



CAPITAL BUDGET

FISCAL YEAR 2026



Governor JB Pritzker



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CAPITAL BUDGET



Governor JB Pritzker

Fiscal Year 2026
July 1, 2025 – June 30, 2026

Illinois State Capital Budget Fiscal Year 2026

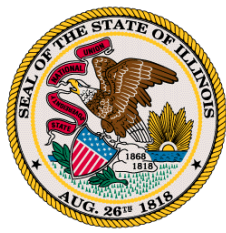
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NOTICE
For Release at 12:00 p.m., Wednesday,
February 19, 2025

There is a total embargo on the budget for fiscal year 2026 until 12:00 p.m., Wednesday, February 19, 2025. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2026*. There must be no premature release of this document, nor should any of its contents be paraphrased, alluded to, or commented upon prior to 12:00 p.m., February 19, 2025.

Alexis Sturm, Director
Governor's Office of Management and Budget

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

February 19, 2025

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

Alongside the fiscal year 2026 operating budget, I respectfully submit to you the corresponding capital budget proposal.

The \$45 billion, bipartisan Rebuild Illinois plan is the largest capital program in state history and one of the largest in the nation. It provides funding to support the revitalization of Illinois' transportation systems, state facilities, universities, and drinking water and wastewater systems and to expand broadband connectivity over a multiyear period. It is the first-ever State construction program that touches all modes of transportation: roads and bridges, transit, waterways, freight and passenger rail, aviation, and bicycle and pedestrian accommodations.

Rebuild Illinois has helped dramatically improve our statewide infrastructure. The State has expended approximately \$28 billion from capital appropriations since fiscal year 2020 to support broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation. This includes approximately \$18 billion statewide to improve 6,896 miles of highway and 742 bridges and to make 1,056 additional safety improvements through the Illinois Department of Transportation.

My budget for fiscal year 2026 maintains support for Rebuild Illinois in order to grow our economy, create jobs, and provide opportunities for Illinoisans to work, play, and explore all we have to offer. The proposed capital budget continues investments in state facilities and higher education projects, supports the development of local parks, and expands our efforts to attract and retain businesses throughout the State.

This budget proposes an additional \$1.1 billion in needed capital appropriations for vital investments that will further promote economic development through expanded site readiness initiatives, allow the Department of Corrections and the Department of Human Services to convert to electronic health records at 24/7 facilities through new information technology initiatives, and improve the appearance and safety of state-owned properties.

Here in Illinois, we are building a stronger economy by planning for the future, finding creative solutions to our challenges, prioritizing innovation, and training and preparing our workforce for tomorrow's opportunities today — all while maintaining our commitment to fiscal responsibility and sound investment.

Together, let's continue to rebuild Illinois.

Sincerely,

A handwritten signature in black ink, appearing to read 'JB Pritzker', written over a light blue circular stamp.

JB Pritzker
Governor, State of Illinois

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The Governor’s Letter of Transmittal

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CHAPTER 1

CAPITAL BUDGET READER'S GUIDE



Illinois State Capital Budget Fiscal Year 2026

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Fiscal Year 2026 Illinois State Capital Budget Reader's Guide

WHAT IS THE CAPITAL BUDGET?

The capital budget is a long-term investment strategy for projects funded through both the issuance of bonds and current revenue streams. Projects include improving roads, bridges, transit and rail systems, aeronautics, ports, waterways, and schools. The capital budget also funds investments in environmental protection, energy and information technology infrastructure, and deferred maintenance.

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

Capital budgets are enacted on an annual basis, often as part of multiyear, branded capital plans. Fiscal year 2020 was the inaugural year of the current capital plan, Rebuild Illinois, which continues in fiscal year 2026.

This chapter details how an annual capital budget is planned and executed. This process applies to all capital projects, revenues, and appropriations. Please note that due to the multiyear nature of capital projects and appropriations, it is common to reference both calendar years and fiscal years. This chapter and the following chapters reference calendar years unless otherwise noted.

WHY SUBMIT A SEPARATE CAPITAL BUDGET?

As required by state law, the Governor presents an annual state budget that details the current status of state revenues and liabilities. By statute, the Governor's Office of Management and Budget (GOMB) is responsible for preparing an annual capital budget, estimating revenues, and developing recommendations that reflect the Governor's programmatic and spending priorities presented in the state budget.

The capital and operating budgets for a fiscal year pass in tandem 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. Capital appropriations are evaluated differently than operating appropriations due to complex design phases, procurement processes, and multiyear spending. The major planning differences between capital and operating budgets are summarized in the table on the following page.

Key benefits of submitting a separate capital 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 the tables and charts in the Capital Budget Overview chapter.

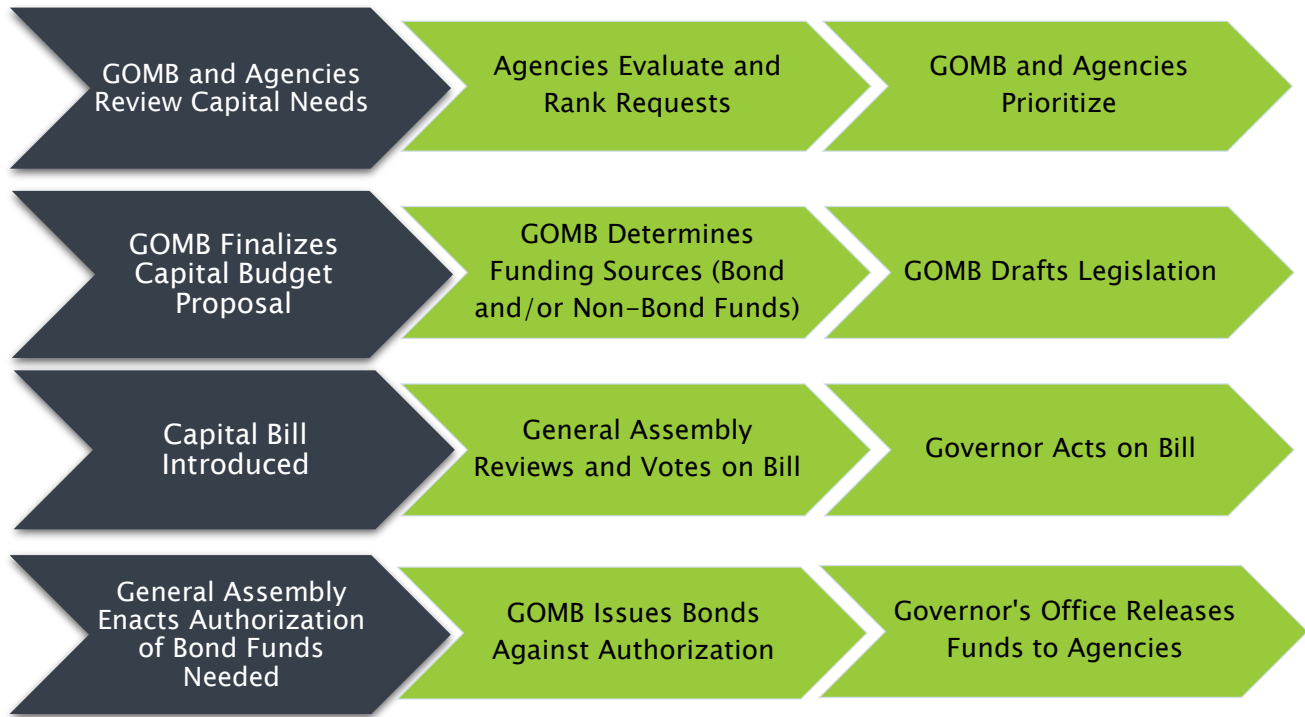
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DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

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

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HOW IS A CAPITAL BUDGET CREATED?



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

STRATEGIC PRIORITIES

Investments should support state government's core missions such as economic development, job creation, educational opportunities, and the health, safety, and welfare of the people.

DEFERRED MAINTENANCE IMPACTS

Spending should mitigate the need for more expensive repairs in the future.

FUTURE OPERATING COSTS

Investments should save operational dollars in utilities and staffing.

MATCHING SUPPORT

Projects should maximize funds available from federal, local, or private sources.

DEBT SERVICE IMPACTS OF SPENDING

Projects should take into account the short- and long-term impact of bond offerings.

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FACTORS OF PROJECT SELECTION

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

LIFE/SAFETY FACTORS

Examples include fire alarms, removal of hazardous materials, and repair of 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.

ENERGY EFFICIENCY AND SUSTAINABLE DESIGN

All new state-funded building construction and major renovations should meet the current Leadership in Energy and Environmental Design (LEED) standards.

IDOT relies on its federally approved Transportation Asset Management Plan to manage program maintenance and improvement projects for the State's vast network of highways and bridges. IDOT investment goals consider and promote:

ECONOMY

Projects should create jobs and provide transportation infrastructure that supports the efficient movement of people and goods.

LIVABILITY

Projects should improve quality of life by ensuring that investments advance local goals, provide multi-modal options, and preserve the environment.

MOBILITY

Projects should support all modes of transportation to improve accessibility and safety by improving connections.

RESILIENCY

Programs should involve proactively assessing, planning, and investing to ensure that infrastructure is prepared to sustain and recover from extreme events or disruptions.

Fiscal Year 2026 Illinois State Capital Budget Reader's Guide

FUNDING SOURCES

Funding to pay for capital investments is divided into two major categories: bond proceeds and pay-as-you-go sources. When funding bonded projects, GOMB is responsible for issuing both General Obligation (GO) and Build Illinois (BI) bonds. Statutory maximums, referred to as bond authorization, are set by the General Assembly and limit the total dollar amount of bonds the State may issue for each authorized bonding category or purpose. Selling bonds to fully fund the complete cost of a project at the beginning of its life cycle is often unnecessary due to the extensive design work and multiple years of construction associated with capital projects. Therefore, the sale of bonds does not necessarily correlate with the full costs of capital projects. Bond sales generally focus on current project phases.

The primary vehicle for capital market financing for the State is the General Obligation bond program, which is governed by the General Obligation Bond Act. These bonds are guaranteed by the full faith and credit of the State. The other major vehicle for capital market financing is the Build Illinois bond program, which is supported by dedicated sales tax revenues.

