineering Building at the University of Illinois is on track to receive Platinum Certification. LEED checklists are received and reviewed at various stages of construction and again at the end of construction for all projects. These projects are a continuation of the state's efforts towards energy efficiency. In 2013, the United States Green Building Council (USGBC) ranked Illinois fourth in the nation in new LEED certifications with 140 million square feet of new certified space.

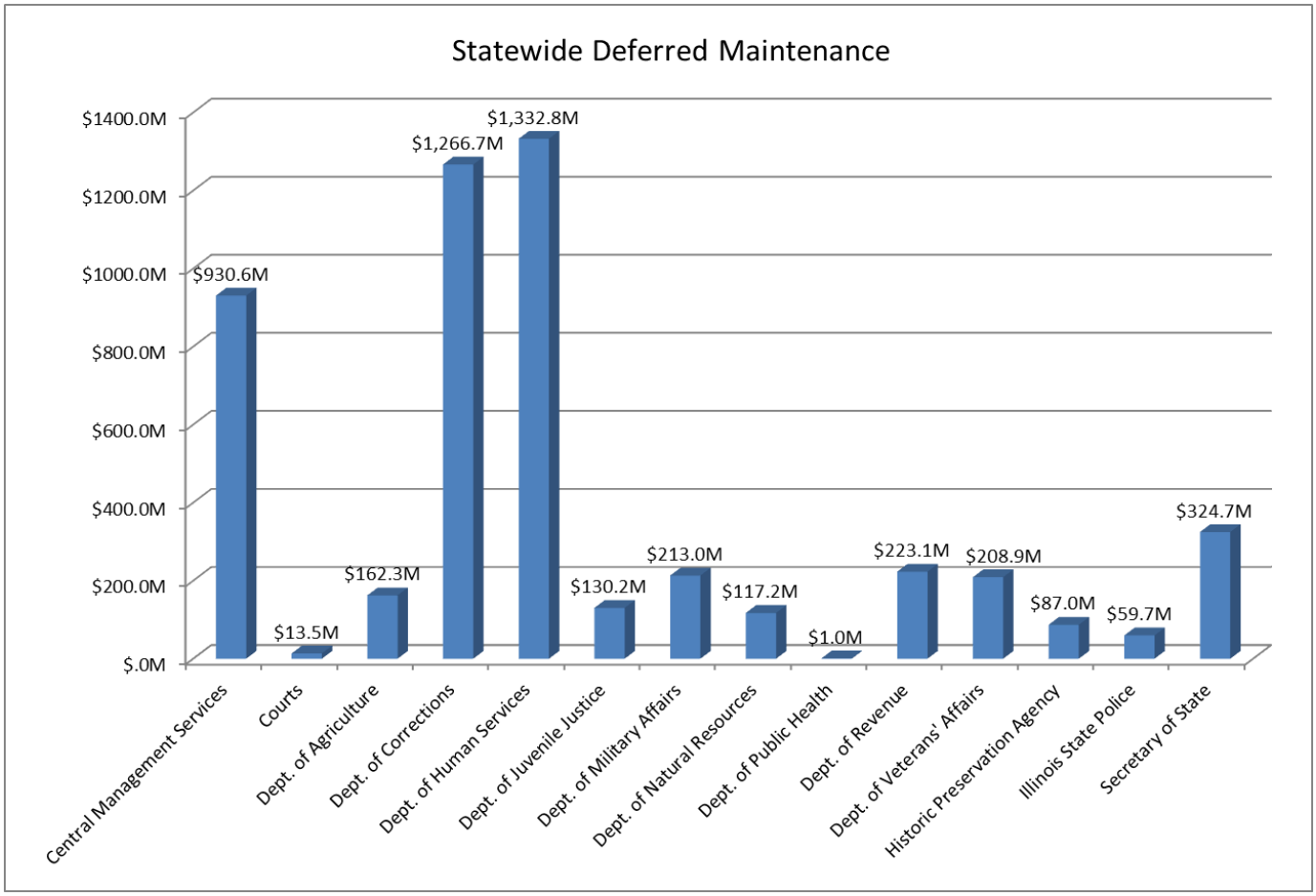
CDB's successful implementation of the Illinois Energy Conservation Code has increased energy efficiency of state construction projects up to 15 percent. Increased energy efficiency saves the state money as well as reduces the environmental impact of the new construction. Improving the maintenance of state owned facilities will increase efficiency and lower operational costs. New green building standards set minimum requirements for energy efficient design and construction for both new and renovated buildings. These requirements impact the energy use and emissions for the life of the building. Sustainable, energy efficient buildings provide both economic and environmental benefits that allow the state to manage costs while reducing energy use.

Deferred Maintenance

After more than a decade with little capital investment, facilities continue to need upgrades. The backlog that accumulated during that extended period of time could not be completely addressed through Illinois Jobs Now! capital. Without further investment, deferred maintenance costs will continue to rise as assets continue to deteriorate.

State Facilities

An assessment of the condition of state facilities estimates that deferred maintenance in fiscal year 2013 totals more than $5 billion. Approximately 42 percent of the needed work is to replace deteriorated HVAC, plumbing or electrical systems. Another 24 percent is for improvements and repairs to buildings' shell elements such as roofs, windows and doors, as well as meeting new code requirements. The remaining 34 percent is for other various deferred maintenance needs.



