

REBUILD ILLINOIS



Investing in Infrastructure for a Better Illinois

May 15, 2019

Embargoed/Draft

Introduction

Illinois is the transportation hub of the nation and the sixth largest state in the United States, but has not had a comprehensive, multi-year capital plan since 2009 – and that plan had serious challenges, including shortfalls in revenue projections and key investment falling victim to Governor Rauner’s budget impasse. Illinois has failed to make important investments in maintaining infrastructure on a consistent basis. For roadways alone, the state consistently underfunds its maintenance needs by several hundred million dollars a year. The federal government has failed to enact a meaningful infrastructure bill since 2009, exacerbating Illinois’ failures to invest in basic infrastructure.

Today, Illinois’ infrastructure is in dire shape. Overall, Illinois’ infrastructure has a C-rating¹, and deferred maintenance backlogs at state facilities and educational institutions alone have reached \$24 billion. Businesses and residents alike face untold costs for the congestion delays, damage to vehicles, and concern over the integrity of bridges and failure to maintain facilities for public use. In short, significant investments are needed to ensure Illinois’ infrastructure is repaired, maintained, and consistently prioritized year after year. There is wide, bipartisan agreement that the time is now to make critical investments.

Rebuilding Illinois through a capital plan will create good jobs and develop needed infrastructure in each area of the state, investing \$41.5 billion over six years and supporting an estimated 540,000 direct, indirect, and induced jobs throughout the life of the 6-year Rebuild Illinois plan (approximately 90,000 jobs per year). This estimate is based on research from the White House Council of Economic Advisers, which shows that every \$1 billion in infrastructure investment supports 13,000 jobs per year. It will include critical investments in roads, bridges, mass transit, education, state facilities, state parks and historic sites, clean water infrastructure, and conservation of natural resources. This plan will address deferred maintenance needs while strengthening the state’s economy. Initiatives like statewide broadband deployment, affordable housing, hospital and healthcare transformation, and economic and community development will create growth in communities across every region of Illinois, and strengthen our state for generations to come.

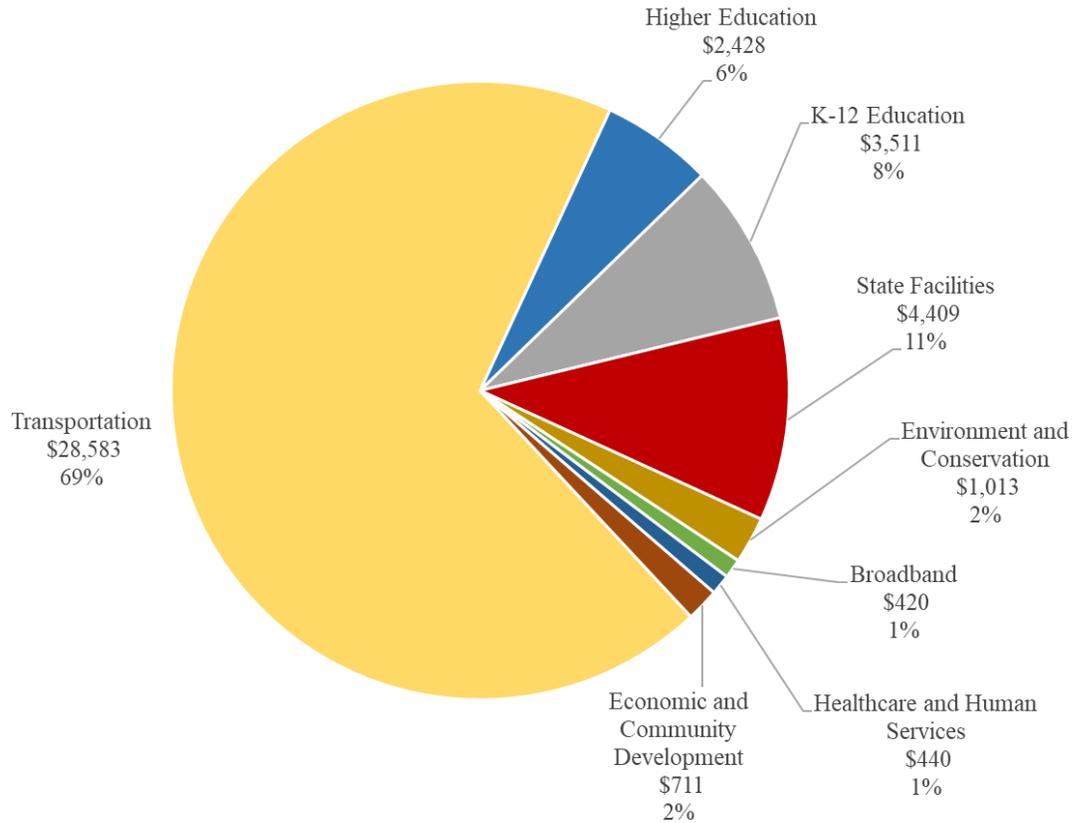
Rebuild Illinois will put the state on a path toward repair and recovery to ensure Illinois continues to be an economic leader in the nation. The plan will repair crumbling roads and bridges, provide capital for small businesses, invest in our community colleges and public universities, and support large industries like agriculture and manufacturing. Rebuild Illinois addresses the unique assets and needs of each region of the state, ensuring Northern, Central, and Southern Illinois receive funding to begin to make significant infrastructure improvements and upgrades. Rebuild Illinois leverages as much federal money as possible to bring significant investments to our surface, rail, water, broadband and community infrastructure. The plan will expand broadband statewide for businesses and entrepreneurs and put education front and center, because Illinois students are our most important asset and deserve cradle to career opportunities. Rebuild Illinois provides the investment Illinoisans need and deserve to thrive in their communities.

¹ (2018 Report Card for Illinois Infrastructure, Illinois Section of the American Society of Civil Engineers)