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

AGENCY CAPITAL BUDGET TABLES

The agency capital budget tables provide summary details on each agency's capital budget. The budget tables list each agency's recommended appropriations and recommended new appropriations by fund, either bonded or pay-as-you-go, and project description. Note that tables may not add due to rounding.

IMPLEMENTING THE CAPITAL BUDGET

Once signed into law, the capital budget typically takes effect July 1 of the corresponding fiscal year. Implementation of the capital budget consists of several phases summarized in the chart below. The Governor's Office and GOMB review and approve capital projects prior to spending. GOMB also works with state agencies to develop spending projections in anticipation of executing bond sales.

CAPITAL DOLLARS ARE...

APPROPRIATED

When specific dollar amounts are codified in law.

REAPPROPRIATED

When unspent appropriations roll over into the next fiscal year.

AUTHORIZED

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

RELEASED

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

OBLIGATED

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

SPENT

When the Illinois Office of the Comptroller (IOC) processes payments.

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CHAPTER 2

CAPITAL BUDGET OVERVIEW



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Capital Budget Overview

FISCAL YEAR 2026 CAPITAL BUDGET OVERVIEW



The recommended fiscal year 2026 capital budget aims to continue the successful implementation of the Rebuild Illinois capital plan. The plan was designed with flexible appropriation authority allowing for ongoing execution of capital projects. In addition to a continued focus on revitalizing communities, creating jobs, and improving the State's infrastructure, the fiscal year 2026 budget will build on the State's long-term economic growth plan by addressing a long overdue capital need: demolition of the State's unused, unsafe, and neglected properties, with an emphasis on site readiness to facilitate business and residential development.

Investing in site readiness is a valuable economic development tool to encourage companies to choose to locate or expand in Illinois. In a competitive nationwide economic development environment, companies demand shovel-ready infrastructure, high levels of data, and due diligence to make quick decisions about where to locate or expand. The demolition, remediation, and site readiness work proposed in the fiscal year 2026 budget directly connects to the State's Five-Year Economic Growth Plan and its goals of creating more world class sites and aligning the State's investments to regional strengths, future growth sectors, infrastructure assets, environmental factors, existing industries, and workforce.¹

The Governor's proposed fiscal year 2026 budget includes \$500 million for new and existing site readiness programs. The budget allocates \$300 million to the new Surplus to Success Program (a state site readiness program) at the Department of Central Management Services (CMS), while another \$200 million will be allocated to the Department of Commerce and Economic Opportunity (DCEO) to support and expand existing site readiness efforts to encourage private and other public sector investment to turn unused and abandoned properties into appealing sites for business attraction and development. In addition to the \$500 million in new funding for site readiness programs, \$200 million will be dedicated for the Capital Development Board (CDB) to demolish and remediate non-surplus unused state property.

Working in collaboration, CMS and DCEO will evaluate state-owned sites located in areas of the State that are experiencing growth or have existing assets, such as power supply and proximity to workforce, which would be attractive for private development or local public re-development. Unused land owned by state government is an inefficient and costly drain on state resources and does not contribute to local property tax rolls. By utilizing this unused state-owned property, the program will provide land for business and residential development and will bring state-owned lands back onto local property tax rolls.

CMS and DCEO have already identified several deteriorated surplus properties as attractive site development projects. These consist of locations where state facilities have been fully closed, such as:

- The 160-acre, 42 building Dwight Correctional Center;
- The 100-acre, 12 building H. Douglas Singer Mental Health Center in Rockford;
- The 100-acre, 18 building Jacksonville Developmental Center;
- The 100-acre, 27 building Lincoln Developmental Center; and
- A 70-acre section of unutilized and unimproved land at Shapiro Developmental Center in Kankakee. The Developmental Center will be unaffected.

CMS's work will consist of phase I and phase II environmental assessments, demolition, remediation, and appraisals. The demolition and remediation portion of the new program will both help enable Illinois' broader site readiness efforts and ensure the State remains competitive with other states' economic development efforts.

¹[Open for Business: Illinois' 2024 Economic Growth Plan](#)

Capital Budget Overview

In coordination with CMS's work, DCEO will facilitate business and residential development on the identified surplus properties. Those tasks include addressing energy timelines, improving site readiness through a targeted approach to make existing sites project-ready, and marketing surplus properties for interested companies and developers. Site readiness funds and an estimated additional local match of \$22.5 million have the potential to generate private investment of up to \$4.7 billion.

DCEO funding will be provided for the following:

- Creating new notices of funding opportunities for communities proactively engaging in site readiness activities;
- Supporting business attraction efforts, including meeting project-specific site readiness infrastructure needs;
- Addressing timelines to make sites energy-ready; and
- Making competitive Regional Site Readiness funds available to invest in project-ready sites.

The Capital Development Board will receive \$200 million dedicated to significant demolition and remediation needs. Local communities have expressed concern over the existence of unused state-owned buildings and the hazards they could pose to the community. This initial investment demonstrates an effort to clean up the environment impacted by the state government footprint, create green space, and improve safety. This investment will position the State to be a better neighbor to local communities with significant cleanup projects on other non-surplus, state-owned properties.

Additionally, the fiscal year 2026 budget proposes \$65 million in new funding to upgrade IT systems at Department of Corrections (DOC) and Department of Human Services (DHS) facilities to allow for the use of electronic health records (EHR). Both departments currently rely on outdated systems, and these upgrades will enable them to transition from paper health records to digital records. The funding will improve network capacity, data storage, and internet security, making it easier for healthcare providers to access and transfer patient information quickly and securely. The new systems will support advancements such as telemedicine, remote monitoring, and better data analysis to improve healthcare outcomes.

The proposed fiscal year 2026 capital budget also includes \$58 million of new funding for investments at the Adeline Jay Geo-Karis Illinois Beach State Park. This investment will allow for the construction of a space to host events and allow guests to view the beautiful scenery and wildlife of the only remaining beach ridge shoreline left in Illinois, as well as fund other necessary renovations of the lodge and pool areas.

The proposed capital budget provides \$240.2 million in new funding to DCEO for new priority projects statewide, strengthening the Illinois workforce, supporting small businesses, and catalyzing growth in the six targeted industries identified in the Governor's economic plan. The programs and projects include:

- \$75.0 million for DCEO's prime sites business development programs;
- \$50.0 million for the Rebuild Illinois Enterprise Grant Program;
- \$50.0 million for the Illinois Works Pre-Apprenticeship Program;
- \$30.0 million for the Tech Innovation Hubs;
- \$24.0 million for Manufacturing Training Academies;
- \$7.7 million for the Illinois Fermentation and Agriculture Biomanufacturing (iFAB) Tech Hub;
- \$2.0 million for the National Science Foundation Great Lakes Water Innovation Engine; and
- \$1.5 million for the Made in Illinois small and mid-size business grant program.

ONGOING REBUILD ILLINOIS AND POST-REBUILD ILLINOIS PROGRAMS

The recommended fiscal year 2026 capital budget includes the continued use of \$500 million in state funds appropriated in fiscal year 2025 for quantum-related investments. This state investment, paired with Rebuild Illinois' \$200 million investment in the University of Illinois Urbana-Champaign, the University of Chicago, and the Chicago Quantum Exchange, will position Illinois as an industry leader in next-generation quantum research, development, and advanced manufacturing. Building a quantum campus

Capital Budget Overview

and shared facilities will bring billions of dollars in private investment to Illinois and create jobs. This investment will push Illinois to the forefront of quantum solutions and create both the first industrial-scale quantum computing facility and the first quantum campus in the country, solidifying Illinois as the leader for quantum innovation.

The fiscal year 2026 recommended budget reappropriates fiscal year 2025 new appropriations from the Capital Development Fund and the Build Illinois Bond Fund enacted for the following:

- \$900.0 million in continued funding to the Capital Development Board to rebuild Logan and Stateville Correctional Centers;
- \$513.0 million in additional funding to address the State's vertical infrastructure needs, supporting active projects facing rising construction costs, advertising over 40 new projects for design services, and renovating the Illinois State Armory;
- \$575.0 million in continued funding for higher education institutions to complete active projects in both design and construction that are experiencing cost escalation and to support the design and construction of new projects addressing the most critical deferred maintenance needs at various educational campuses across the State;
- \$157.0 million in additional funding to construct an Illinois Department of Public Health laboratory in Chicago and reconstruct the Carbondale laboratory;
- \$100.0 million in continued funding for the Department of Children and Family Services for a multiyear capital grant program to improve capacity for youth placement by increasing bed capacity;
- \$65.0 million in continued funding for CDB to complete a new Department of Innovation and Technology (DoIT) central computing facility and another \$60.0 million in additional funding for DoIT to complete various technology projects;
- \$301.2 million for quantum-related projects; and
- \$19.7 million in continued funding for a new Department of Military Affairs Illinois National Guard readiness center in Peoria.

The proposed fiscal year 2026 budget provides new and reappropriated transportation funding, including:

- \$20.1 billion for roads and bridges;
- \$3.9 billion for mass transit, including funding for downstate transit and the Regional Transportation Authority (RTA);
- \$3.1 billion for freight and passenger rail, including \$1.0 billion in funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program and \$430.1 million for grade crossing protection;
- \$680.0 million for aeronautics projects;
- \$136.3 million for investments in ports, including the Alexander-Cairo Port District; and
- \$948.0 million for additional transportation projects.

The proposed budget also provides for the continued use of the original \$1 billion received from the State Coronavirus Urgent Remediation Emergency Fund and allocated to support eligible water, sewer, and broadband-related capital projects. This cash funding allows the State to expedite the delivery of critical infrastructure projects while minimizing the State's debt burden. The fiscal year 2026 budget includes re-appropriations of the following:

- \$217.0 million for broadband;
- \$3.1 million for improvements to sewer systems; and
- \$105.2 million for improvements to water systems.

These investments continue to make life better for millions of Illinoisans, create jobs, provide substantial economic growth, and position Illinois to stay competitive in the 21st century.