State Facilities

Fiscal Year 2014 New Appropriations for State Facilities
($ thousands)

Capital Classification Name Agency Name	FY 2014 New Appropriations
State Facilities	
Department Of Agriculture	**2,550.0**
Agricultural Premium Fund	**2,550.0**
Illinois State Fairgrounds - Springfield - Sangamon County - Various Projects	1,800.0
DuQuoin State Fairgrounds - Perry County - Various Projects	750.0
Department Of Natural Resources	**10,000.0**
Park and Conservation Fund	**10,000.0**
Statewide - For Construction and Maintenance of State-owned, Leased and Managed Sites	10,000.0
State Facilities Total	**12,550.0**

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APPENDICES

Differences Between Capital and Operating Budgets

CAPITAL BUDGET	OPERATING BUDGET
Appropriations are for assets that have a long-term useful life, such as buildings, highways, underground or surface infrastructure, durable equipment and land.	**Appropriations** are for consumable goods and services such as salaries and benefits, commodities, utilities and professional services that are purchased and used during any one fiscal year.
Spending occurs over one to several years. For instance, a typical road construction project might take four years, with design and engineering work occurring in year one and the majority of spending occurring in years two and three.	**Spending** typically occurs over the course of one fiscal year.
Funding Sources may include current revenues but are more likely to include federal grants or cash transfers from bond sales. This is due to the one-time, large and occasional nature of capital expenditures. Dedicated revenue sources such as the Motor Fuel Tax are also used.	**Funding Sources** include general revenues (sales tax, income tax, corporate income tax, state fees, etc.) as may be codified in statute.
Financing is often derived from long-term bond proceeds that are paid back in increments over the life of the bond. Payments are made over a timeframe ranging from 5 to 30 years.	**Financing** comes from current revenue streams. The timeframe in which revenues are received and services or commodities are purchased is often within one fiscal year. In this regard, the operating budget balances annual expenditures with annual revenues.
Impacts on the Operating Budget: Capital expenditures can decrease operating costs through the installation of more efficient systems. These improvements can include investing in more durable assets that handle wear and tear better, installing energy efficient lighting or windows to reduce utility bills or changing a building layout to achieve more efficient staffing patterns. Capital expenditures can also increase operating costs by creating future maintenance, requiring staff to operate a new facility and by increased debt service payments.	**Impacts on the Capital Budget:** Operating expenditures can decrease future capital costs by reducing the deterioration of infrastructure. These savings can be achieved by implementing more efficient staffing patterns, reducing services that cause wear and tear, outsourcing functions and performing routine maintenance that prevents larger, more expensive structural repairs. Operating expenditures can also increase capital needs by requiring new facilities to accommodate expansions and changes in service and by increasing wear and tear on assets.

5-Year Savings and Cost Impact on the Operating Budget

Chart 1: 5-Year Savings Impact on the Operating Budget ($18.2 million)

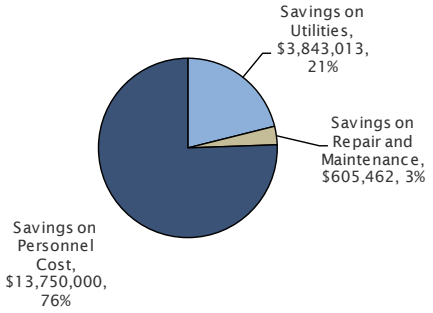
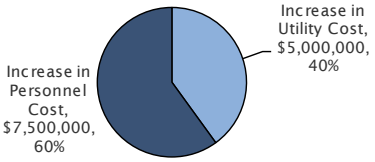


Chart 2: 5-Year Cost Impact on the Operating Budget ($12.5 million)



Select State Facility Projects: Anticipated Operational Savings
($ whole)

User Agency and Location	Project Description [1]	Fiscal Year [2] 2015	2016	2017	2018	2019	Total
State Facilities							
Department of Revenue							
Willard Ice Building	HVAC Upgrades	$35,750	$29,820	$29,820	$29,820	$29,820	$155,030
Department of Juvenile Justice							
Illinois Youth Center - St. Charles	Powerhouse Upgrade Project	$178,500	$178,500	$178,500	$178,500	$178,500	$892,500
Supreme Court							
Second District Appellate Court	Replace Roof	$84,483	$42,428	$42,428	$42,428	$42,428	$254,196
Illinois State Police							
Statewide	Communications Consolidation	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$3,000,000	$15,000,000
Central Management Services							
Collinsville Regional Office Complex	HVAC Upgrade	$33,459	$28,409	$28,409	$28,409	$28,409	$147,095
Springfield Regional Office Building	Upgrade HVAC System & Lighting	$34,560	$27,605	$27,605	$27,605	$27,605	$144,980
Effingham Regional Office Building	Replace HVAC System	$31,870	$24,380	$24,380	$24,380	$24,380	$129,390
Office of the Attorney General							
Attorney General Building	HVAC Upgrades	$15,790	$10,530	$10,530	$10,530	$10,530	$57,910
Department of Human Services							
McFarland Mental Health Center	Replace Roof	$5,470	$3,410	$3,410	$3,410	$3,410	$19,110
Chester Mental Health Center	Replace Roof	$4,807	$2,414	$2,414	$2,414	$2,414	$14,463
Department of Corrections							
Shawnee Correctional Center	Replace Windows	$122,280	$122,280	$122,280	$122,280	$122,280	$611,400
Menard Correctional Center	Replace Piping and Hot Water Lines	$154,480	$154,480	$154,480	$154,480	$154,480	$772,400
ANTICIPATED TOTAL OPERATING SAVINGS		**$3,701,449**	**$3,624,256**	**$3,624,256**	**$3,624,256**	**$3,624,256**	**$18,198,474**

Select State Facility Projects: Anticipated Operational Costs
($ whole)

User Agency and Location	Project Description [1]	Fiscal Year [2] 2015	2016	2017	2018	2019	Total
State Facilities							
Western Illinois University							
Quad Cities Campus	Increased Personnel Costs	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$7,500,000
	Increased Utility Costs	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$5,000,000
ANTICIPATED TOTAL OPERATING COSTS		**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$12,500,000**

Footnotes:
[1] Projects listed are presented as part of the fiscal year 2014 capital plan. Projects are subject to change depending upon such factors as funding availability, unforeseen emergencies at other state facilities, etc.
[2] Amounts represented are in present day dollars and not adjusted for inflation.
Note: Numbers may not add due to rounding.