Rebuild Illinois Summary

(\$ millions)	State				Total
	Bonded	Pay-Go	Federal	Local/Private	
Transportation 69%	\$ 7,500	\$ 6,810	\$ 9,529	\$ 4,745	\$ 28,583
Multi-Year Plan - Road & Bridge	-	1,155	9,088	692	10,935
New Road and Bridge	4,020	3,982	-	4,000	12,002
Mass Transit	3,185	165	-	-	3,350
CREATE	-	442	-	-	442
Rail	225	544	-	-	769
Aeronautics	70	38	351	20	478
Miscellaneous Transportation	-	484	90	33	607
Education 14%	\$ 3,871	\$ 200	\$ -	\$ 1,868	\$ 5,939
Higher Education	2,271	-	-	157	2,428
<i>Universities</i>	<i>1,801</i>	-	-	-	<i>1,801</i>
<i>Community Colleges</i>	<i>470</i>	-	-	<i>157</i>	<i>627</i>
PreK-12 Education	1,600	200	-	1,711	3,511
<i>School Construction</i>	<i>1,500</i>	-	-	<i>1,500</i>	<i>3,000</i>
<i>Early Childhood Education</i>	<i>100</i>	-	-	<i>11</i>	<i>111</i>
<i>School Maintenance</i>	-	<i>200</i>	-	<i>200</i>	<i>400</i>
State Facilities 11%	\$ 4,189	\$ 25	\$ 195	\$ -	\$ 4,409
State Facilities	4,189	25	195	-	4,409
Environment/Conservation 2%	\$ 675	\$ -	\$ 309	\$ 29	\$ 1,013
Renewable Energy Projects	140	-	-	-	140
Environmental/Conservation/Recreation	535	-	309	29	873
<i>Unsewered Communities</i>	<i>100</i>	-	-	-	<i>100</i>
<i>Park and Recreational Facility Constr.</i>	<i>50</i>	-	-	<i>25</i>	<i>75</i>
<i>Flood Mitigation</i>	<i>31</i>	-	-	-	<i>31</i>
<i>Dam and Waterway Projects</i>	<i>22</i>	-	-	-	<i>22</i>
<i>Conservation Reserve Enhancement</i>	<i>20</i>	-	-	-	<i>20</i>
<i>Illinois Green Infrastructure Grants</i>	<i>25</i>	-	-	<i>4</i>	<i>29</i>
<i>Hazardous Waste</i>	<i>50</i>	-	<i>240</i>	-	<i>290</i>
<i>Ecosystem Restoration</i>	<i>23</i>	-	<i>69</i>	-	<i>92</i>
<i>Land Acquisition</i>	<i>25</i>	-	-	-	<i>25</i>
<i>Water Revolving Fund</i>	<i>150</i>	-	-	-	<i>150</i>
<i>Well Plugging</i>	<i>39</i>	-	-	-	<i>39</i>
Broadband Deployment 1%	\$ 420	\$ -	\$ -	\$ -	\$ 420
Statewide Broadband	400	-	-	-	400
Illinois Century Network	20	-	-	-	20
Healthcare and Human Services 1%	\$ 440	\$ -	\$ -	\$ -	\$ 440
Affordable Housing	175	-	-	-	175
Community Health Centers	50	-	-	-	50
Hospital and Healthcare Transformation	200	-	-	-	200
Human Services Grant Program	15	-	-	-	15
Economic and Community Development 2%	\$ 711	\$ -	\$ -	\$ -	\$ 711
Public Infrastructure	145	-	-	-	145
Community Development	240	-	-	-	240
Economic Development	101	-	-	-	101
Prime Sites	50	-	-	-	50
Ports	35	-	-	-	35
Education/Scientific Facilities	25	-	-	-	25
Economically Depressed Areas	50	-	-	-	50
Emerging Technology Enterprises	50	-	-	-	50
Minority Owned Business Program	15	-	-	-	15
TOTAL	\$ 17,807	\$ 7,035	\$ 10,032	\$ 6,642	\$ 41,515

Rebuild Illinois by Category



Rebuild Illinois by Agency

(\$ millions)	State		Federal	Local/Private	Total
	Bonded	Pay-Go			
<i>Department of Transportation</i>	\$ 7,500	\$ 6,810	\$ 9,529	\$ 4,745	\$ 28,583
<i>Department of Commerce and Economic Opportunity</i>	1,126	-	-	-	1,126
<i>Environmental Protection Agency</i>	395	-	240	4	639
<i>Capital Development Board</i>	8,090	-	150	1,668	9,908
<i>Department of Natural Resources</i>	210	-	69	25	304
<i>Department of Military Affairs</i>	90	25	45	-	160
<i>Department of Innovation and Technology</i>	20	-	-	-	20
<i>Illinois Housing Development Authority</i>	175	-	-	-	175
<i>Department of Public Health</i>	200	-	-	-	200
<i>State Board of Education</i>	-	200	-	200	400
TOTAL	\$ 17,807	\$ 7,035	\$ 10,032	\$ 6,642	\$ 41,515

Fiscal Year 2020 Baseline Appropriations

Along with new appropriations included in Rebuild Illinois, appropriations paid for by existing, recurring pay-as-you-go revenues are also proposed. These appropriations are not included in the Rebuild Illinois summary on the previous pages.

At the Department of Natural Resources, **\$80.2 million** in new funding is proposed for programs such as Open Space Lands Acquisition and Development (**\$29 million**), investments in state park programming (**\$15.3 million**), Abandoned Mined Lands Reclamation (**\$14.5 million**), and several other conservation and recreational programs.

At the Environmental Protection Agency, **\$753.5 million** in funding is proposed from the Water Revolving Fund for low-interest municipal loans.

At both agencies, these levels of funding represent a single year value of new appropriation authority and would be appropriated at this or a similar level of funding each year.

Fiscal Year 2020 Reappropriations

The following appropriations are also not included in the Rebuild Illinois summary, as they represent reappropriations of prior year appropriations.

(\$ millions)	Reappropriations		
	Bonded	Pay-Go	Total
Transportation	\$ 2,350	\$ 6,543	\$ 8,893
Roads/Bridges	666	5,251	5,917
CREATE	164	2	167
Mass Transit	1,329	26	1,355
Aeronautics	56	253	309
Rail	134	1,012	1,146
Education	\$ 1,258	\$ 16	\$ 1,274
Higher Education	986	-	-
PreK-12 Education	273	16	289
State Facilities	\$ 1,714	\$ 61	\$ 1,776
State Facilities	1,714	61	1,776
Environment/Conservation	\$ 346	\$ 2,162	\$ 2,508
Water Revolving Fund	-	1,871	1,871
Environmental/Conservation/Recreation	346	290	636
Healthcare and Human Services	\$ 16	\$ -	\$ 16
Economic and Community Development	\$ 335	\$ -	\$ 335
Discovery Partners Institute	\$ 500	\$ -	\$ 500
Urban Weatherization	\$ 399	\$ -	\$ 399
TOTAL	\$ 6,918	\$ 8,783	\$ 15,701

Funding

Across Illinois, infrastructure needs are critical, visible and increasing every day. Roads and bridges are crumbling, institutions of higher education are deteriorating, and communities need significant investments. A six year investment in Illinois’ infrastructure will ensure our state remains competitive and thriving.

Investing in infrastructure will create thousands of jobs each year. In the long term, building and maintaining a world-class infrastructure yields substantial dividends for Illinois commerce. Rebuild Illinois is a comprehensive, 21st-century capital program that will bring significant upgrades to our surface, rail, water, broadband, and community infrastructure and begin to meet Illinois’ needs.

Through a combination of bonding and consistent, annual pay-as-you-go funding, we can immediately begin to repair, maintain, and grow our economy.