Capital Budget Overview

Overall, the recommended fiscal year 2026 budget continues the momentum of the Rebuild Illinois capital plan with the aim of making Illinois the best place in the nation for residents, job creators, and visitors by improving roads, bridges, and parks, funding community revitalization projects and business development, protecting the vulnerable, and enhancing public health, safety, and education.

It is important to note that the new federal administration has issued directives to review certain funding authorized under the Infrastructure Investment and Jobs Act and the Inflation Reduction Act, which may delay or cancel certain federal funding that supports the State’s capital plan. Many state investments are contingent on federal disbursements, and these actions may restrain the State from advancing investments in these programs.

FISCAL YEAR 2026 CAPITAL BUDGET

The recommended fiscal year 2026 budget continues the State’s commitment to consistent and sustainable capital investments, including reappropriations of capital investments enacted in fiscal year 2025, as well as new appropriations from bond funds and pay-as-you-go sources. These continued investments build upon the framework established by Rebuild Illinois. Programs and projects will be implemented to accommodate the strategic priorities of the State, its agencies, and its residents.

The table below shows fiscal year 2025 enacted appropriations and recommended fiscal year 2026 appropriations by category. This includes both bonded and pay-as-you-go appropriations, grouped by new and reappropriated lines.

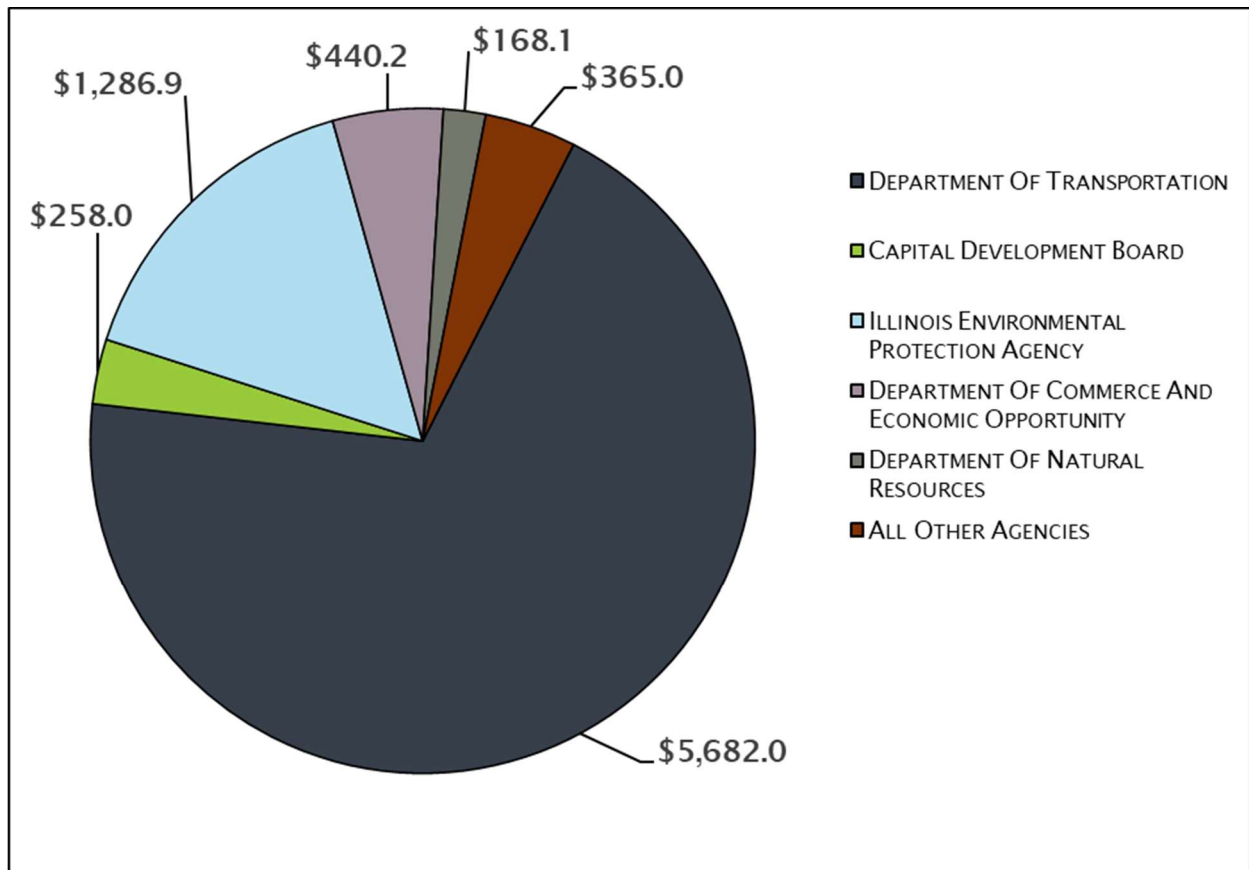
Fiscal Year 2026 Recommended Budget by Category					
(\$ millions)	FY25 Enacted		FY26 Recommended		
	Reappropriation	New	Reappropriation	New	
Transportation	\$ 22,983	\$ 5,386	\$ 23,124	\$ 5,682	
Road and Bridge	14,946	4,366	15,447	4,620	
Mass Transit	4,124	344	3,774	133	
CREATE	720	-	657	391	
Rail	1,658	31	1,559	31	
Grade Crossing Protection	403	37	394	37	
Aeronautics	504	157	522	159	
Ports	149	-	136	-	
Miscellaneous Transportation	480	451	636	312	
Education	\$ 4,508	\$ 589	\$ 4,489	\$ -	
Higher Education	3,809	589	3,892	-	
PreK-12 Education	698	-	597	-	
State Facilities	\$ 4,075	\$ 1,782	\$ 5,335	\$ 558	
Environment and Conservation	\$ 4,588	\$ 2,114	\$ 4,820	\$ 1,455	
Broadband Deployment	\$ 348	\$ 88	\$ 222	\$ 65	
Healthcare and Human Services	\$ 290	\$ -	\$ 249	\$ -	
Economic and Community Development	\$ 5,062	\$ 1,539	\$ 6,113	\$ 440	
TOTAL	\$ 41,853	\$ 11,497	\$ 44,352	\$ 8,200	

FISCAL YEAR 2026 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended new capital appropriations by agency. In fiscal year 2026, 69.3 percent of the recommended new appropriations are for IDOT’s multiyear, multi-modal transportation improvement program, funded largely by motor fuel taxes, vehicle registration fees, and federal funds. Approximately 17.8 percent of new appropriations are for environmental projects administered by the Department of Natural Resources and the Illinois Environmental Protection Agency, which represent annual baseline appropriations and programs supported by existing revenues, including federal funds.

Capital Budget Overview

EXHIBIT 1: RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY (\$ MILLIONS)



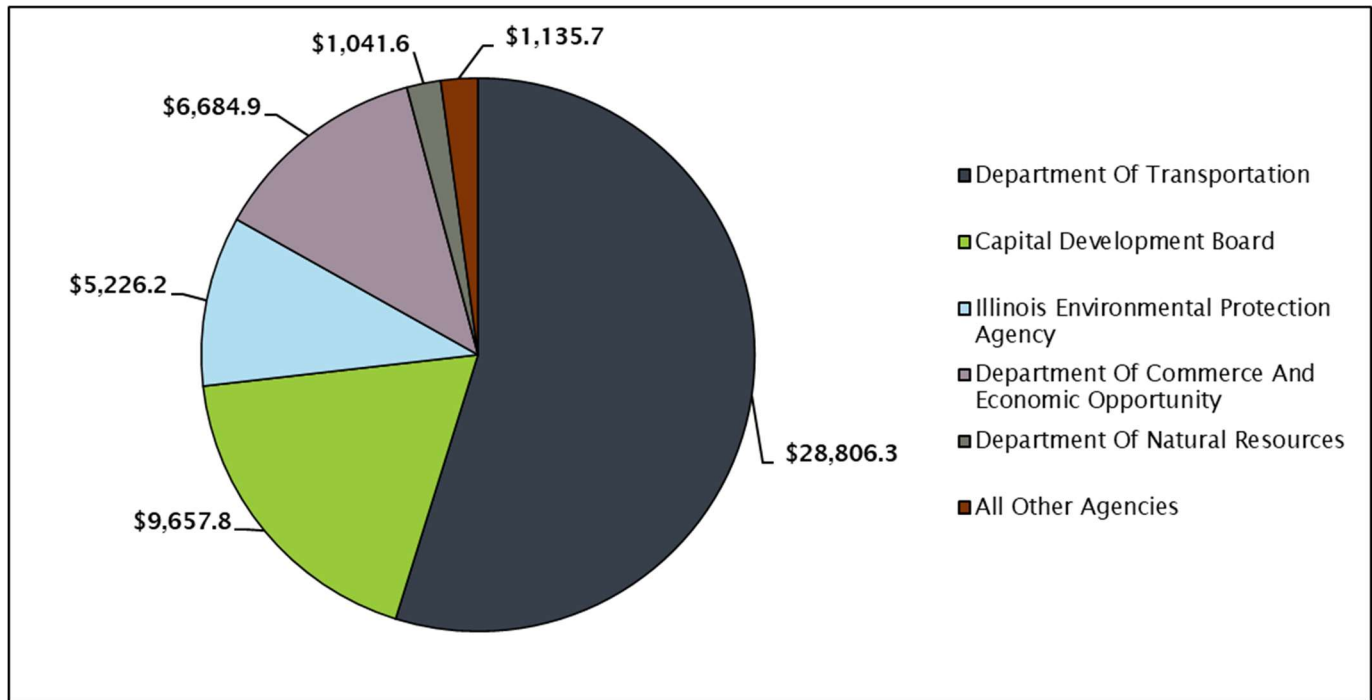
RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY (\$ millions)	
Department of Transportation	\$ 5,682.0
Capital Development Board	\$ 258.0
Illinois Environmental Protection Agency	\$ 1,286.9
Department of Commerce and Economic Opportunity	\$ 440.2
Department of Natural Resources	\$ 168.1
All Other Agencies	\$ 365.0
Total New Appropriations	\$ 8,200.3

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FISCAL YEAR 2026 RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS

Exhibit 2 depicts the total recommended reappropriations and new appropriations by agency. The chart aggregates bonded and pay-as-you-go capital, and the table shows the breakout of the two categories.