Fiscal Year 2014 Sources and Uses of Appropriations

Chart 3: Sources of FY 2014 New Appropriations

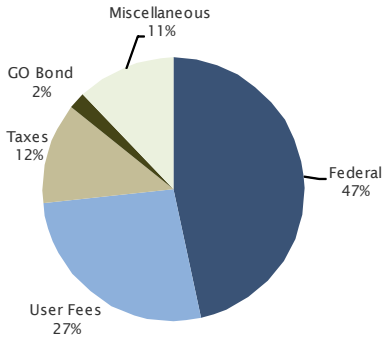
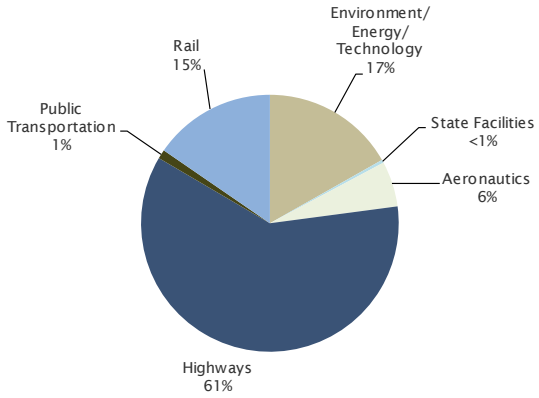


Chart 4: Uses of FY 2014 New Appropriations



($ thousands)	Next Generation	Economic Development	Environment / Energy/ Technology	Higher Education	State Facilities	Pre K-12	Aeronautics	Highways	Public Transportation	Rail	Total
Federal	-	-	141,502	-	490	-	99,873	770,929	38,000	506,301	**1,557,095**
User Fees	-	-	13,571	-	2,172	-	20,118	854,486	-	3,658	**894,006**
Taxes	-	-	24,262	-	9,848	-	-	374,775	-	3,287	**412,171**
GO Bond	-	-	-	-	-	-	71,052	-	-	-	**71,052**
Tran-A/GO Bond	-	-	-	-	-	-	-	-	-	-	**-**
Build Illinois Bond	-	-	-	-	-	-	-	-	-	-	**-**
Miscellaneous[1]	-	-	381,672	-	41	-	9	22,413	-	1,004	**405,139**
Total	**-**	**-**	**561,008**	**-**	**12,550**	**-**	**191,052**	**2,022,603**	**38,000**	**514,250**	**3,339,463**

1 Includes loan repayments, investment income, and settlements.

Note: Numbers may not add due to rounding.

Chart 5: Sources of FY 2014 Reappropriations

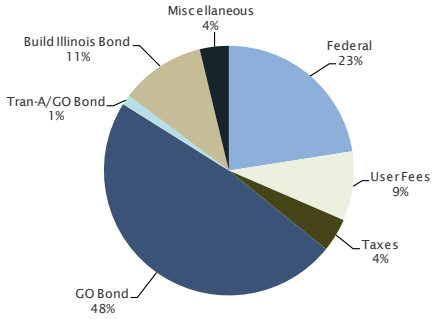
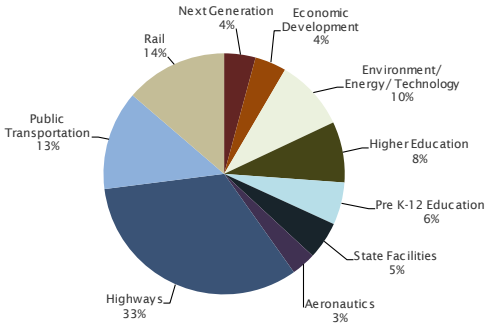


Chart 6: Uses of FY 2014 Reappropriations



($ thousands)	Next Generation	Economic Development	Environment / Energy/ Technology	Higher Education	Pre K-12 Education	State Facilities	Aeronautics	Highways	Public Transportation	Rail	Total
Federal	-	-	242,564	-	-	-	445,324	1,628,398	66,187	1,670,151	**4,052,623**
User Fees	-	547	28,834	-	-	-	89,704	1,417,851	-	77,785	**1,614,722**
Taxes	-	6,677	113,403	-	2	-	-	625,227	-	36,036	**781,345**
GO Bond	74,818	64,342	420,413	1,167,325	987,679	907,592	58,802	1,972,967	2,329,248	673,706	**8,656,894**
Tran-A/GO Bond	-	-	-	-	-	-	-	233,373	-	-	**233,373**
Build Illinois Bond	681,816	670,145	291,317	300,934	36,651	-	-	-	-	-	**1,980,864**
Miscellaneous[1]	-	17,405	624,861	-	722	-	38	25,296	-	8,817	**677,139**
Total	**756,635**	**759,117**	**1,721,392**	**1,468,259**	**1,025,054**	**907,592**	**593,868**	**5,903,113**	**2,395,436**	**2,466,495**	**17,996,960**

1 Includes loan repayments, investment income, and settlements.

Note: Numbers may not add due to rounding.