Source	Proposal	New Annual Revenue (\$ millions)
Motor Fuel Tax	Current base motor fuel tax is 19 cents per gallon for gas and diesel. This proposal would increase the rate by 19 cents, effective July 1, 2019. Base motor fuel taxes have not been increased since 1990. Along with \$560 million in new annual state revenue, this proposal would increase local motor fuel tax revenues by over \$650 million annually (\$4 billion over the six years of the plan).	\$560
Vehicle Registration Fees	Current vehicle registration fees are \$101 per vehicle. This proposal would increase fees at a tiered approach based on vehicle age. Annual fees for vehicles 3 years or newer would increase to \$199, 4-6 years to \$169, 7-11 years to \$139, and vehicles 12 years and older to \$109.	\$490
Vehicle Registration Fees - Electric	Current vehicle registration fees for electric vehicles are \$34 per vehicle, every other year. This proposal would increase the fees to \$250 per year to help contribute to the maintenance of the state's transportation network.	\$4
Real Estate Transfer Tax - Non-Residential Transactions Only	Current tax is 50 cents per \$500 in market value of property transferred. This proposal would increase the tax to \$1 per \$500 for non-residential transactions only. This rate has not been changed since 1989.	\$34
Ride-Share Tax	Ridesharing is not currently taxed at the state level. This proposal would introduce a per-ride fee of \$1 statewide.	\$214
Liquor Gallonage Tax	Current liquor gallonage taxes are 23.1 cents on beer and cider, \$1.39 on wine, and \$8.55 on distilled liquor. This proposal would increase the rate per gallon by 4.6 cents, 66 cents, and \$4.05, respectively.	\$120
Cable, Satellite and Streaming Tax	Cable, satellite and streaming services are not currently taxed at the state level. This proposal would introduce a 7% tax on these services, in line with the taxes charged to telecommunications.	\$150
Parking Garage Tax	Parking garages are not currently taxed at the state level. This proposal would introduce a 6% tax on daily and hourly garage parking and a 9% tax on monthly and annual garage parking.	\$60
Traded-In Property Exemption	Currently, traded-in property provides a sales tax exemption on the purchase of property up to the value of the property traded-in. This proposal would introduce a \$10,000 cap per trade-in transaction.	\$60
Video Gaming Terminal Tax	Current video gaming terminal tax is 30% of net terminal income (gross revenue minus prizes paid). The structure for this proposal is to be determined, but a portion of the revenues from the current discussions to restructure this industry can be allocated to the capital budget, on top of operating budget needs.	\$90

Motor Fuel Tax

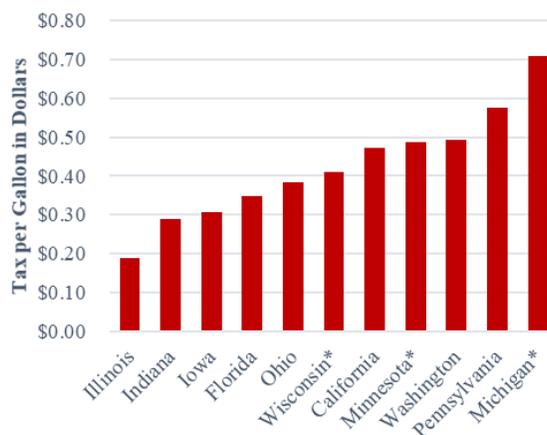
The motor fuel tax is the most reliable form of transportation funding. Illinois has not increased its base rate motor fuel tax from \$0.19 since 1990. The Illinois Constitution requires revenues raised from transportation taxes and fees to be dedicated exclusively to transportation expenses.

Since 2013, 31 states have raised or reformed their motor fuel tax². In the past year, six states have increased their motor fuel tax³. Three neighboring states recently proposed increasing their motor fuel taxes to:

- Michigan \$0.71 per gallon⁴
- Minnesota: \$0.486 per gallon⁵
- Wisconsin: \$0.409 per gallon⁶

Illinois currently has one of the lowest motor fuel taxes in the nation:

**Motor Fuel Tax by State
(Current)**



*Proposed increases for Wisconsin, Minnesota, and Michigan (as described above) are included in these figures.

Increasing the motor fuel tax to \$0.38 cents per gallon will put Illinois's rate more in line with other large states. This increase will generate approximately \$1.2 billion in additional revenue annually. Over \$650 million a year of the new revenue will go to Local Public Agency highway and street departments. This doubles their current share of the Motor Fuel Tax, resulting in an additional \$4 billion over the life of the program. This is a permanent, recurring revenue stream to local governments.

The state will receive approximately \$560 million annually in additional revenue from the MFT increase. The additional state MFT revenue, coupled with the new Vehicle Registration Fee revenues of \$490 million, will allow the state to infuse over \$11.8 billion in new bonded and pay-go resources into the state's transportation system over the life of the program, with over \$8 billion targeted towards roads and bridges and \$3.2 billion targeted to the RTA and Downstate transit districts.

² (<https://itcp.org/most-states-have-raised-gas-taxes-in-recent-years/>)

³ (<http://www.ncsl.org/research/transportation/2013-and-2014-legislative-actions-likely-to-change-gas-taxes.aspx>)

⁴ (<https://www.crainsdetroit.com/transportation/michigan-not-alone-looking-gas-tax-increase-roads>)

⁵ (<http://www.fox9.com/news/politics/gov-tim-walz-proposes-20-cent-per-gallon-gas-tax-hike>)

⁶ (<https://www.wpr.org/gov-tony-evers-calls-gas-tax-increase-first-budget>)

Regional Highlights

Northern Illinois

Rebuild Illinois proposes several road, transit, rail, and education projects that will benefit the northern region of the state:

I-80: \$1.01 billion for Interstate 80 from Ridge Road to US 30 (Lincoln Highway) in Will County for reconstruction of 16 miles, construction of auxiliary lanes, and replacement of the Des Plaines River bridges, including pre-construction items. Interstate 80 is included in the primary freight network and carries 23 percent of truck traffic on this corridor.

IL 47 in McHenry County: \$57 million for IL 47 in McHenry County from north of IL 120 (McHenry Ave) to US 14 for construction and improvements. Widening IL 47 is key to creating economic growth by enhancing mobility, fixing infrastructure, and improving safety in Woodstock and McHenry County. This section of IL 47 from US 14 to IL 120 has the highest existing traffic along the entire corridor and some of the highest crash rates.

Transit: \$2.87 billion for the Regional Transportation Authority (RTA), which is one of the largest transit systems in the nation and includes the Chicago Transit Authority, Metra, and Pace.

Rail: \$225 million for the Chicago to Quad Cities Intercity Passenger Rail project, which aims to restore service in the Quad Cities and improve connectivity between major Midwest cities. The project consists of reintroducing twice-daily round-trip service between Chicago and Moline, with a new intermediate stop in Geneseo, after a 30-year absence of service on this corridor. Other stations served will include Princeton, Mendota, Plano, Naperville, LaGrange, and Chicago Union Station.

New projects at universities: Computer Science, Health Informatics, and Technology Center at Northern Illinois University and build out and completion of Downtown City Center Campus Shell at Joliet.