EXHIBIT 2: RECOMMENDED CAPITAL REAPPROPRIATIONS AND NEW APPROPRIATIONS BY AGENCY (\$ MILLIONS)



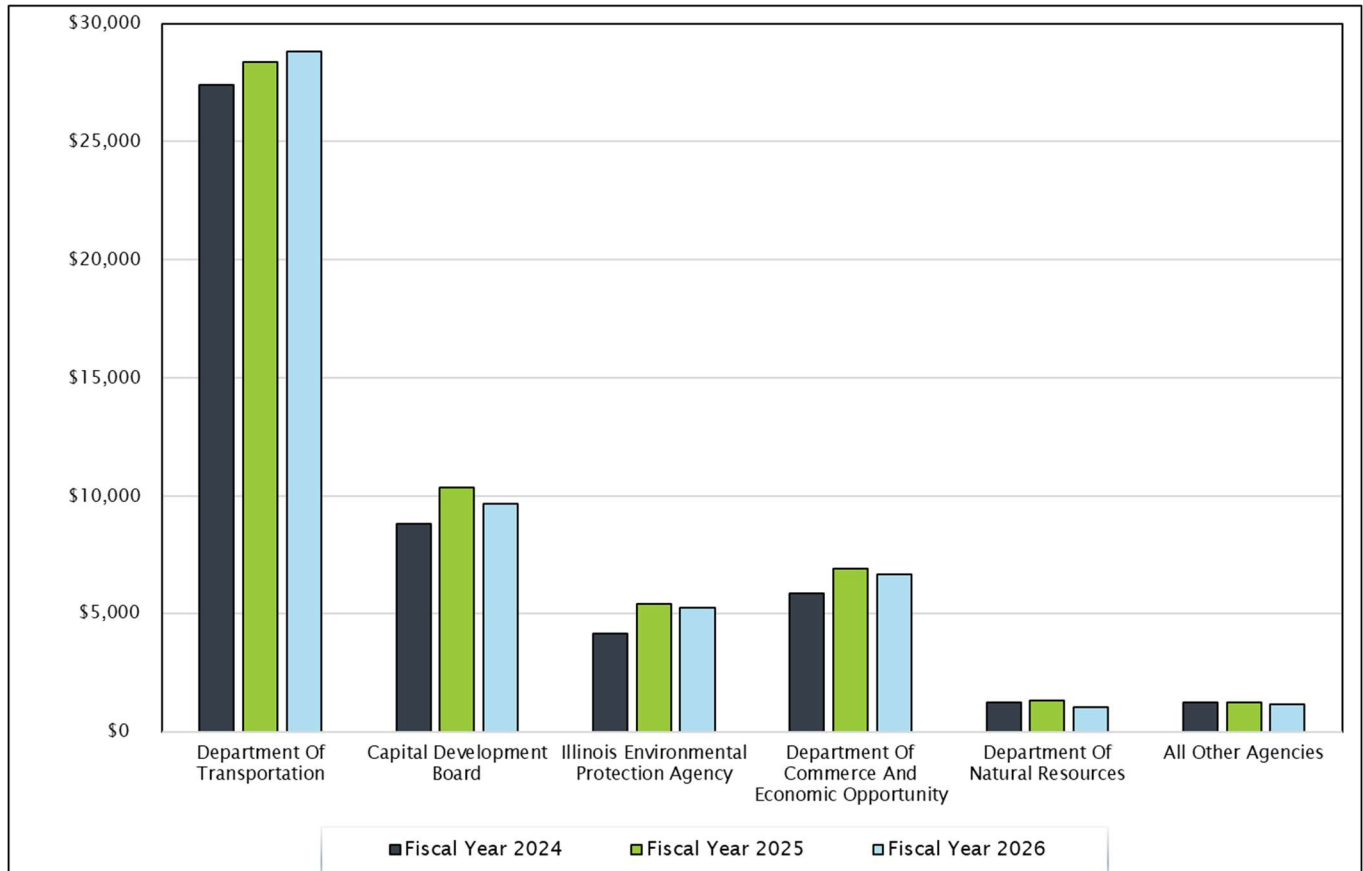
Agency (\$ millions)	Bonded	Pay-As-You-Go	Total
Department Of Transportation	\$ 8,209.2	\$ 20,597.1	\$ 28,806.3
New Appropriations	0.0	5,682.0	5,682.0
Reappropriations	8,209.2	14,915.1	23,124.2
Capital Development Board	\$ 9,501.3	\$ 156.5	\$ 9,657.8
New Appropriations	208.0	50.0	258.0
Reappropriations	9,293.3	106.5	9,399.8
Illinois Environmental Protection Agency	\$ 216.7	\$ 5,009.5	\$ 5,226.2
New Appropriations	0.0	1,286.9	1,286.9
Reappropriations	216.7	3,722.6	3,939.3
Department Of Commerce And Economic Opportunity	\$ 5,388.9	\$ 1,296.0	\$ 6,684.9
New Appropriations	340.2	100.0	440.2
Reappropriations	5,048.7	1,196.0	6,244.7
Department Of Natural Resources	\$ 380.9	\$ 660.8	\$ 1,041.6
New Appropriations	0.0	168.1	168.1
Reappropriations	380.9	492.7	873.5
All Other Agencies	\$ 967.5	\$ 168.2	\$ 1,135.7
New Appropriations	365.0	0.0	365.0
Reappropriations	602.5	168.2	770.7
Total	\$ 24,664.5	\$ 27,888.0	\$ 52,552.5

Capital Budget Overview

FISCAL YEARS 2024–2026 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2024, 2025, and 2026. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

EXHIBIT 3: CAPITAL APPROPRIATIONS BY AGENCY (\$ MILLIONS)

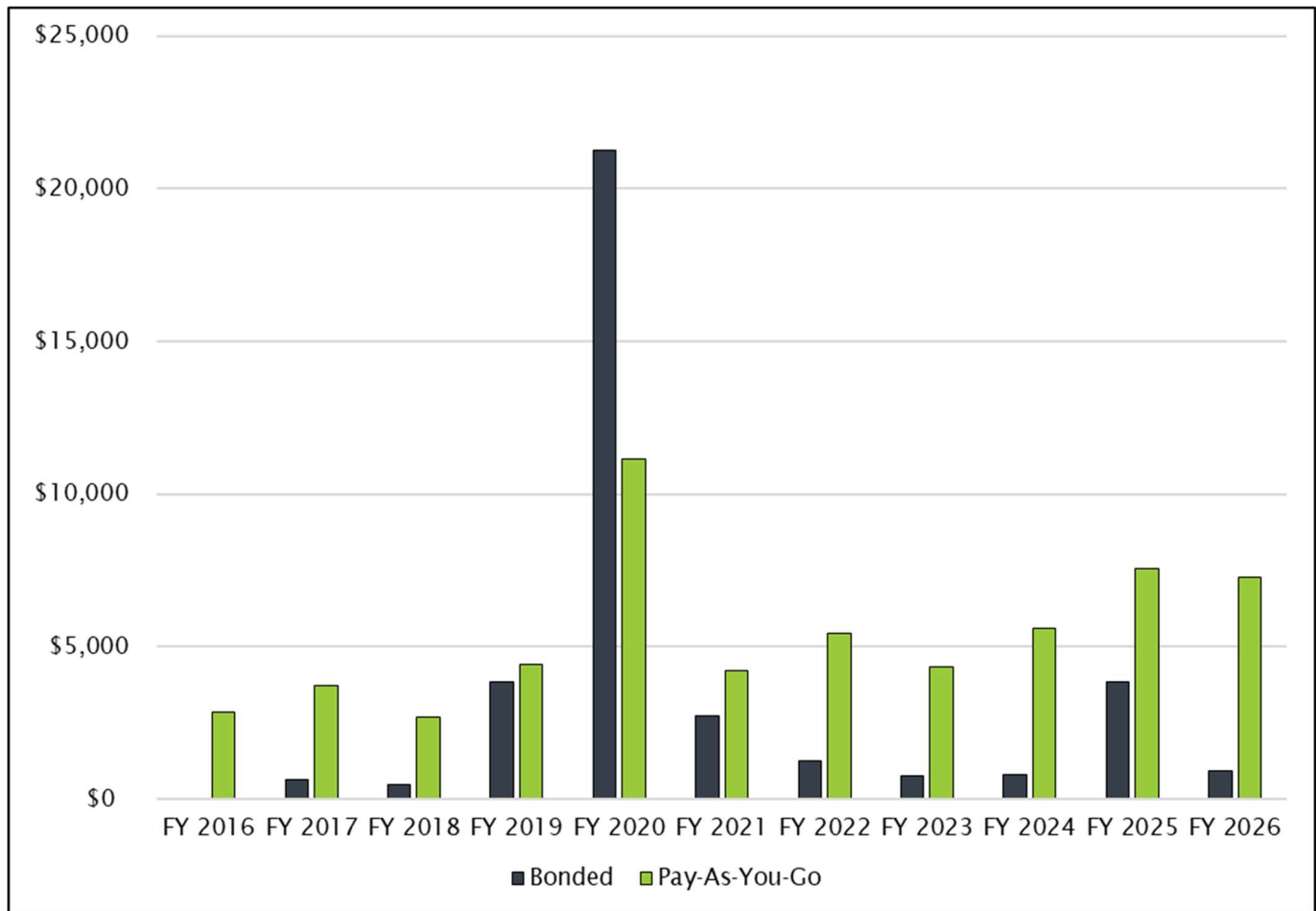


Capital Budget Overview

FISCAL YEARS 2016 – 2026 NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 4 shows the breakdown of new bonded capital and new pay-as-you-go capital for each year from fiscal year 2016 to fiscal year 2026. This chart illustrates the scale of Rebuild Illinois, enacted in fiscal year 2020, compared to recent capital appropriations.