Fiscal Year 2014 Capital Budget Cash Flow

Summary of Appropriated Capital Budget Funds ($ 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 Out	Warrants Issued	
		State Sources	Federal Sources	Transfers In				
FUNDS PRESENTED WITH OPERATING BUDGET:								
Abandoned Mined Lands Reclamation Council Federal Trust	4,033	0	10,103	0	14,136	0	12,525	1,611
Adeline Jay Geo-Karis Illinois Beach Marina	18	1,930	0	0	1,948	696	1,079	173
Agricultural Premium	5,153	1,819	0	23,765	30,738	127	21,719	8,892
Asbestos Abatement	1,607	110	0	0	1,717	0	1,691	27
Federal Mass Transit Trust	380	0	39,150	0	39,530	0	39,150	380
Fund for Illinois' Future	2,082	0	0	0	2,082	0	0	2,082
Illinois Forestry Development	720	1,067	1,001	0	2,788	0	1,702	1,086
Illinois Habitat	4,813	1,219	12	0	6,044	98	574	5,372
Motor Fuel Tax	103,245	1,203,472	0	0	1,306,717	1,131,690	76,286	98,741
Motor Fuel Tax Counties	0	0	0	194,313	194,313	0	194,313	0
Motor Fuel Tax Municipalities	0	0	0	272,515	272,515	0	272,515	0
Motor Fuel Tax Townships and Road Districts	0	0	0	88,193	88,193	0	88,193	0
Natural Areas Acquisition	5,304	6,764	0	0	12,069	95	8,146	3,828
Open Space Lands Acquisition and Development	52,107	16,041	0	0	68,148	75	15,431	52,642
Park and Conservation	12,853	24,924	1,543	20,000	59,320	300	30,889	28,131
Plugging and Restoration	350	419	0	0	769	8	458	304
Port Development Revolving Loan	52	0	0	0	52	0	0	52
Road	818,846	1,003,552	1,299,137	293,100	3,414,634	391,683	2,406,601	616,350
State Boating Act	5,327	5,086	2,865	5,040	18,318	200	14,402	3,715
State Furbearer	137	91	0	15	244	0	102	142
State Migratory Waterfowl Stamp	3,451	1,054	0	0	4,505	0	783	3,722
State Parks	2,874	9,663	0	95	12,633	110	8,820	3,703
State Pheasant	1,594	452	0	78	2,124	0	255	1,869
Underground Storage Tank	8,774	69,735	0	0	78,509	5	67,121	11,384
Water Revolving	643,700	199,288	104,000	0	946,988	0	520,047	426,941
Wildlife and Fish	26,006	49,390	18,192	0	93,588	900	71,679	21,008
TOTAL	**1,703,425**	**2,596,077**	**1,476,002**	**897,115**	**6,672,619**	**1,525,986**	**3,854,480**	**1,292,153**
CAPITAL BUDGET FUNDS:								
BOND FUNDS:								
Anti-Pollution	0	110,026	0	0	110,026	0	110,026	0
Build Illinois Bond	313,393	0	0	0	313,393	0	242,450	70,943
Capital Development	121,691	90,000	0	0	211,691	0	185,700	25,991
Coal Development	4,550	6,700	0	0	11,250	0	10,000	1,250
School Construction	58,472	28,000	0	0	86,472	0	68,500	17,972
Transportation Bond, Series A	45,377	67,000	0	0	112,377	0	99,949	12,428
Transportation Bond, Series B	165,058	478,000	0	0	643,058	0	600,000	43,058
Transportation Bond, Series D	367,386	620,000	0	0	987,386	0	924,240	63,146
NON BOND FUNDS:								
Ambulance Revolving Loan	3,662	174	0	0	3,836	0	0	3,836
AML Reclamation Set Aside	24,824	81	4,881	0	29,786	0	0	29,786
Federal High Speed Rail Trust	81,409	0	285,000	0	366,409	0	300,000	66,409
Federal Title IV Fire Protection Assistance	590	0	736	0	1,326	0	130	1,196
Federal/Local Airport	5,863	7,001	93,001	0	105,865	0	100,000	5,865
Fire Truck Revolving Loan	2,509	1,563	0	0	4,072	0	0	4,072
Flood Control Land Lease	26	792	0	0	818	0	795	23
Forest Reserve	0	0	100	0	100	0	100	0

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:								
Grade Crossing Protection	25,347	45	0	42,000	67,392	3,001	45,000	19,390
Illiana Expressway Proceeds	0	0	0	0	0	0	0	0
Illinois National Guard Construction	185	0	0	0	185	0	0	185
Land and Water Recreation	476	0	1,175	0	1,651	0	1,175	476
Off-Highway Vehicle Trails	1,658	316	0	0	1,974	0	81	1,893
Partners for Conservation Projects	874	0	0	0	874	0	568	306
Public-Private Partnerships for Transportation	0	0	0	0	0	0	0	0
Rail Freight Loan Repayment	2,628	459	0	0	3,087	0	500	2,587
Snowmobile Trail Establishment	237	145	0	0	382	0	101	281
State Construction Account	107,658	476,916	0	206,498	791,072	76	601,300	189,696
State Rail Freight Loan Repayment	12,109	2,747	0	0	14,856	0	3,000	11,856
TOTAL	**1,345,982**	**1,889,965**	**384,893**	**248,498**	**3,869,338**	**3,077**	**3,293,615**	**572,646**
GRAND TOTAL	**3,049,408**	**4,486,042**	**1,860,895**	**1,145,613**	**10,541,957**	**1,529,063**	**7,148,095**	**1,864,799**

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	**2,913,560**	**4,486,042**	**1,860,895**	**1,145,613**	**10,406,109**	**1,529,063**	**7,148,095**	**1,728,951**

Note: Numbers may not add due to rounding.

ROAD FUND

($ millions)	Actual 2011	Actual 2012	Estimated 2013	Projected 2014
Receipts				
State Sources				
Motor Vehicle and Operators License Fees	852.7	857.4	870.0	883.1
Transfers from Motor Fuel Tax Fund	306.7	297.5	294.5	293.1
Other Earnings, Reimbursements and Transfers	115.4	121.2	136.8	120.5
Total State Sources	**1,274.8**	**1,276.1**	**1,301.3**	**1,296.7**
Total Federal Sources	**1,466.9**	**1,497.3**	**1,451.7**	**1,254.1**
Federal Recovery	**265.1**	**113.1**	**77.5**	**45.0**
TOTAL RECEIPTS	3,006.8	2,886.5	2,830.5	2,595.8
Disbursements				
Expenditures*				
Department of Transportation - Construction	1,058.5	1,185.3	1,175.9	1,196.0
Department of Transportation - Operations	701.3	683.3	693.6	676.3
Department of Transportation - Retirement	121.3	134.6	156.5	168.3
Department of Transportation - Federal Recovery	265.1	113.1	77.5	45.0
Department of Transportation - All Other	90.3	150.6	168.2	184.9
Secretary of State	2.2	2.5	2.4	2.4
Department of Central Management Services - Group Insurance	160.0	165.3	125.0	131.3
All Other Agencies	4.7	2.7	3.4	2.5
Total Expenditures	**2,403.3**	**2,437.5**	**2,402.5**	**2,406.6**
Transfers				
Transfers to Workers' Compensation Revolving Fund	51.0	35.0	20.8	20.8
Transfers for Debt Service	373.5	332.9	374.8	364.9
Other Transfers	23.1	3.6	3.7	6.0
Total Transfers	**447.6**	**371.5**	**399.3**	**391.7**
TOTAL DISBURSEMENTS	2,850.9	2,809.0	2,801.7	2,798.3
SAMS Adjustment	(0.4)	(1.7)	(0.6)	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	155.9	77.5	28.8	(202.5)
plus: CASH BALANCE AT BEGINNING OF YEAR	**553.9**	**710.2**	**789.4**	**818.8**
equals: CASH BALANCE AT END OF YEAR	710.2	789.4	818.8	616.3

* These figures have been adjusted to account for lapse period spending.
Note: Numbers may not add due to rounding.