Investments in community colleges:

- Career Technical Education Building at Waubensee
- Pavement resurfacing at Carl Sandburg
- Grounds and retention pond improvements at DuPage
- Career, Technical, and Manufacturing Center at McHenry
- Addition and remodeling at Oakton's Des Plaines Campus
- Window replacements at Triton
- Renovation of buildings and Health Careers Center at Moraine Valley
- Classroom Building at Lake County
- Allied Health Addition at South Suburban College
- Roof and high voltage system replacement at Prairie State College

Brandon Road: \$2.5 million is included to allow DNR to continue partnering with the U.S. Army Corps of Engineers on Brandon Road preconstruction, engineering, and design as part of efforts to mitigate the threat of Asian Carp on Lake Michigan.

Central Illinois

Rebuild Illinois proposes several road, transit, education, and state facilities projects that will benefit the central region of Illinois:

I 55/I 72 in Sangamon County: \$135.4 million for Interstate 55/Interstate 72 in Sangamon County. The reconstruction of this interchange will reduce congestion where the two interstates meet.

Downstate transit: Transit districts outside of the RTA will share in \$319 million to maintain and improve their systems.

New projects at universities: New science buildings at Western Illinois University and Eastern Illinois University, deferred maintenance and programmatic funding for University of Illinois, Champaign, Milner Library rehabilitation at Illinois State University, Library Learning Student Success Center at University of Illinois Springfield, and a math, statistics, and data science collaborative facility at University of Illinois at Urbana-Champaign.

Investments in community colleges:

- Renovation of Macomb Career and Technical Education Center/Nursing Building at Spoon River
- Renovation and expansion of Student Services at Lincoln Land
- Parking lot, roadways, and walkways replacements at Morton
- Clock Tower Center & ornamental horticulture rehabilitation and remodeling at Danville

Quincy Veterans' Home: \$230 million for the Department of Veterans' Affairs for the Quincy Veterans' Home Campus Reconstruction. The Quincy Veterans' Home is the oldest and largest veterans' home in Illinois, consisting of approximately 37 buildings constructed between 1886 and 2002. It is home to more than 380 veterans and seniors and employs more than 500 direct care and support staff. The scope of work for construction of a new nursing home and domiciliary on the Quincy Veterans' Home campus provides for additional beds.

Southern Illinois

Rebuild Illinois proposes several road, transit, education, and state facilities projects that will benefit the southern region of Illinois.

US 40/Illinois 33/Fayette Avenue: \$61.2 million for US 40/Illinois 33/Fayette Avenue in Effingham County. This segment of roadway in Effingham carries 14,000 vehicles daily with nearly 9 percent being truck traffic.

Delhi Bypass: \$24.4 million a new 4-lane roadway that will re-route US 67 to the east of Delhi. Existing US 67 is a rural 2-lane road built in the 1940's with an Average Daily Traffic (ADT) of 11,000 vehicles per day including 1,000 heavy vehicles. The Bypass will extend the 4-lane section, tying in to recently completed 4-lane sections of US 67 to the south.

Downstate transit: Transit districts outside of the RTA will share in \$319 million to maintain and improve their systems.

New projects at universities: Deferred maintenance and programmatic funding for Southern Illinois University, communications building at Southern Illinois University at Carbondale, and a health sciences building at Southern Illinois University at Edwardsville

Investments in community colleges:

- Vocational Building Addition at Southeastern Illinois
- Applied Technology Center at Illinois Eastern Community's Olney Campus
- Allied Health Building at Rend Lake
- Building Center at Shawnee
- Student Education and Support Center at Illinois Eastern Community's Frontier Campus
- Renovation and Repairs of Main Complex at Lewis and Clark Community College

Chicago

Chicago is the third largest city in the United States and a transportation hub of the nation. Rebuild Illinois contains investments in Chicago's roads, bridges, rail, institutions of higher education, and state facilities:

CREATE: \$350 million in new funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program to complete the 75th Street Corridor Improvement Project and adjacent corridors to prevent costly delays in rail travel. Chicago is the nation's busiest rail freight gateway and the world's third largest intermodal port. One-quarter of our nation's rail-shipped goods and products move to, from, or through Chicago.

New projects at universities: Simulated hospital/nursing Lab at Chicago State University, extension of an academic building at Governors State University, renovation, remodeling, and expansion of the Carruthers Center for Inner City Studies and the performing arts building at Northeastern Illinois University, deferred maintenance and programmatic funding for University of Illinois, Chicago, and a computer design research and learning center at University of Illinois, Chicago.

Investments in community colleges: Deferred maintenance funding for the City Colleges of Chicago.

Cook County Public Health Laboratory: \$126 million for the Illinois Department of Public Health for a new Cook County Public Health Laboratory. The IDPH laboratories are the backbone of many public health functions and provide unique and essential testing and surveillance. The Chicago facility is the state's largest, but has deteriorated over the past four decades, jeopardizing the state's ability to respond to public health issues. Funding will allow CDB to construct a new, state-of-the-art facility.

Transportation

Illinois is a transportation hub for the nation, and our transportation network ensures our economy works for every Illinoisan. Nearly one-third of all freight traffic in the country either originates, ends or passes through Illinois. Illinois is the only state where all seven class I railroads in the United States operate. Illinois' location in the center of our nation, and its transportation infrastructure and logistical systems for road, rail, water and air transportation, make it an ideal hub for both American and global business. Quality infrastructure attracts new businesses to our state, keeps existing businesses here and allows all businesses to thrive. As the state's transportation infrastructure crumbles, motorists face increasing risk of injury or death. Our road and transit systems alone have \$30 billion in deferred maintenance needs. While the state cannot eliminate the entire deferred maintenance backlog in six years, a capital infusion is critical to reducing that backlog and increasing the safety of motorists.

Road Program

Rebuild Illinois includes **\$22.9 billion** in combined state, federal and local funds for Illinois' roads and bridges. This includes **\$12 billion** in new funding for projects at the state (\$8 billion) and local (\$4 billion) level that will maintain, enhance and upgrade Illinois' highway network. This program will promote regional economic development, create jobs, and bring significant assistance to local communities' transportation infrastructure.

Additional transportation revenue for the state of Illinois will ensure the Illinois Department of Transportation (IDOT) has the funding to improve the overall condition of our roads and bridges. The federal government penalizes states that have over 10 percent of bridges on the National Highway System (NHS) categorized as structurally deficient. Increased funding for bridges in Rebuild Illinois will reduce our percentage of structurally deficient bridges below the 10 percent level. Additional funding will allow IDOT to maximize available federal funds and maximize the Federal Highway Administration (FHWA) redistribution of federal funds and any discretionary funding that becomes available.

The purchasing power of available highway funding has decreased substantially over the last 30 years. The number of roads and bridges in need of repair continues to increase at a much higher rate than the number of projects programmed and improved each year, in part because the state has consistently underfunded its annual maintenance program. Currently, 74 percent of Illinois roads are rated acceptable and 86 percent of bridges are rated as acceptable.

The FHWA has mandated states develop and implement a risk-based transportation asset management plan that focuses solely on maintaining our existing roads and bridges on the NHS. In IDOT's 10-year Transportation Asset Management Plan (TAMP), State of Acceptable Condition levels have been established for all roads and bridges based on a system hierarchy. Federal law requires the FHWA to check the state's program annually for consistency with their goals to avoid a reduction in federal funding.