EXHIBIT 4: NEW CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED (\$ MILLIONS)



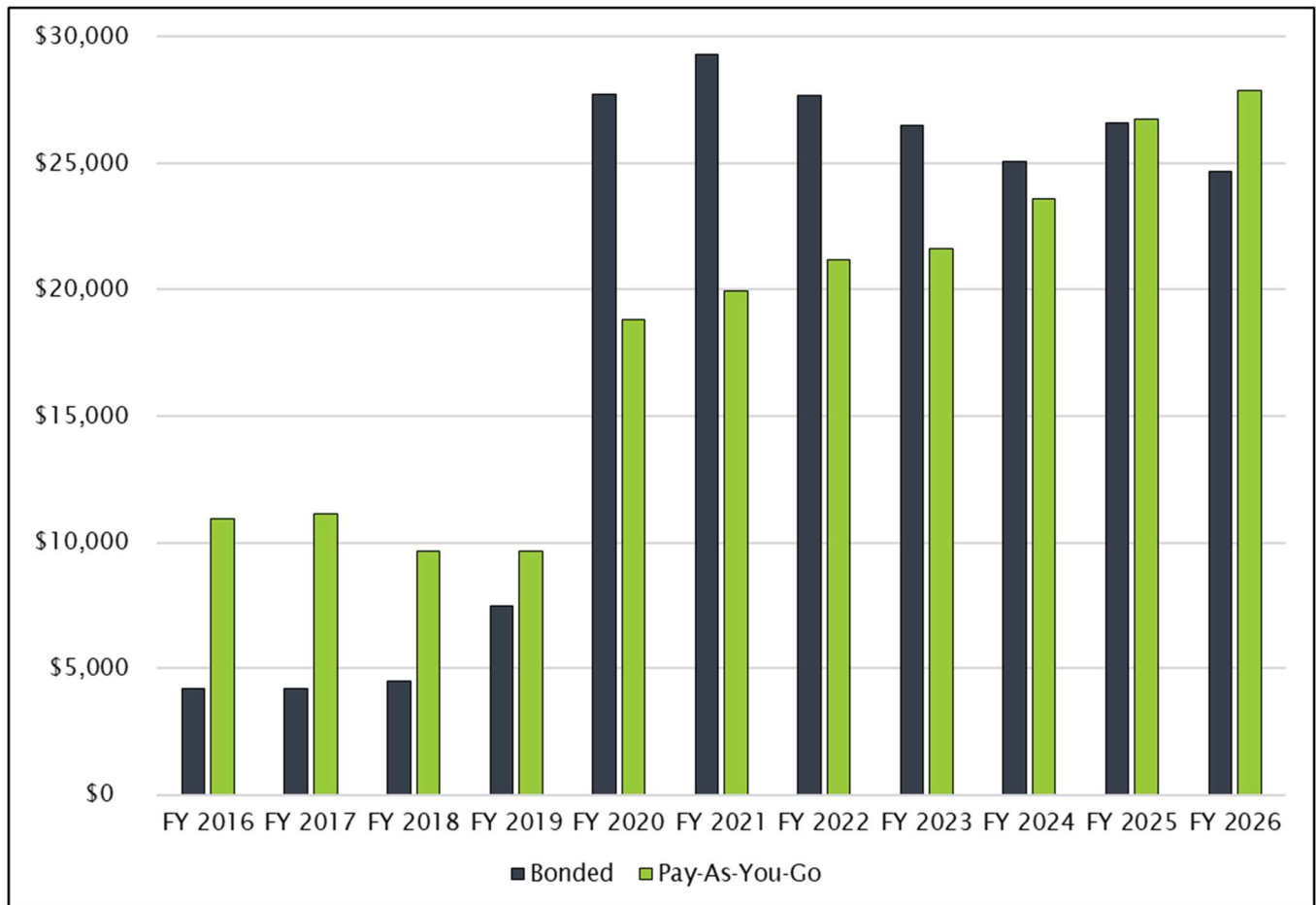
Note: A substantial portion of FY 2019 appropriations appear as new due to the absence of a fully enacted budget in FY 2016 through FY 2018. Many of these appropriations originated in FY 2010 as part of the Illinois Jobs Now! capital plan.

Capital Budget Overview

FISCAL YEARS 2016 – 2026 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2016 to fiscal year 2026.

EXHIBIT 5: TOTAL CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED (\$ MILLIONS)



Capital Budget Overview

TABLE I: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS

Table I summarizes each agency’s capital appropriations by funding category for fiscal years 2024, 2025, and 2026.

Agency (\$ thousands)	FY 2024 Enacted Appropriation	FY 2025 Enacted Appropriation	FY 2026 Recommended Appropriation
LEGISLATIVE AGENCIES			
Office Of The Architect Of The Capitol	\$ 311,509	\$ 283,944	\$ 205,408
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	311,509	283,944	205,408
Federal Funds - Pay-as-you-go	-	-	-
Legislative Agencies	\$ 311,509	\$ 283,944	\$ 205,408
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	311,509	283,944	205,408
Federal Funds - Pay-as-you-go	-	-	-
ELECTED OFFICIALS AND ELECTIONS			
Office Of The Secretary Of State	\$ 82,385	\$ 59,891	\$ 39,620
Other State Funds - Pay-as-you-go	50,000	42,125	27,575
Other State Funds - Bonded	32,385	17,766	12,045
Federal Funds - Pay-as-you-go	-	-	-
Office Of The State Comptroller	\$ 14,225	\$ 22,656	\$ 19,656
Other State Funds - Pay-as-you-go	6,500	6,500	6,100
Other State Funds - Bonded	7,725	16,156	13,556
Federal Funds - Pay-as-you-go	-	-	-
Elected Officials And Elections	\$ 96,609	\$ 82,546	\$ 59,275
Other State Funds - Pay-as-you-go	56,500	48,625	33,675
Other State Funds - Bonded	40,109	33,921	25,600
Federal Funds - Pay-as-you-go	-	-	-
GOVERNOR'S AGENCIES			
Department Of Commerce And Economic Opportunity	\$ 5,856,634	\$ 6,920,729	\$ 6,684,874
Other State Funds - Pay-as-you-go	445,755	452,633	459,826
Other State Funds - Bonded	4,440,731	5,566,244	5,388,889
Federal Funds - Pay-as-you-go	970,147	901,852	836,159
Department Of Natural Resources	\$ 1,243,726	\$ 1,308,521	\$ 1,041,648
Other State Funds - Pay-as-you-go	559,441	578,431	465,646
Other State Funds - Bonded	472,079	434,920	380,851
Federal Funds - Pay-as-you-go	212,206	295,171	195,150
Department Of Innovation and Technology	\$ 178,112	\$ 190,861	\$ 207,834
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	178,112	190,861	207,834
Federal Funds - Pay-as-you-go	-	-	-
Department Of Military Affairs	\$ 150,750	\$ 153,147	\$ 110,055
Other State Funds - Pay-as-you-go	74,368	80,762	57,762
Other State Funds - Bonded	76,382	72,385	52,293
Federal Funds - Pay-as-you-go	-	-	-

Capital Budget Overview

TABLE I: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS (CONTINUED)

Agency (\$ thousands)	FY 2024 Enacted Appropriations	FY 2025 Enacted Appropriations	FY 2026 Recommended Appropriations
Department Of Public Health	\$ 15,000	\$ 14,907	\$ 11,907
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	15,000	14,907	11,907
Federal Funds - Pay-as-you-go	-	-	-
Department Of Transportation	\$ 27,398,009	\$ 28,369,077	\$ 28,806,254
Other State Funds - Pay-as-you-go	16,460,850	18,348,305	19,814,331
Other State Funds - Bonded	10,252,280	9,306,010	8,209,178
Federal Funds - Pay-as-you-go	684,879	714,762	782,744
Capital Development Board	\$ 8,822,881	\$ 10,342,670	\$ 9,657,830
Other State Funds - Pay-as-you-go	122,374	113,960	156,519
Other State Funds - Bonded	8,700,507	10,228,710	9,501,311
Federal Funds - Pay-as-you-go	-	-	-
Illinois Environmental Protection Agency	\$ 4,151,272	\$ 5,396,882	\$ 5,226,182
Other State Funds - Pay-as-you-go	3,736,496	4,253,856	4,223,506
Other State Funds - Bonded	334,776	329,566	216,716
Federal Funds - Pay-as-you-go	80,000	813,460	785,960
Department Of Central Management Services	\$ -	\$ -	\$ 300,000
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	-	-	300,000
Federal Funds - Pay-as-you-go	-	-	-
Illinois Arts Council	\$ 13,503	\$ 1,170	\$ -
Other State Funds - Pay-as-you-go	13,503	1,170	-
Other State Funds - Bonded	-	-	-
Federal Funds - Pay-as-you-go	-	-	-
Illinois Housing Development Authority*	\$ 150,000	\$ 27,075	\$ 17,000
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	150,000	27,075	17,000
Federal Funds - Pay-as-you-go	-	-	-
Illinois State Police	\$ 122,500	\$ 122,500	\$ 122,500
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	122,500	122,500	122,500
Federal Funds - Pay-as-you-go	-	-	-
Governor's Agencies	\$ 48,102,386	\$ 52,847,540	\$ 52,186,082
Other State Funds - Pay-as-you-go	21,412,788	23,829,117	25,177,591
Other State Funds - Bonded	24,742,367	26,293,178	24,408,478
Federal Funds - Pay-as-you-go	1,947,232	2,725,244	2,600,013

Capital Budget Overview

TABLE I: DIRECT CAPITAL APPROPRIATIONS BY AGENCY – ALL FUNDS (CONTINUED)

Agency (\$ thousands)	FY 2024 Enacted Appropriations	FY 2025 Enacted Appropriations	FY 2026 Recommended Appropriations
EDUCATION			
State Board Of Education	\$ 177,391	\$ 142,548	\$ 101,763
Other State Funds - Pay-as-you-go	152,391	117,548	76,763
Other State Funds - Bonded	25,000	25,000	25,000
Federal Funds - Pay-as-you-go	-	-	-
Illinois Board of Higher Education	\$ 8,935	\$ 3,935	\$ -
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	8,935	3,935	-
Federal Funds - Pay-as-you-go	-	-	-
Education	\$ 186,326	\$ 146,483	\$ 101,763
Other State Funds - Pay-as-you-go	152,391	117,548	76,763
Other State Funds - Bonded	33,935	28,935	25,000
Federal Funds - Pay-as-you-go	-	-	-
GRAND TOTAL	\$ 48,696,831	\$ 53,360,512	\$ 52,552,529
Other State Funds - Pay-as-you-go	21,621,679	23,995,290	25,288,028
Other State Funds - Bonded	25,127,921	26,639,979	24,664,487
Federal Funds - Pay-as-you-go	1,947,232	2,725,244	2,600,013

Note: Figures may not add due to rounding.