MOTOR FUEL TAX FUND – STATE FUNDS

($ millions)	Actual 2011	Actual 2012	Estimated 2013	Projected 2014
GROSS RECEIPTS	1,246.4	1,222.5	1,209.2	1,203.5
Nonallocable Receipts				
Refunds on Nontaxable Motor Fuel	(17.4)	(18.0)	(19.3)	(19.2)
International Fuel Tax Agreement to Other States	(5.1)	(3.7)	(5.9)	(5.9)
Total Allocable Receipts	**1,223.9**	**1,200.8**	**1,184.1**	**1,178.4**
Disbursements				
Transfers Out				
State Construction Account Fund	210.2	209.6	207.5	206.5
Road Fund	306.7	297.5	294.5	293.1
County MFT Fund	203.3	197.2	195.2	194.3
Municipal MFT Fund	285.2	276.6	273.8	272.5
Township MFT Fund	92.3	89.5	88.6	88.2
Grade Crossing Protection Fund	42.0	42.0	42.0	42.0
State Boating Act Fund	5.0	5.0	5.0	5.0
Vehicle Inspection Fund	30.0	30.0	30.0	30.0
Other Funds	0.0	0.0	0.0	0.0
Total Transfers Out	**1,174.8**	**1,147.5**	**1,136.7**	**1,131.7**
Expenditures*				
Department of Revenue (net IFTA and Refunds)	42.2	42.0	38.3	36.7
Secretary of State	1.3	1.3	1.3	1.3
Department of Transportation	11.2	11.0	12.6	13.2
Court of Claims	0.0	0.0	0.1	0.0
Refunds on Nontaxable Motor Fuel	17.4	18.0	19.3	19.2
International Fuel Tax Agreement to Other States	5.1	3.7	5.9	5.9
Total Expenditures	**77.3**	**76.0**	**77.4**	**76.3**
TOTAL DISBURSEMENTS	1,252.0	1,223.5	1,214.1	1,208.0
SAMS Adjustment	(0.0)	(0.0)	(0.0)	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(5.6)	(1.0)	(4.9)	(4.5)
plus: CASH BALANCE AT BEGINNING OF YEAR	**114.7**	**109.0**	**108.1**	**103.2**
equals: CASH BALANCE AT END OF YEAR	109.0	108.1	103.2	98.7

* These figures have been adjusted to account for lapse period spending.
Note: Numbers may not add due to rounding.

Fiscal Year 2014 Capital Expenditure Plan ($ thousands)

General Obligation Bonds

Fund Name	FY 2014 Appropriations	Spending from FY 2014 Appropriations					
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Capital Development							
Prior Appropriations	860,503	24,159	71,000	60,000	60,000	45,000	45,000
Illinois Jobs Now!	1,746,299	161,541	213,000	240,000	240,000	255,000	255,000
New Appropriations	-	-	-	-	-	-	-
Total Capital Development	**2,606,802**	**185,700**	**284,000**	**300,000**	**300,000**	**300,000**	**300,000**
School Construction							
Prior Appropriations	18,000	1,481	2,250	2,400	1,800	1,650	1,500
Illinois Jobs Now!	814,592	67,019	147,750	157,600	118,200	108,350	98,500
New Appropriations	-	-	-	-	-	-	-
Total School Construction	**832,592**	**68,500**	**150,000**	**160,000**	**120,000**	**110,000**	**100,000**
Anti-Pollution							
Prior Appropriations	12,856	12,856	-	-	-	-	-
Illinois Jobs Now!	97,170	97,170	-	-	-	-	-
New Appropriations	-	-	-	-	-	-	-
Total Anti-Pollution	**110,026**	**110,026**	-	-	-	-	-
Transportation Series A							
Prior Appropriations	-		-	-	-	-	-
Illinois Jobs Now!	233,373	99,949	65,000	40,000	20,000	5,000	1,000
New Appropriations	-	-	-	-	-	-	-
Total Transportation Series A	**233,373**	**99,949**	**65,000**	**40,000**	**20,000**	**5,000**	**1,000**
Transportation Series B							
Prior Appropriations	51,936	9,947	9,947	9,118	8,289	7,460	6,631
Illinois Jobs Now!	3,009,768	576,445	576,445	528,408	480,371	432,334	384,297
New Appropriations	71,052	13,608	13,608	12,474	11,340	10,206	9,072
Total Transportation Series B	**3,132,756**	**600,000**	**600,000**	**550,000**	**500,000**	**450,000**	**400,000**
Transportation Series D							
Prior Appropriations	-	-	-	-	-	-	-
Illinois Jobs Now!	1,972,967	924,240	700,000	200,000	10,000	5,000	5,000
New Appropriations	-	-	-	-	-	-	-
Total Transportation Series D	**1,972,967**	**924,240**	**700,000**	**200,000**	**10,000**	**5,000**	**5,000**
Coal Development							
Prior Appropriations	51,487	1,000	2,000	1,000	2,000	2,000	2,000
Illinois Jobs Now!	21,315	9,000	8,000	4,000	-	-	-
New Appropriations	-	-	-	-	-	-	-
Total Coal Development	**72,802**	**10,000**	**10,000**	**5,000**	**2,000**	**2,000**	**2,000**
All GO Funds							
Prior Appropriations	994,781	49,443	85,197	72,518	72,089	56,110	55,131
Illinois Jobs Now!	7,895,486	1,935,364	1,710,195	1,170,008	868,571	805,684	743,797
New Appropriations	71,052	13,608	13,608	12,474	11,340	10,206	9,072
Total GO Bond Funds	**8,961,320**	**1,998,415**	**1,809,000**	**1,255,000**	**952,000**	**872,000**	**808,000**