The following are examples of significant state-funded road construction projects included in Rebuild Illinois as determined by TAMP:

- **\$61.2 million** - US 40/Illinois 33/Fayette Avenue in Effingham County from west of Raney Street to east of Willow Street in Effingham for construction of additional lanes for 1.2 miles. This segment of roadway in Effingham carries 14,000 vehicles daily with nearly 9 percent being truck traffic.

- **\$1.01 billion** - Interstate 80 from Ridge Road to US 30 (Lincoln Highway) in Will County for reconstruction of 16 miles, construction of auxiliary lanes, and replacement of the Des Plaines River bridges including pre-construction items. This will improve traffic operations, alleviate congestion, and address high crash/safety issues at this location. Interstate 80 is included on the primary freight network and carries 23 percent truck traffic on this corridor. This corridor provides for increased economic development opportunities.
- **\$135.4 million** - Interstate 55/Interstate 72 in Sangamon County from south of 6th Street Interchange to West Lake Shore Drive on Interstate 55 and on Interstate 72 from east of MacArthur Boulevard to Interstate 55 for reconstruction and construction of additional lanes of 4 miles, interchange reconstruction, and bridge replacement including pre-construction. The reconstruction of this interchange will address the congestion that occurs where the two Interstates meet.
- **\$57 million** - IL 47 in McHenry County from north of IL 120 (McHenry Ave) to US 14 for construction of additional lanes, culvert replacement and an intersection improvement. The existing railroad overpass creates a local bottleneck. Proposed roundabout designs would add needed capacity while salvaging the existing railroad overpass. Widening IL 47 is key to creating economic growth by enhancing mobility, fixing infrastructure and improving safety in Woodstock and McHenry County. This section of IL 47 from US 14 to IL 120 has the highest existing traffic along the entire corridor (ranging from 15,000-26,000 vehicles per day) and some of the highest crash rates.

Local Funding for Roads and Bridges

\$4 billion Motor Fuel Tax (MFT) revenue increase to locals. Rebuild Illinois doubles the amount of MFT funding to counties, municipalities and townships, which will result in \$4 billion in new funding over the life of the program and continue as a steady source of income for the local roads system into the future. Numerous local governments have advocated for this change for some time, and this marks the first time in 20 years that local governments will see a much-needed increase in recurring MFT revenue after years of declining ability to maintain an aging system, primarily felt in the continued deterioration of roadways and bridges.

- Additional funding would be quickly used for the maintenance and preservation of the system and will help in leveraging federal funds as they become available.
- The local system comprises approximately 80 percent of Illinois' entire roadway system and has over 18,000 bridges. MFT is the primary revenue source for most Local Public Agency (LPA) highway and street departments.
- The proposed increase in MFT distributions to LPAs would have an immediate impact on the quality of the local system by allowing improved maintenance, needed repair and replacement of bridges, and improvements for accommodating large commercial vehicles.
- Recent legislation allowed 80,000 pound vehicles on any public road but many roads currently are not adequate to accommodate semi-tractor trailers.

Mass Transportation

Mass transportation systems help lower the number of automobiles on the road, reduce traffic congestion, and decrease pollution. Mass transportation can also improve quality of life by reducing commuting times and providing mobility and economic opportunity for senior citizens, people with disabilities, and people who reside in low-income communities.

The Regional Transportation Authority (RTA) is one of the largest transit systems in the nation and is comprised of three service boards: the Chicago Transit Authority, Metra, and Pace. All three service boards and several dozen downstate transit districts are in significant need of

upgrades. While the state cannot fully address the needs of every service board or transit district, Rebuild Illinois begins to address some of those needs.

- **\$3.2 billion** in new funding for Mass Transit throughout the state.
 - The RTA will receive \$2.87 billion which will allow the three service boards to fund core system needs and capacity enhancements, including:
 - \$100 million for a Kendall County Metra rail extension.
 - \$60 million for CTA Green Line Cottage Grove Station repairs.
 - \$8 million for Pace Harvey Transportation Center improvements.
 - Downstate transit districts will share in \$319 million to maintain and improve their systems, including:
 - \$96 million is included for an extension of Metro Link service from Scott Air Force Base to the Mid America Airport.

Rail

\$225 million for the Chicago to Quad Cities Intercity Passenger Rail project, which aims to restore service in the Quad Cities and is a key element for improving connectivity between major Midwest cities.

- In 2011, the Federal Railroad Administration awarded IDOT a grant for \$222 million to implement passenger rail service between Chicago and the Quad Cities. Recently, the USDOT has allowed the grant sunset date to be extended to complete work on the project.
- The project consists of reintroducing twice-daily round-trip service between Chicago and Moline, with a new intermediate stop in Geneseo, after a 30-year absence of service on this corridor. Other stations served will include Princeton, Mendota, Plano, Naperville, LaGrange, and Chicago Union Station.

CREATE

\$350 million in new funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program to complete the 75th Street Corridor Improvement Project and adjacent corridors that will improve environmental and economic benefits.

- CREATE is a \$4.6 billion, 70-project plan to reduce rail congestion and traffic-related delays caused by the daily convergence of approximately 500 freight trains and 700 commuter and intercity passenger trains in the Chicago area.
- Chicago is the nation's busiest rail freight gateway and the world's third largest intermodal port.
- One-quarter of our nation's rail-shipped goods and products move to, from, or through Chicago, and delays have significant impacts on businesses that need a reliable rail system to transport their goods.

Aeronautics

\$70 million in additional revenue to allow the state to advance important planning, environmental, and engineering projects that would lead to aeronautic facility improvements.

- Along with airport development projects necessary to maintain and expand the existing State of Illinois airport infrastructure system, funding could also be used to provide for aviation fuel facilities and hangars, fire protection systems and equipment (Air Rescue and Fire Fighting vehicles), and acquire property needed for clear approaches and side transitions.

Education

Rebuild Illinois invests \$5.9 billion to support education facilities around the state, including early childhood providers, school districts, community colleges, and universities. Comprehensive investment in education infrastructure will support cradle-to-career success and educating Illinois' youth at every stage of life.

Higher Education - \$2.4 billion

Illinois' universities and community colleges educate the workforce of tomorrow. Lack of investment and a two-year budget impasse have delayed critical projects at colleges and universities, hurt schools' operating budgets, and led to nearly half of the state's students leaving Illinois for college⁷ – and often permanently. Deferred maintenance needs for public universities and colleges are estimated at nearly \$6.7 billion. Rebuild Illinois provides over \$2.4 billion to the Capital Development Board (CDB) for the Illinois Board of Higher Education and Illinois Community College Board to address statewide maintenance and programmatic construction at higher education institutions. This comprehensive plan addresses higher education needs across the state by providing resources to invest in Illinois' nine public university systems, nearly 50 community colleges and the Illinois Mathematics and Science Academy (IMSA).