*The Illinois Housing Development Authority (IHDA) receives appropriations through their funding agent, the Department Human Services.

Capital Budget Overview

TABLE II: REVENUES BY SOURCE – ALL APPROPRIATED CAPITAL FUNDS

Table II summarizes, by source, all revenues deposited into appropriated capital funds for fiscal years 2023 through 2026.

Source (\$ millions)	Actual FY 2023	Actual FY 2024	Estimated FY 2025	Projected FY 2026
State Taxes				
Motor Fuel Tax.....	2,564.8	2,816.8	2,844.6	2,909.2
Sales Tax on Motor Fuels.....	484.2	569.7	694.0	678.0
Telecommunications Tax.....	34.3	33.1	33.5	32.5
Real Estate Transfer Tax.....	46.8	40.9	41.7	42.3
Other Taxes.....	0.3	0.3	0.3	0.3
Total State Taxes	3,130.4	3,460.8	3,614.1	3,662.3
Non-Tax State Sources				
Motor Vehicle and Operators License Fees.....	2,301.3	2,362.6	2,151.8	2,154.7
Water Revolving Fund Loan Repayment.....	63.9	393.3	183.6	187.0
Bond Issue Proceeds.....	1,781.0	3,205.8	2,079.6	3,101.6
Licenses, Fees, and Registrations.....	204.7	322.7	318.3	180.8
Sale of Property, Other Earnings, and Net Transfers.....	4,785.5	5,005.2	5,883.1	6,085.8
Total Non-Tax State Sources	9,136.3	11,289.7	10,616.4	11,709.9
Federal Receipts	3,635.2	3,880.5	2,849.9	3,097.4
TOTAL RECEIPTS ALL SOURCES	15,901.9	18,631.0	17,080.4	18,469.7

Capital Budget Overview

TABLE III-A: ROAD FUND

Table III-A provides a summary of the receipts into the Road Fund and disbursements from the fund to various state agencies for fiscal years 2023 through 2026.

(\$ millions)	Actual 2023	Actual 2024	Estimated 2025	Projected 2026
Receipts				
State Sources				
Motor Vehicle and Operators License Fees.....	1,538.9	1,593.4	1,603.9	1,606.3
Transfers from Motor Fuel Tax Fund.....	348.7	345.8	359.7	352.5
Sales Tax on Motor Fuels.....	484.2	569.7	694.0	678.0
Other Earnings, Reimbursements, and Transfers.....	242.0	279.3	360.4	348.8
Total State Sources.....	2,613.9	2,788.2	3,018.1	2,985.6
Total Federal Sources.....	1,982.0	2,244.0	2,085.6	2,426.7
TOTAL RECEIPTS	4,595.8	5,032.2	5,103.6	5,412.3
Disbursements				
Expenditures*				
Department Of Transportation - Construction.....	1,674.7	1,534.6	2,057.9	2,488.4
Department Of Transportation - Operations.....	1,104.4	1,176.3	1,287.6	1,405.0
Department Of Transportation - All Other.....	189.7	244.6	480.8	457.7
Secretary Of State.....	1.7	1.6	2.3	2.0
Department Of Central Management Services - Group Insurance.....	110.3	148.3	156.5	88.2
All Other Agencies.....	5.4	5.8	19.1	19.8
Total Expenditures.....	3,086.2	3,111.2	4,004.2	4,461.0
Transfers				
Workers' Compensation Revolving Fund.....	14.9	18.2	24.5	25.6
Debt Service.....	510.3	509.1	580.6	566.3
Other Transfers.....	276.0	283.3	437.2	259.2
Total Transfers.....	801.2	810.7	1,042.3	851.1
TOTAL DISBURSEMENTS	3,887.4	3,921.8	5,046.5	5,312.2
SAMS Adjust ment.....	(22.1)	(0.9)	(1.3)	(0.9)
NET CHANGE IN CASH (Receipts minus Disbursements)	708.4	1,110.4	57.1	100.1
plus: CASH BALANCE AT BEGINNING OF YEAR.....	1,448.0	2,178.5	3,289.7	3,348.1
equals: CASH BALANCE AT END OF YEAR	2,178.5	3,289.7	3,348.1	3,449.1

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE III-B: MOTOR FUEL TAX FUND

Table III-B summarizes the receipts into the Motor Fuel Tax Fund and disbursements from the fund for fiscal years 2023 through 2026.

(\$ millions)	Actual 2023	Actual 2024	Estimated 2025	Projected 2026
Receipts				
Non-Allocable Receipts				
Refunds on Nontaxable Motor Fuel.....	37.5	42.5	45.0	44.9
International Fuel Tax Agreement (IFTA) to Other States.....	2.2	1.0	2.3	2.2
Allocable Receipts.....	1,202.5	1,192.8	1,225.1	1,243.3
TOTAL GROSS RECEIPTS	1,242.2	1,236.3	1,272.4	1,290.4
Disbursements				
Transfers				
State Construction Account Fund.....	198.1	196.5	211.3	207.0
Road Fund.....	348.7	345.8	359.7	352.5
Motor Fuel Tax Counties Fund.....	180.6	179.3	187.6	182.8
Motor Fuel Tax Municipalities Fund.....	253.2	251.5	263.0	254.3
Motor Fuel Tax Townships and Road Districts Fund.....	81.9	81.4	85.1	83.0
Grade Crossing Protection Fund.....	42.0	42.0	42.0	42.0
State Boating Act Fund.....	5.0	5.0	5.0	5.0
Other Funds.....	0.1	0.0	0.1	0.0
Total Transfers.....	1,109.7	1,101.6	1,153.8	1,126.6
Expenditures*				
Department Of Revenue (net IFTA and Refunds).....	53.1	51.9	55.3	58.5
Secretary Of State.....	1.3	1.3	1.3	1.3
Department Of Transportation.....	17.2	17.1	21.7	25.5
Illinois Environmental Protection Agency.....	23.0	23.0	32.0	32.0
Refunds on Nontaxable Motor Fuel.....	37.5	42.5	45.0	44.9
International Fuel Tax Agreement to Other States.....	2.2	1.0	2.3	2.2
Total Expenditures.....	134.3	136.8	157.5	164.4
TOTAL DISBURSEMENTS	1,244.1	1,238.4	1,311.3	1,291.0
SAMS Adjust ment.....	0.0	0.0	0.0	0.0
NET CHANGE IN CASH (Receipts minus Disbursements)	(1.9)	(2.1)	(38.9)	(0.6)
plus: CASH BALANCE AT BEGINNING OF YEAR.....	123.4	121.6	119.5	80.7
equals: CASH BALANCE AT END OF YEAR	121.6	119.5	80.7	80.1

*These figures reflect cash basis expenditures.

Capital Budget Overview

TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2026

Table IV-A summarizes, by fund group, the appropriated capital funds, and projected capital cash flow for fiscal year 2026.

Cash Basis Fund Category (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS	6,822,413	6,342,432	2,426,653	2,337,729	17,929,227	3,195,903	7,357,721	7,375,603
SPECIAL STATE FUNDS	1,748,299	699,838	342,843	272,438	3,063,418	119,729	1,371,575	1,572,113
BOND FINANCED FUNDS	2,374,870	3,101,600	0	0	5,476,470	0	3,331,093	2,145,377
FEDERAL TRUST FUNDS	431,617	4,917	119,397	0	555,931	0	397,558	158,373
STATE TRUST FUNDS	309,157	16,088	3,750	0	328,996	0	2,037	326,958
GRAND TOTAL	11,686,356	10,164,875	2,892,643	2,610,167	27,354,042	3,315,632	12,459,984	11,578,424

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2026

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2026.