Revenue Bonds (Build Illinois)

Build Illinois							
Prior Appropriations	461,347	48,490	86,400	67,200	67,200	57,600	57,600
Illinois Jobs Now!	1,519,417	193,960	345,600	268,800	268,800	230,400	230,400
New Appropriations	-	-	-	-	-	-	-
Total BI Bond Fund	**1,980,764**	**242,450**	**432,000**	**336,000**	**336,000**	**288,000**	**288,000**

TOTAL BONDS

All Bond Funds							
Prior Appropriations	1,456,128	97,933	171,597	139,718	139,289	113,710	112,731
Illinois Jobs Now!	9,414,903	2,129,324	2,055,795	1,438,808	1,137,371	1,036,084	974,197
New Appropriations	71,052	13,608	13,608	12,474	11,340	10,206	9,072
Total Bond Funds	**10,942,083**	**2,240,865**	**2,241,000**	**1,591,000**	**1,288,000**	**1,160,000**	**1,096,000**

Note: Numbers may not add due to rounding.

Capital Development Board (CDB)

The Capital Development Board (CDB) focuses on improving efficiencies during various phases of capital projects and measures aspects of project management that allow CDB to stay on budget within a given timeframe. Performance metrics allow CDB to actively manage and improve its ability to facilitate capital projects by tracking important project management steps.

	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014 Estimate
Number of Capital Projects	430	329	264	300	350
Capital Budget Spending ($ Thousands)	$140,400	$128,900	$261,500	$196,000	$160,000
Jobs Created	980	903	1,830	1,370	1,120

Performance Metric	Actual (percent complete)			Estimated	Projected
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Average Percent Variation from Planned Schedule - Construction Phase[1]	-6.3%	7.7%	19.4%	15.0%	15.0%
Percent of Labor Hours that Are Performed by Minorities or Females[2]	14.7%	14.8%	21.2%	15.0%	15.0%
Percent of Projects with a Project Labor Agreement	23.2%	40.1%	83.3%	70.0%	70.0%

[1]CDB tracks variations from the planned schedule for capital projects because they have an effect on the project time constraints and overall budget.
[2]This metric measures the labor force used on capital projects to ensure that it matches the population in the area and demonstrates an effort to have a diversified labor force.

Central management Services (CMS)

The Central Management Services (CMS) Bureau of Communication and Computer Services (BCCS) is responsible for providing a common Information Technology (IT) and telecommunications infrastructure to support state agencies, universities and other entities. The original plan for developing this shared infrastructure and replacing outdated assets involved a five-year capital outlay.

Although improving efficiency is a goal of the IT capital programs, improving connectivity throughout the state is the primary purpose of the program. Therefore, BCCS measures the progress in connecting communities to the new fiber network. For example, BCCS measures the number of community anchors connected, which is a measure of how many community institutions (including libraries, schools and hospitals) are connected to the fiber network. This new network provides faster and more reliable service; connection to community anchors is the first step in expanding broadband availability in the state. The new fiber optic network will directly connect more than 400 community anchor institutions across 55 counties, benefiting as many as 9.4 million people and 285,000 businesses.

Performance Metrics	Actual FY 2011	Actual FY 2012	Projected FY 2013	Projected FY 2014
Mainframe Uptime	99.49%	99.07%	99.20%	99.40%
Midrange Uptime[1]	99.64%	99.55%	99.65%	99.70%
Community Nodes Directly Connected to Fiber Network	NA	8	350	376
Jobs Created by Project	150	260	500	500

[1]Midrange Uptime refers to servers, as opposed to the mainframe.

ENVIRONMENTAL PROTECTION AGENCY (EPA)

The Environmental Protection Agency (EPA) continues to implement Governor Quinn's Clean Water Initiative (CWI) through the State Revolving Fund (SRF) programs. The SRF programs provide affordable, low-interest loan funding for wastewater and drinking water projects in communities across the state. The programs use federal grant dollars, state matching funds, existing loan repayments and program supported revenue bonds to leverage funding available for critical water infrastructure needs in Illinois. Loan funding is used to upgrade and expand sewage collection and wastewater treatment systems, and to rehabilitate and replace drinking water treatment plants and distribution lines. Funds are also routinely used to assist communities in complying with new federal drinking water standards. EPA will continue to develop metrics that measure both the significant economic impact and the improvement in the state's water quality that result from EPA's financing efforts.

Performance Metric ($ in millions)	Actual			Estimated	Projected
	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Number of CWI Loans: Wastewater Program	71	43	59	60	75
Number of CWI Loans: Drinking Water Program	69	29	41	40	50
Amount of CWI Loans: Wastewater Program	$506.5	$269.4	$338.9	$325.0	$400.0
Amount of CWI Loans: Drinking Water Program	$161.7	$54.1	$96.6	$55.0	$100.0
Direct Population Served by CWI Loans	NA	NA	NA	7,200,000	8,900,000
Savings to Municipalities from CWI Interest Subsidy	NA	NA	NA	$89.0	$118.5
Number of Jobs Created Under CWI: Wastewater Loans	NA	NA	NA	3,175	3,925
Number of Jobs Created Under CWI: Drinking Water Loans	NA	NA	NA	675	1,225
Sustainability Index: % of CWI Funding to Sustain Existing Infrastructure	NA	NA	NA	70%	67%
Compliance Index: % of CWI Funding to Achieve Compliance Objectives	NA	NA	NA	25%	19%

DEPARTMENT OF NATURAL RESOURCES (DNR)

The Department of Natural Resources (DNR) administers many capital projects including flood control, land acquisition for nature reserves and development of recreational trails. These projects are primarily supported with pay-as-you-go funds. The following metrics are intended to describe the outputs of specific capital projects.