Deferred maintenance projects at public universities.

Deferred Maintenance Projects

\$660.2 million is included in deferred maintenance funding split between state universities and IMSA to allow for flexibility in addressing the most critical needs at each campus.

\$188.4 million is included for community college deferred maintenance. These projects are required to have a 25 percent local match, for a total investment of \$251.3 million.

\$288 million is included to address emergency needs at both universities and community colleges as they occur.

⁷ (Illinois Board of Higher Education Data Points, 2019)

Large Programmatic Projects

Funding is included in Rebuild Illinois for new construction projects to address programmatic requirements, enrollment demands, and the condition of existing space.

\$852.4 million for university projects, including:

- New science buildings at Western Illinois University and Eastern Illinois University
- Simulated Hospital/Nursing Lab at Chicago State University
- Extension of an academic building at Governors State University
- Milner Library rehabilitation at Illinois State University
- Renovation, remodeling and expansions of the Carruthers Center for Inner City Studies and the Performing Arts Building at Northeastern Illinois University
- Computer Science, Health Informatics, and Technology Center at Northern Illinois University
- Communications Building at Carbondale
- Health Sciences Building at Southern Illinois University at Edwardsville
- Computer Design Research and Learning Center at University of Illinois Chicago
- Library Learning Student Success Center at University of Illinois Springfield
- Math, Statistics, and Data Science Collaborative Facility at University of Illinois Urbana Champaign

\$281.9 million for community college projects, accompanied by a 25 percent local match for a total of \$375.9 million, including:

- Build out and completion of Downtown City Center Campus Shell at Joliet
- Renovation of Macomb Career and Technical Education Center/Nursing Building at Spoon River
- Renovation and expansion of Student Services at Lincoln Land
- Vocational Building Addition at Southeastern Illinois
- Career Technical Education Building at Waubonsee
- Applied Technology Center at Illinois Eastern Community's Olney Campus
- Pavement resurfacing at Carl Sandburg
- Grounds and retention pond improvements at DuPage
- Allied Health Building at Rend Lake
- Parking lot, roadways and walkways replacements at Morton
- Career, Technical and Manufacturing Center at McHenry
- Addition and remodeling at Oakton's Des Plaines Campus
- Window replacements at Triton
- Building Center at Shawnee
- Clock Tower Center & ornamental horticulture rehabilitation and remodeling at Danville
- Renovation of buildings and Health Careers Center at Moraine Valley
- Classroom Building at Lake County
- Allied Health Addition at South Suburban
- Student Education and Support Center at Illinois Eastern Community's Frontier Campus
- Included in deferred maintenance funding are projects for the following colleges:
 - Lewis and Clark - Renovation and Repairs of Main Complex
 - City Colleges of Chicago
 - Prairie State - Roof and High Voltage System Replacement
 - Illinois Central College - Renovation of Edwards Building and parking lot resurfacing

PreK-12 Education - \$1.8 billion state investment, \$3.5 billion total

Along with funds for higher education infrastructure, Rebuild Illinois commits \$1.8 billion for projects serving Illinois youth, from pre-K through high school. School districts undertake many capital projects with local funding, but several districts rely on state funding. The estimated capital needs of school districts statewide exceed \$9.3 billion, which includes projects that are critical to the health and safety of our students. Funding through CDB and the Illinois State Board of Education (ISBE) allows the state to invest in school districts and education providers statewide.

- **\$1.5 billion** from the School Construction Fund, matched by \$1.5 billion in local funding, for a total of \$3 billion. This will allow for new School Construction Grants to stem the growth of deferred maintenance in education facilities and help meet programmatic needs of districts around the state.
- **\$200 million** in pay-as-you-go funding is provided for School Maintenance Grants, a dollar for dollar matching grant program that provides up to \$50,000 for the maintenance or upkeep of buildings for educational purposes, for a total of \$400 million in total investments.
- **\$100 million** in Rebuild Illinois will go toward the needs of institutions that support the early learning experience of children across the state. The Early Childhood Grant Program, which requires a 10 percent match, allows CDB to assist early childhood centers with the renovation and expansion of their facilities.

State Facilities

Illinois is not meeting the basic maintenance needs of its vast infrastructure network. There are more than 8,700 state buildings occupying nearly 101 million square feet of state-owned space across the state, including office buildings, hospitals, state fairgrounds, laboratories, prisons, residential-care facilities, garages, state park lodges, and historic structures.

Upkeep and repairs at state facilities have been postponed over the years. Estimated deferred maintenance needs at state facilities total nearly \$7.8 billion and grow at an estimated \$500 to \$700 million a year. Needed projects include replacement of outdated plumbing, mechanical, electrical and heating and air conditioning (HVAC) systems, and repairs of damaged building shell elements, including roofs, windows, and doors. Addressing these needs in a timely fashion reduces operational costs and prevents further facility damage, which can lead to increased repair costs in the future.

Rebuild Illinois includes approximately **\$4.4 billion** to address statewide facility needs, with enough new appropriation authority to begin to address deferred maintenance repair and upgrade needs that directly affect safety and operations statewide. Critical investments in state-owned facilities include:

More than \$3 billion for state agency maintenance over the next six years. Deferred maintenance appropriations will allow the Capital Development Board (CDB) to spend approximately \$500 million per year on high priority needs as they arise across the thousands of state buildings. Priorities for this funding include projects at Department of Corrections and Department of Human Services facilities that house individuals 24/7, and on projects that promote health and safety at facilities around the state.

\$230 million for the Department of Veterans' Affairs for the Quincy Veterans' Home Campus Reconstruction. The Quincy Veterans' Home is the oldest and largest veterans' home in Illinois, consisting of approximately 37 buildings constructed between 1886 and 2002. It is home to more than 380 veterans and seniors, and employs more than 500 direct care and support staff. The scope of work for construction of a new nursing home and domicile on the Quincy Veterans' Home campus provides for accommodation of up to 340 additional beds.

\$126 million for the Department of Public Health for a new Cook County Public Health Laboratory. The Illinois Department of Public Health laboratories are the backbone of many public health functions and are designed to provide unique and essential testing and surveillance. The Chicago facility is the state's largest. It has deteriorated over the past four decades, jeopardizing the state's ability to respond to public health issues. Funding will allow CDB to construct a new, state-of-the-art facility that meets federal bio-safety requirements. This ensures CDB can continue to secure federal funds and will allow for efficient and effective laboratory operations.



Frequent leaks threaten the electrical system at the current laboratory.

\$90 million for construction and renovations at Illinois National Guard Facilities to the Department of Military Affairs (DMA). DMA is responsible for the construction and maintenance of the state's National Guard facilities, such as training areas, aviation facilities, Readiness Centers and the Illinois Military Academy. DMA is reimbursed by the federal government for much of this work, but all projects require state funds in order to access federal reimbursement. Many of the state's National Guard facilities need substantial repairs and updates to bring them to current military standards, as over half of the state's 50 Readiness Centers were built before 1960. An additional \$25 million in new pay-as-you-go appropriations will also allow DMA to leverage the federal match generated by the \$90 million state investment for additional projects.