	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014
Number of Capital Projects	17	19	18	20	28	22	48	86
Capital Budget Spending ($ Millions)	$34.0	$11.0	$16.0	$96.0	$42.0	$24.6	$43.7	$63.5
Jobs Created	200	65	94	565	252	151	265	380

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

Programs	FY 2012 Expended ($ thousands)	FY 2012 Jobs Created	FY 2013 Expended ($ thousands)	FY 2013 Jobs Created	FY 2014 Expended ($ thousands)	FY 2014 Jobs Created
Bike Path	$1,100	7	$1,300	8	$1,100	7
Multi-Use Trails	$1,300	8	$1,700	10	$1,900	12
Open Space	$15,600	92	$17,700	105	$18,500	109
Boat Access	$1,400	9	$2,500	15	$3,100	19
Museums	$2,100	13	$4,200	25	$6,400	38
Off-Highway Vehicle Trails	$100	1	$700	5	$900	6
Snowmobile Trails	$200	2	$300	2	$300	2
Waterfowl Habitat Improvements	$700	5	$1,000	6	$1,100	7
Conservation Reserves	$600	4	$4,800	29	$7,600	45
Flood Control	$1,200	8	$4,300	26	$7,600	45
Campground Improvements	$200	1	$1,200	8	$3,400	20
Park Infrastructure	$0	0	$1,000	6	$3,000	18
Dam and Levee Safety	$100	1	$1,600	10	$4,700	28
Lodge and Concession Upgrades	$0	0	$800	5	$2,200	13
Bridge and Road Repairs	$0	0	$400	3	$1,100	7
Roof and Structure Repairs	$0	0	$200	2	$600	4
Program Totals	**$24,600**	**151**	**$43,700**	**265**	**$63,500**	**380**

Illinois Department of Transportation (IDOT)

The Illinois Department of Transportation (IDOT) has approximately 2,600 employees with capital-related duties. Currently, about 18 percent of contract awards go to Disadvantaged Business Enterprises. Funding targets and technical guidelines are issued to IDOT's nine highway districts to develop, prioritize and submit projects for inclusion in the Multi-Modal Transportation Improvement Program (MTIP). Core issues are identified annually and form the basis for the proposed highway improvement program for the upcoming fiscal year.

Projected Highway, Transit, and Rail Capital Expenditures, Number of Projects, and Estimated Jobs, Fiscal Year 2013 - 2018 ($ in millions)							
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2013 - 2018
Highways--RF, SCAF and Tran A	$2,437	$1,945	$2,053	$1,744	$1,592	$1,495	$11,266
Tran D--Projects and Grants	$527	$824	$731	$589	$223	$36+	$2,930
All Transit and Rail	$511	$600	$646	$642	$0.0	$0.0	$2,399
Total, Highways, Transit and Rail	$3,475	$3,369	$3,430	$2,975	$1,815	$1,531	$16,595
Number of Projects (Estimate)	929	783	783	599	367	335	3,796
Jobs (Estimated at 13 Per $1 million)	45,175	43,797	44,590	38,675	23,595	19,903	215,735

Performance Metric	Metric Definition	Metric Actual for FY 2011 and FY 2012	Metric Target for FY 2013	Metric Target for FY 2014
Disadvantaged Business Enterprise (DBE) Construction Contract Awards as Percent of Total Awards	Total dollars in construction contract awards earned by DBE firms, divided by the total dollars in construction contract awards.	17.0% (FY 2011) 18.5% (FY 2012)	22.77%	22.77%
Percent of Roads in Acceptable Maintenance Condition	Miles of state roads in ideal maintenance condition, divided by total miles of state roads. Equivalent of roads in satisfactory or better condition.	88% (FY 2011) 85% (FY 2012)	90%	90%
Percent of Bridges in Acceptable Maintenance Condition	Number of state bridges in ideal maintenance condition, divided by total number of state bridges. Equivalent of bridges in satisfactory or better condition.	92% (FY 2011) 92% (FY 2012)	93%	93%
Motorist Survey Rating on Maintenance/Traffic Flow	Blend of ratings on motorist opinion of condition of roads and bridges. Number of IDOT Motorist Survey respondents rating maintenance and traffic flow satisfactory or better (fair to excellent), divided by total survey respondents.	90% (FY 2011) 90% (FY 2012)	90%	90%
Percent of Annual Highway Program Accomplished	Ratio of program dollars put under contract during the planned program year, to the total dollars allocated for construction projects for the planned program year.	78.7% (FY 2011) 79.5% (FY 2012)	80%	80%
Commercial Enplanements (Statewide, Millions – Annual Compilation)	Total number of passengers boarding and riding commercial aircraft in Illinois airports.	42 million (FY 2011) 42.2 million (FY 2012)	42.7 million	43.0 million
Total Vehicle Miles Traveled (VMT) on Illinois Highways (Billions – Annual Compilation)	Total of vehicle miles traveled by highway users in Illinois.	105.7 billion VMT (FY 2011) 103.2 billion VMT (FY 2012)	105 billion VMT	107 billion VMT
Percent of Construction Projects Under Way or Completed from Annual Program	Ratio of construction projects put under contract in the planned program year, to the total number of construction projects listed for the planned program year.	68.2% (FY 2011) 79.8% (FY 2012)	80%	80%
Percent Difference Between Programmed Project Cost and Awarded Project Cost	Overall awarded project costs minus programmed project costs, divided by awarded project costs.	-7.0% (FY 2011) -8.1% (FY 2012)	0%	0%
Overall Maintenance Cost per Lane Mile of State Highway	Roadway maintenance costs divided by lane miles maintained (including pavement maintenance, snow and ice control and mowing)	$4,580 (FY 2011) $3,763 (FY 2012)	$4,839	$4,800
Citizen Usage of IDOT Web Site for Road Conditions	Motorist Survey respondents who have used IDOT website, divided by total respondents.	12% (FY 2011) 13% (FY 2012)	15%	15%
Citizen Usage of IDOT Toll-Free Phone Number for Road Conditions	Motorist Survey respondents who have used IDOT toll-free phone number, divided by total respondents.	9% (FY 2011) 7% (FY 2012)	10%	10%
Amtrak Ridership (Qtrly—Thousands)	Total number of Amtrak riders boarding in Illinois.	1,717,991 (FY 2011) 1,824,600 (FY 2012)	1,900,000	2,000,000
Northeast Illinois Bus/Train Ridership (Qtrly —Millions)	Total number of riders on public transit buses and trains serving the 6-county greater Chicago area of Northeastern Illinois.	604.1 million (FY 2011) 711.6 million (FY 2012)	715 million	715 million