\$65.5 million is proposed in Rebuild Illinois for the land acquisition and planning of a new Illinois State Police combined crime laboratory and administrative facility. The current Joliet Forensic Science Laboratory, built in 1964, is responsible for work products that directly affect the criminal justice system and services over 200 law enforcement agencies. The current facility was neither designed for nor can adequately support the technology necessary in the modern forensic science environment. Frequent incidents such as power outages, HVAC issues and the re-tasking of analytical staff to deal with these issues has also unquestionably impacted the volume of case analysis the laboratory can produce. A significant amount of analytical time is lost when these systems repeatedly fail. A combined facility will enhance operational efficiencies and generate savings from reduced lease space and yearly repair and maintenance costs of approximately \$1.25 million.



Maintenance issues at the current laboratory

\$18.8 million is proposed in Rebuild Illinois for an addition to the existing Illinois State Police DNA Indexing Lab in Springfield. The existing laboratory is currently too small to handle existing caseload and is in desperate need of expansion. Mandated samples for all felony arrests have created a critical need for additional space. The added space will help eliminate the existing DNA backlog and will meet the highly specialized needs of a scientific laboratory.

Environment and Conservation

All Illinoisans deserve clean air, clean water, and a safe environment where they can thrive in their communities. Rebuild Illinois addresses environmental health threats by investing in infrastructure and allowing for the preservation and conservation of natural resources throughout the state.

Renewable Energy Projects

Rebuild Illinois provides **\$70 million** to the Environmental Protection Agency (EPA) for grants related to transportation electrification infrastructure projects. The program will help the state invest in the future of electric vehicles (EV) by providing grants to low-income communities for EV charging infrastructure to reduce the barrier of entry to the electric vehicle market. This funding will also help the state electrify public transit and school buses across the state. Implementation of this program will help the state reduce its greenhouse gas emissions and increase cost savings for Illinoisans from the use of EVs. This program will allow all Illinoisans, regardless of zip code or income, the opportunity to participate in transportation electrification.

An additional **\$70 million** to the Capital Development Board is included for the installation of solar capabilities and other renewable energy upgrades at state facilities, which will put Illinois on the path toward clean energy, and will result in operational savings for the state. With this investment, the state could meet over 5 percent of its owned facility electricity needs with on-site solar energy.

Unsewered Communities

Rebuild Illinois provides **\$100 million** to EPA for grants to disadvantaged communities that currently have no modern sewage systems. Illinois has approximately 200 unsewered communities across the state that discharge raw sewage directly into Illinois' waterways without any treatment. The grant funds will be used to build small wastewater treatment systems or to connect communities to a nearby publicly owned treatment facility.

Park and Recreational Facility Construction

\$50 million will allow the Department of Natural Resources (DNR) to administer Park and Recreational Facilities Construction (PARC) grants. Projects through the PARC program support park infrastructure, park building construction, reconstruction, and rehabilitation. These competitive grants provide state funding for up to 75 percent of approved project costs, while low-income communities are eligible for up to 90 percent assistance.

Flood Mitigation

\$10 million to DNR will allow for the acquisition of flood prone properties to eliminate repetitive flood damages and improve floodplain management. These buyouts help leverage federal funds to expand the benefits to Illinois citizens affected by flooding. By reducing the number of flood damage claims and rescue actions required during flood events, this program can save taxpayers millions of dollars in loss avoidance.

\$21.4 million in other flood control projects will assist local governments with implementing flood control projects independently or in cooperation with federal agencies. Flood control projects help prevent flooding, rebuild deteriorated infrastructure and encourage renewed economic development in communities.

State-Managed Dam and Waterway Projects

\$19.8 million is included for dam and waterway projects to remove unnecessary dams and restore Illinois' rivers to more free-flowing channels. The outcome of these projects includes increasing diversity of fish and aquatic life and eliminating deadly undercurrents that are a threat to paddlers and fishing enthusiasts. These projects also improve publicly owned locks and dams, navigation channels, and pumping stations, which assure adequate dam safety and maintenance.

\$2.5 million is included to allow DNR to continue partnering with the U.S. Army Corps of Engineers on preconstruction, engineering, and design phase of Brandon Road as part of efforts to mitigate the threat of Asian Carp.

Conservation Reserve Enhancement

\$20 million is provided in Rebuild Illinois funds to bolster the Illinois Conservation Reserve Enhancement Program (CREP). CREP, a partnership between DNR and the U.S. Department of Agriculture, helps farmers improve water quality in Illinois rivers and restore bottomland habitat through conservation easements. DNR works with Soil and Water Conservation Districts, the Nature Conservancy, Ducks Unlimited, and other contributors to restore wildlife habitats and reduce soil erosion.

Illinois Green Infrastructure Grants

Rebuild Illinois includes **\$25 million** for EPA's Illinois Green Infrastructure Grant program. Reimbursement grants require a 15-25 percent match and are available to local units of government and other organizations to install green infrastructure, which helps control storm water runoff for water quality protection and flood mitigation in urban areas. The program enhances the ability for urban areas to effectively retain rainfall, resulting in cleaner waterways throughout Illinois.

Hazardous Waste

Rebuild Illinois provides **\$50 million** to IEPA for hazardous waste remediation projects. In Illinois, there are 45 sites listed on the U.S. EPA National Priorities List. The IEPA works in coordination with the U.S. EPA on various cleanup sites across Illinois. Site cleanup costs at abandoned Superfund sites, along with long-term operation and maintenance costs, are shared between the U.S. EPA and the state. For cleanup costs, the state provides a 10 percent match to the U.S. EPA for their remediation efforts. The program focuses on ensuring hazardous wastes do not negatively impact health of Illinoisans or their environment.

Ecosystem Restoration

\$23 million will support collaboration between DNR and the U.S. Army Corp of Engineers on ecosystem restoration projects. Many major river systems in Illinois have been adversely impacted by modification of their natural free flowing character through channelization, construction of locks and dams, and protective levees by the U.S. Army Corps of Engineers. To mitigate these damages, the Corps of Engineers undertakes habitat rehabilitation and enhancement projects for the Upper Mississippi River system, and DNR acts as the local match on these projects. These projects provide for improved water quality, vital fish brooding habitat, support for endangered species such as mussels, quality areas for emergent plants, food and brooding habitat for migratory waterfowl and wading birds, and habitat for aquatic mammals.

Land Acquisition

Rebuild Illinois includes **\$25 million** to acquire and preserve natural land around the state for habitat protection and public recreation. Though DNR owns or manages 400 separate properties,

Illinois still only ranks 48th in the nation in providing recreational land for its citizens. Ongoing loss of prime habitat land poses a major concern for Illinois' flora and fauna and for its future generations of citizens. Each year, DNR receives offers to purchase new lands, but requires funds to act on quality properties. Many of the existing sites have management problems due to poor access, inholdings, and outstanding programmatic needs. Available funding will help DNR acquire new sites and existing inholding parcels.