Fiscal Year 2013 Supplemental Capital Appropriations by Fund

Table 4: Enacted Supplemental Appropriation

Fund Name	FY 2013 Capital Supplemental Appropriation ($ thousands)
Build Illinois Bond Fund	985
Capital Development Fund	6,500
Road Fund	714,663
Total	**722,148**

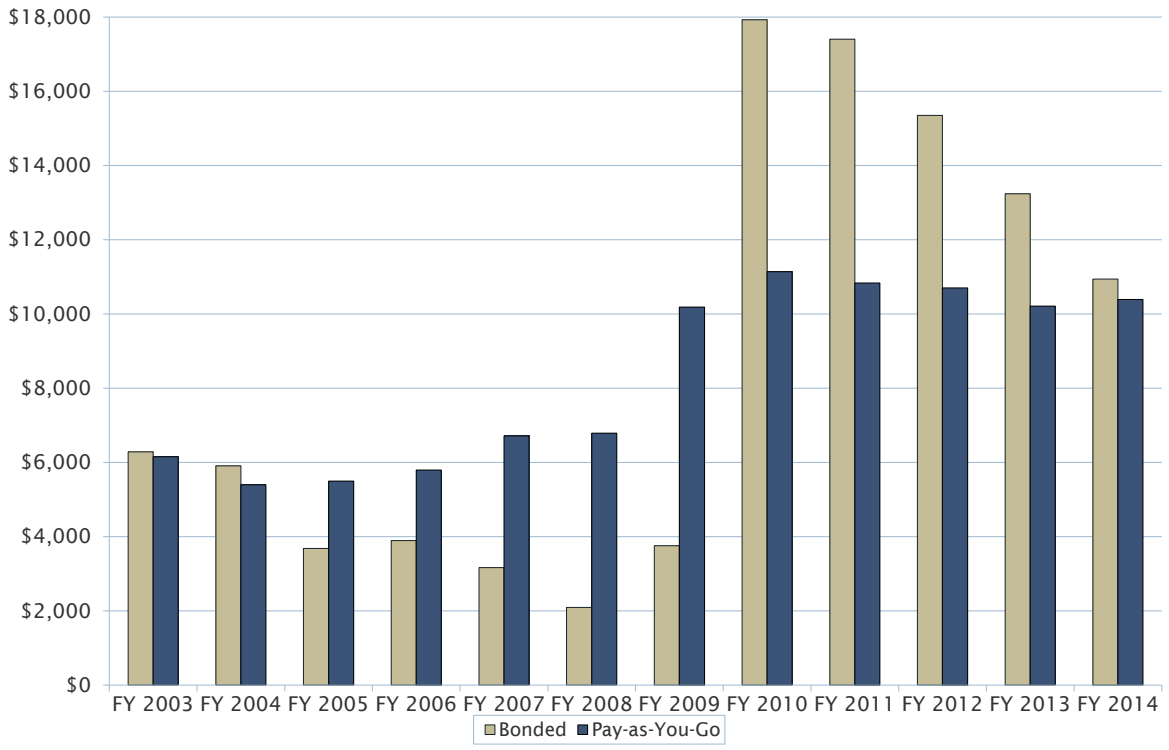
Note: Supplemental capital appropriations are reflected in fiscal year 2014 reappropriations

Table 5: Spring Supplemental Appropriation Request

Fund Name	FY 2013 Capital Supplemental Appropriation ($ thousands)
Capital Development Fund	5,000
Total	**5,000**

Fiscal Years 2003 - 2014 Total Capital Appropriations

Chart 7: Pay-as-You-Go vs. Bonded ($ millions)



GLOSSARY

Glossary

American Recovery and Reinvestment Act (ARRA) - The federal government's $787 billion plan to jump-start the U.S. economy and create jobs. It includes modernizing healthcare, improving schools, building and repairing infrastructure, and investing in the clean energy technologies of the future.

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

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

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

Bond Authorization - Legislatively enacted dollar amount of bonds that may be issued by the state for each category and subcategory of the Bond Acts. To pass, a 60 percent vote in both houses of the General Assembly is needed.

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

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

Broadband - Enhanced telecommunications and Internet infrastructure that allows for the transmission of large amounts of data at high speeds.

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

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

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

Capital Renewal - See deferred maintenance.

Conduit Debt - Debt issued by a state agency or public corporation on behalf of a private entity, which then repays that debt.

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

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

Deferred Maintenance - Postponed repairs to facilities and equipment in order not to exceed current year budget limits.

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

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

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

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

Fiscal Year - Illinois state government's fiscal year extends from July 1 to June 30. 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.

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

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

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

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

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

Highway Fund - A fund that receives special dedicated revenues related to transportation to support the construction and maintenance of transportation facilities and activities.

HVAC - Heating, ventilation and air conditioning.

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

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

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

Performance Measure - Information or data used to determine the quality and outcomes of state capital ventures.

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

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

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

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

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

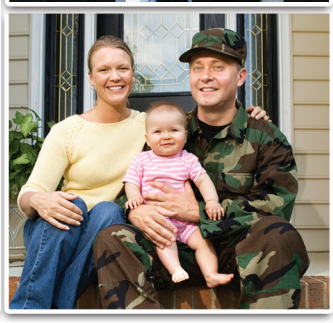
Target - A quantifiable goal to which an organization aspires. It assesses performance in numerical form in order to quantify that performance.

Transportation Investment Generating Economic Recovery (TIGER) - Federal grants to be awarded on a competitive basis for capital investments in land transportation projects that will have a significant impact on the nation, a metropolitan area or a region.

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

Weatherization - The process of enhancing a building's protection against the effects of wind, moisture and sun with the aim of increasing sustainability and energy efficiency.

Illinois



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