Water Revolving Program

In addition to the **\$753.5 million** annual water loan program, Rebuild Illinois provides **\$150 million** in Anti-Pollution Bond Funds for IEPA's Water Revolving Loan program. The program provides low-interest loans to municipalities for wastewater and drinking water infrastructure projects, using federal funding, state matching funds, interest earnings, loan repayments, and leveraged bond proceeds. IEPA works with the Illinois Finance Authority to issue bonds backed by loan repayments to fully leverage these programs. The \$150 million Rebuild Illinois funds will allow IEPA to expand the capacity of these programs by serving as the state match for annual federal grants. The funds also can be used as loans for special high dollar projects that IEPA has identified that would cost more than 20 percent of one year's funding for one project.

Well Plugging

Rebuild Illinois provides **\$38.5 million** to IDNR for abandoned well plugging projects. The program protects ground water and surface resources by properly sealing unplugged wells. Unplugged wells pose a threat to human health and safety by acting as an avenue for the migration of crude oil, saltwater, and natural gas into ground water and surface water systems. There are approximately 4,000 known unplugged wells in Illinois, but past funding only allowed for less than 20 wells to be plugged annually. Rebuild Illinois provides funding to plug over 500 wells annually.

Broadband Deployment

Access to broadband access has emerged as a critical need for families, entrepreneurs, farmers, and industries because of its ability to facilitate economic growth and development in today's economy. According to the Federal Communications Commission, 30 percent of rural Americans lack access to high-speed broadband, compared to just 4 percent of urban Americans.

Rebuild Illinois includes **\$400 million** to the Department of Commerce and Economic Opportunity for a statewide broadband deployment grant program. This appropriation will begin to expand access to reliable, high-speed internet service statewide. According to the USDA, fully utilizing digital technologies within the agriculture industry could create approximately \$47 to \$65 billion annually in additional gross benefit for the U.S. economy⁸.

Rebuild Illinois includes **\$20 million** for the Illinois Century Network (ICN), a high speed broadband network serving K-12 and higher education institutions, public libraries and museums, state and local governments, and broadband service providers. This appropriation will also allow the ICN to provide internet and intranet connectivity for thousands of sites statewide, ensuring high availability for cloud-based content, disaster recovery services, and data, video, and audio communications. The network owns or leases approximately 2,100 miles of fiber optic cables throughout the state and interconnects with multiple regional public and private networks throughout Illinois.

Statewide Broadband

\$400 million for Statewide Broadband Deployment to expand and strengthen broadband network infrastructure, broadband access in rural areas, health information technology, telemedicine, distance learning and public safety.

Illinois Century Network

\$20 million for the ICN, to repair and expand the broadband network for schools, refresh aged components of the network and expand the existing network, with a focus on the K-12 portion.

⁸ (United States Department of Agriculture, 2019)

Healthcare and Human Services

Affordable Housing

Rebuild Illinois provides **\$175 million** to the Illinois Housing Development Authority (IHDA) for construction and rehabilitation of affordable housing. IHDA will administer the program with a focus on housing projects for special needs populations including but not limited to, seniors, people experiencing homelessness, and people with disabilities. A portion of the funding will be dedicated specifically for the development of permanent supportive housing. Funding affordable housing results immediately in short term job creation during construction and long term for services and maintenance. People residing within the housing stimulate the economy by spending less of their income on housing and more within their local community.

Community Health Centers

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

Hospital and Healthcare Transformation

Rebuild Illinois provides **\$200 million** to the Department of Public Health (DPH) for a hospital and healthcare facility capital grant program. DPH will work in coordination with the Department of Healthcare and Family Services (HFS) to administer grants to hospitals and healthcare providers to transform their facilities to meet the needs of the demographic they serve. This program will help low-income communities with high numbers of Medicaid patients to ensure Illinoisans have access to the medical care they need.

Human Services Grant Program

Rebuild Illinois provides **\$15 million** to the Department of Commerce and Economic Opportunity (DCEO) for a human services-related community development infrastructure grant program. The program focuses on upgrading facilities that provide a range of social services to vulnerable and special needs populations. DCEO will work in coordination with the Department of Human Services to identify the needs of communities eligible for grants.

Economic and Community Development

Rebuild Illinois provides **\$711 million** in new funding through the Department of Commerce and Economic Opportunity for partnership with businesses, entrepreneurs, economic development organizations, local governments, and community organizations.

This funding will advance the state's economy, improve the state's competitiveness in the global economy, expand access to opportunities for low income and minority communities, and develop and retain workforce talent.

Public Infrastructure and Community Development Grants

\$385.2 million for public infrastructure and community development grants for targeted projects such as local government water and sewer projects, school districts, and community-based providers for costs associated with infrastructure improvements, street, highway, and bridge improvements, and park district and recreation improvements.

Economic Development

\$101 million to foster economic development, create jobs, and improve the well-being of the citizens of Illinois, including grants for building costs and renovations, acquiring or rehabbing properties for industrial or commercial site development for expanding employment, and encouraging private sector investment.

Prime Sites

\$50 million for the Prime Sites capital grant program to provide incentive funding to encourage large companies to locate in Illinois and existing Illinois companies to undertake major job expansion or retention projects. This program will also assist communities and businesses with public infrastructure improvements that will help create and retain jobs.

Education and Scientific Facilities

\$25 million for development and improvement of educational, scientific, technical, and vocational programs, including grants for schools, universities, community colleges, and libraries. This funding can also be used to upgrade vocational educational programs.

Economically Depressed Areas

\$50 million for grants to enhance economic development in economically depressed areas within the state with incentive financing of "bondable" development, including land acquisition, construction and reconstruction of facilities. The Economically Depressed Areas Grant Program encourages companies to make new investments and undertake job expansion or retention projects in economically depressed areas of Illinois.

Emerging Technology Enterprises

\$50 million for the Emerging Technology Enterprises Grant Program to provide grants, loans, and other investments to emerging technology enterprises. The Emerging Technology Enterprises Grant Program fosters economic development and increases employment in Illinois through acquisition and rehabilitation of property for industrial or commercial site development.

Minority Owned Business Program

\$15 million to DCEO's Office of Minority Owned Business Grant Program (OMEE) to create a business ecosystem that will facilitate the growth and development of minority entrepreneurs and

minority-owned enterprises to advance economic growth. Access to capital is one of the most important factors in establishing a business, and lack of access can limit economic growth in underserved communities. A \$15 million reappropriation from fiscal year 2019 accompanies the new fiscal year 2020 appropriation.

Ports

\$35 million for port improvement projects. Illinois has 19 public port districts and over 350 private terminals along the Illinois, Kaskaskia, Ohio, and Mississippi rivers and Lake Michigan. Illinois ports play a vital role in our state and national economies. Ports have a total revenue impact of over \$6.4 billion and support over 48,000 jobs. Projects could include new rail track to allow for handling of heavier cargo, new tracks to improve movement of goods, new warehouses, dock wall replacements, or repurposing of existing facilities.