Cash Basis Fund Category and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		equals Cash Balance, End of Year
		Revenue from		Transfers In		Transfers Out	Warrants Issued	
		State Sources	Federal Sources					
HIGHWAY FUNDS								
Downstate Mass Transportation Capital Improvement	141,703	0	0	35,665	177,368	0	11,600	165,768
Grade Crossing Protection	157,791	0	0	42,000	199,791	5,500	45,070	149,221
Motor Fuel Tax	80,670	1,284,680	0	5,742	1,371,091	1,126,634	164,349	80,108
Motor Fuel Tax Counties	0	0	0	182,762	182,762	0	182,762	0
Motor Fuel Tax Municipalities	0	0	0	254,316	254,316	0	254,316	0
Motor Fuel Tax Townships and Road Districts	0	0	0	82,950	82,950	0	82,950	0
Regional Transportation Authority Capital Improvement	615,672	0	0	320,988	936,660	0	302,889	633,771
Road	3,348,145	2,630,124	2,426,653	355,513	8,760,436	851,148	4,460,158	3,449,130
State Construction Account	2,347,554	639,652	0	1,057,792	4,044,997	0	1,291,296	2,753,702
Transportation Renewal	130,878	1,787,976	0	0	1,918,854	1,212,621	562,330	143,903
TOTAL HIGHWAY FUNDS	6,822,413	6,342,432	2,426,653	2,337,729	17,929,227	3,195,903	7,357,721	7,375,603
SPECIAL STATE FUNDS								
Adeline Jay Geo-Karis Illinois Beach Marina	1,613	502	0	0	2,115	186	138	1,791
Capital Facility and Technology Modernization	7,800	0	0	0	7,800	0	1,500	6,300
Downstate Transit Improvement	312,823	0	0	60,000	372,823	0	5,500	367,323
Federal High Speed Rail Trust	4,519	0	5,600	0	10,119	0	7,999	2,120
Illinois Forestry Development	621	2,857	1,974	0	5,452	0	5,349	104
Illinois Habitat	3,458	1,074	0	0	4,532	160	1,798	2,574
Illinois National Guard Construction	54,884	0	19,466	0	74,350	0	23,003	51,346
Illinois Wildlife Preservation	2,816	268	0	230	3,314	0	882	2,433
Natural Areas Acquisition	20,285	12,632	40	0	32,957	117	14,783	18,057
Off-Highway Vehicle Trails	1,797	495	0	0	2,292	2	250	2,040
Open Space Lands Acquisition and Development	159,649	29,752	0	0	189,401	108	28,803	160,490
Park and Conservation	7,023	24,709	4,650	10,000	46,382	242	40,834	5,307
Partners for Conservation Projects	1,232	0	0	0	1,232	0	0	1,232
Plugging and Restoration	3,009	2,628	6,898	0	12,535	765	7,384	4,386
Rail Freight Loan Repayment	911	40	0	0	951	0	0	951
Rebuild Illinois Projects	551,210	25,000	0	0	576,210	59	42,500	533,651
School Infrastructure	64,787	16,401	0	197,008	278,196	86,644	138,126	53,426
Snowmobile Trail Establishment	613	129	0	0	742	0	135	607
South Suburban Airport Improvement	0	0	0	0	0	0	0	0
State Boating Act	7,032	3,935	1,925	5,040	17,932	54	9,816	8,062
State Furbearer	945	116	0	20	1,081	0	100	981
State Migratory Waterfowl Stamp	4,392	1,142	0	0	5,534	0	1,364	4,170
State Parks	2,538	11,912	29	0	14,479	57	12,438	1,985
State Pheasant	6,195	618	0	140	6,953	0	197	6,755
State Rail Freight Loan Repayment	14,242	1,095	0	0	15,337	0	0	15,337
Underground Storage Tank	62,703	70,300	0	0	133,003	28,993	54,031	49,978
Water Revolving	436,977	447,500	275,381	0	1,159,858	1,950	897,899	260,008
Wildlife and Fish	14,225	46,733	26,880	0	87,838	392	76,746	10,699
TOTAL SPECIAL STATE FUNDS	1,748,299	699,838	342,843	272,438	3,063,418	119,729	1,371,575	1,572,113

Capital Budget Overview

TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2026 (CONTINUED)

BOND FINANCED FUNDS								
Anti-Pollution	13,001	0	0	0	13,001	0	1,800	11,201
Build Illinois Bond	666,117	1,000,000	0	0	1,666,117	0	1,014,656	651,461
Capital Development	821,365	700,000	0	0	1,521,365	0	904,358	617,007
Multi-modal Transportation Bond	181,770	600,000	0	0	781,770	0	579,606	202,164
School Construction	2,610	0	0	0	2,610	0	0	2,610
Transportation Bond Series D	36,491	2,000	0	0	38,491	0	33,591	4,900
Transportation Bond, Series A	571,345	730,000	0	0	1,301,345	0	667,746	633,600
Transportation Bond, Series B	82,171	69,600	0	0	151,771	0	129,336	22,435
TOTAL BOND FINANCED FUNDS	2,374,870	3,101,600	0	0	5,476,470	0	3,331,093	2,145,377
FEDERAL TRUST FUNDS								
Abandoned Mined Lands Reclamation Council Federal Trust	2,955	0	16,067	0	19,022	0	15,849	3,173
DNR Federal Projects	1,477	0	10,887	0	12,364	0	10,877	1,487
Federal Mass Transit Trust	9,196	0	34,536	0	43,732	0	34,536	9,196
Federal Title IV Fire Protection Assistance	432	0	402	0	834	0	554	280
Federal/State/Local Airport	23,632	4,100	57,005	0	84,737	0	61,105	23,632
Flood Control Land Lease	41	617	0	0	658	0	612	46
Forest Reserve	0	0	500	0	500	0	500	0
State Coronavirus Urgent Remediation Emergency	393,883	200	0	0	394,083	0	273,525	120,558
TOTAL FEDERAL TRUST FUNDS	431,617	4,917	119,397	0	555,931	0	397,558	158,373
STATE TRUST FUNDS								
Abandoned Mined Lands Reclamation Set-Aside	108,598	3,942	2,500	0	115,040	0	300	114,740
Capital Development Board Contributory Trust	159,806	11,650	0	0	171,456	0	0	171,456
DNR Special Projects	40,738	496	0	0	41,234	0	662	40,572
Land and Water Recreation	15	0	1,250	0	1,265	0	1,075	190
TOTAL STATE TRUST FUNDS	309,157	16,088	3,750	0	328,996	0	2,037	326,958
GRAND TOTAL	11,686,356	10,164,875	2,892,643	2,610,167	27,354,042	3,315,632	12,459,984	11,578,424

CHAPTER 3

AGENCY BUDGET DETAIL



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Agency Budget Detail: Capital Development Board

CAPITAL DEVELOPMENT BOARD

401 South Spring Street
William G. Stratton Office Building
3rd Floor
Springfield, IL 62706
217.782.2864
<https://cdb.illinois.gov/>



Capital
Development
Board
Building a Better Illinois

MAJOR RESPONSIBILITIES AND MISSION

The Capital Development Board (CDB) is the State’s vertical construction management agency. CDB also assists higher education institutions in capital project delivery and administers construction grants for early childhood education centers, schools, and healthcare providers. CDB is committed to overseeing design and construction projects across Illinois, with a focus on creating safe, sustainable, and accessible public buildings that serve the diverse needs of all Illinoisans. Through responsible project management and innovative design, CDB aims to improve the quality of life for Illinois’ communities.

FIVE-YEAR PLAN

Boosted by the Rebuild Illinois capital plan, CDB continues to address critical infrastructure needs across the State, serving state agencies and higher education institutions. CDB manages these projects from design development through completion of construction, ensuring that the projects meet the programmatic needs of state agencies, universities, and community colleges. CDB monitors the challenges facing the design and construction industries, including supply chain disruptions and skilled labor and material shortages. CDB also develops mitigation strategies to assist with the management of capital programs.

FISCAL YEAR 2026 CAPITAL BUDGET

Rebuild Illinois was developed with enough flexible appropriation authority to allow for ongoing and sustainable execution of capital projects. CDB prioritizes critical deferred maintenance across the State to address these needs in a timely manner, which reduces operational costs and prevents further facility damage. Deferred maintenance projects include replacement of outdated plumbing; mechanical, electrical, and HVAC systems; code required repairs; and repairs of damaged building shell elements such as roofs, windows, and doors.

The chart below provides a summary of active projects managed by CDB throughout the State in various stages. Projects with “board” status have been approved for funding and CDB is in the process of soliciting or has selected an architect/engineer (A/E) and is negotiating the design contract. Projects in “design” status have an A/E under contract who is working on the development of the project’s scope and design. Projects move from design into “construction” when a construction contract is awarded, and work is underway. Projects move into “closeout” status once a project reaches substantial completion and has final work lists in review.

Agency Budget Detail: Capital Development Board

CDB-Managed Project Snapshot - State and Educational Facilities*		
(\$ thousands)		
Status	Estimated Budget	Project Count
Board	\$ 45,400	16
Design	\$ 2,586,094	273
Construction	\$ 3,427,571	283
Closeout	\$ 465,849	52
Grand Total	\$ 6,524,914	624

*As of December 2024

BUDGET HIGHLIGHTS

The recommended fiscal year 2026 capital budget for CDB totals \$9.7 billion. The capital budget request continues to prioritize investing in the State’s infrastructure by balancing critical deferred maintenance projects, a new demolition program, major renovations, and new construction to meet the diverse needs of the State.

The fiscal year 2026 capital budget builds on the successes of the previous year by addressing the State’s unused and neglected properties through a proposed new demolition and remediation program. The initial proposed investment of \$200 million included in the Capital Development Board budget demonstrates a commitment to improving local communities by removing dilapidated state-owned structures, remediating sites to make them safe and useful, creating new green space, and improving public safety.

The fiscal year 2026 multiyear capital plan includes:

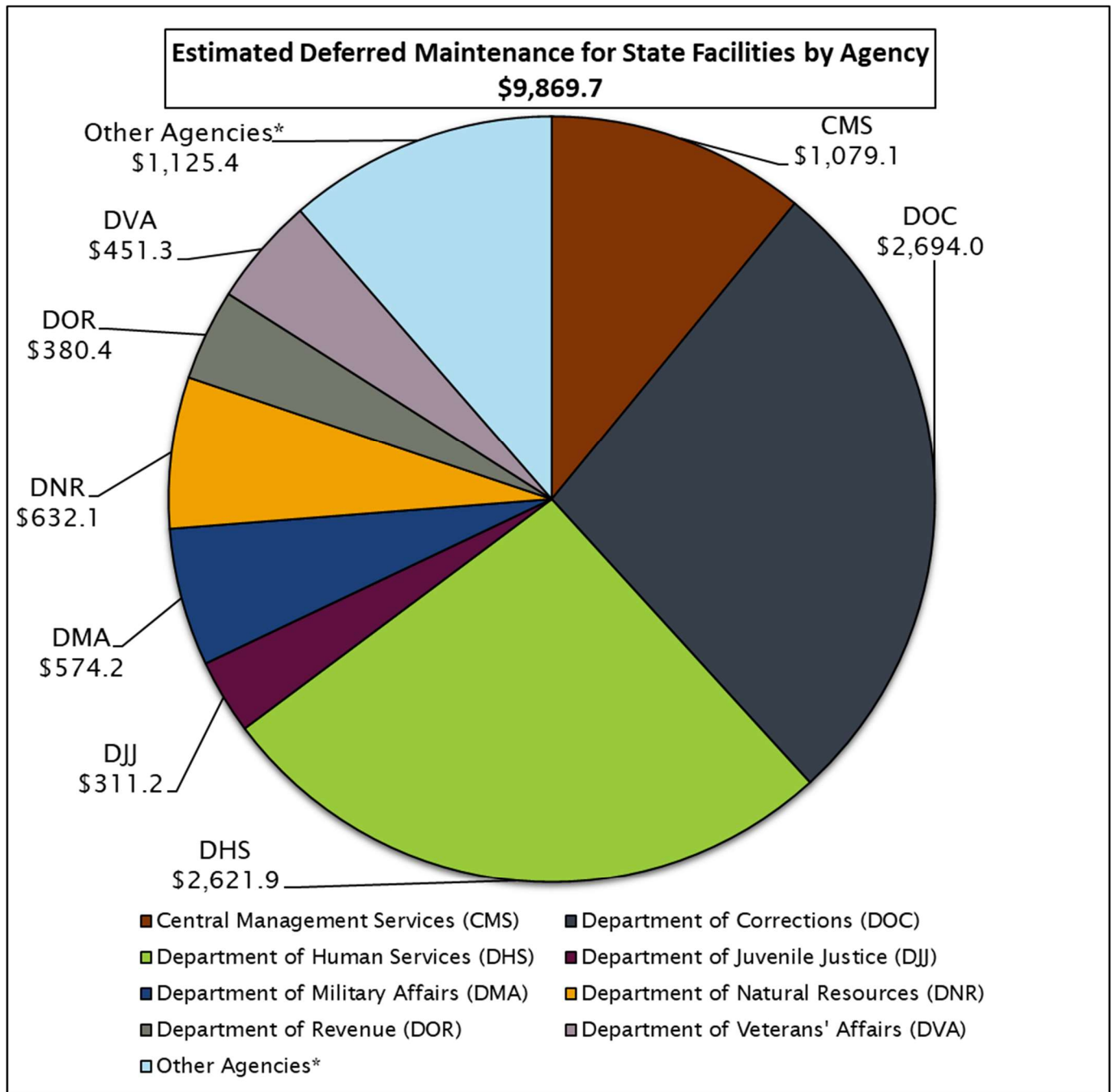
- \$200.0 million in new appropriations to begin to address the State’s demolition and remediation needs;
- \$58.0 million in new funding for capital improvements at the Adeline Jay Geo-Karis Illinois Beach State Park;
- \$137.5 million in continued funding to complete a new Department of Innovation and Technology central computing facility;
- \$900.0 million in continued funding to rebuild the Logan and Stateville Correctional Facilities;
- \$390.0 million in continued funding to address the State’s vertical infrastructure needs, supporting active projects currently facing rising construction costs as well as allowing new projects to be advertised for design services in CDB’s Professional Services Bulletin;
- \$575.0 million in continued funding for higher education institutions to aid in the completion of active projects in both design and construction that are experiencing cost escalation and to support the design and construction of new projects addressing the most critical deferred maintenance needs at various educational campuses across the State;
- \$283.4 million in continued funding for construction of the Department of Public Health (DPH) laboratory in Chicago and reconstruction of the Carbondale laboratory; and
- \$182.5 million in continued funding for renovation of the Springfield Armory that will serve the evolving space needs of a hybrid State workforce and preserve the historic nature of the building.

INVESTMENTS IN STATE FACILITIES

Illinois’ state facilities are diverse, with spaces such as office buildings, hospitals, state fairgrounds, laboratories, correctional centers, residential care facilities, garages, state parks, and historic structures. CDB continues to address the deferred maintenance backlog, working with state agencies to identify and prioritize the most critical needs.

Agency Budget Detail: Capital Development Board

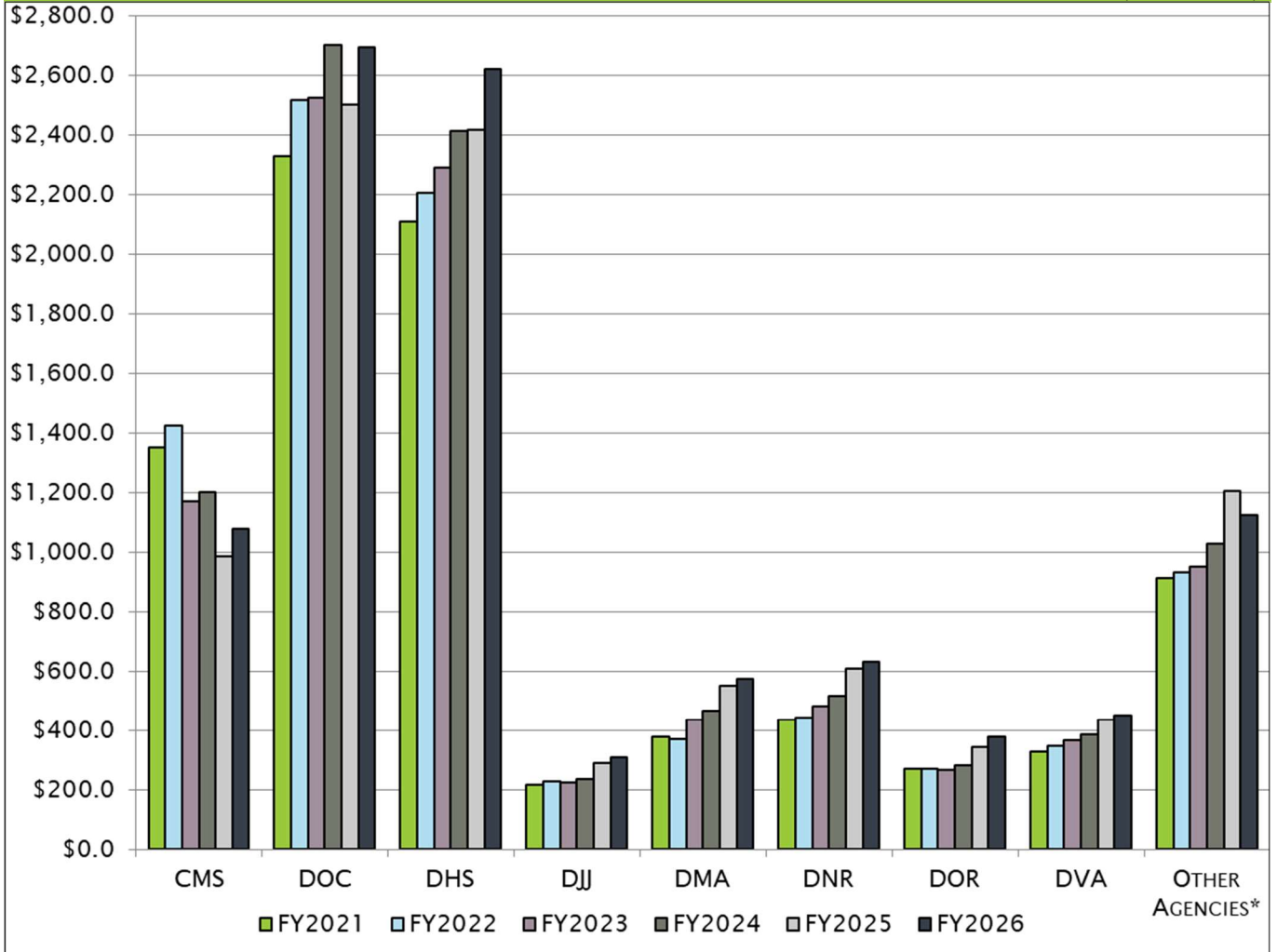
EXHIBIT 1 -STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2026 (\$ MILLIONS)



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

Agency Budget Detail: Capital Development Board

EXHIBIT 2 - TOTAL STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEARS 2021-2026 (\$ MILLIONS)



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

Note: Due to the multiyear nature of capital projects, declines in the accrual of statewide deferred maintenance from the increased investment levels of Rebuild Illinois are anticipated to begin in the later years of the plan as projects released in the first years of Rebuild Illinois reach completion.

Agency Budget Detail: Capital Development Board

REBUILD ILLINOIS STATE FACILITY PROJECT DETAILS

The agencies served by CDB have unique needs, and the flexibility provided by Rebuild Illinois and subsequent capital funding is designed to allow CDB to address a variety of projects. The table below summarizes agency plans and goals, with examples illustrating some of the projects that CDB is poised to address in the coming years.

Agency Mission and Capital Goals
Abraham Lincoln Presidential Library and Museum (ALPLM)
ALPLM inspires civic engagement through the diverse lens of Illinois history and sharing with the world the life and legacy of Abraham Lincoln. Over the next five years, ALPLM plans to maintain its buildings and grounds to preserve collections and attract and retain visitors, to improve the property to reduce utility costs and environmental impacts, and to adapt the museum facility and exhibits to stay relevant and attract visitors.
Projects Include: Replacement of uninterruptible power supply units and installation of solar panels and electric vehicle charging infrastructure.
Department of Central Management Services (CMS)
The mission of CMS is to be an accessible agency that delivers essential, effective, and efficient services to state agencies and the people of Illinois. CMS manages office space and facilities for state workers with the goal of meeting functional service needs at the lowest cost to taxpayers. The department's five-year goals include optimizing space requirements and addressing major facility needs by focusing on warm, safe, and dry projects first by prioritizing life safety systems.
Projects Include: Renovation of the Illinois State Armory building, construction of a central computing facility, and upgrades to HVAC and roofing systems.
Illinois Department of Agriculture (IDOA)
IDOA is an advocate for Illinois' agricultural industry and provides the necessary regulatory functions to benefit consumers, the agricultural industry, and the State's natural resources. IDOA is responsible for two of the most widely used event venues in the State: the Illinois State Fairgrounds in Springfield and the Du Quoin State Fairgrounds in Du Quoin. The maintenance, repair, and improvement of these facilities is essential to department operations and revenue, as well as to safe enjoyment by visitors.
Projects Include: Replacement of roofing systems and repair of fairground roadways and sidewalks.
Department of Corrections (DOC)
The mission of DOC is to serve justice in Illinois and increase public safety by promoting positive change for those in custody, operating successful reentry programs, and reducing victimization. To accomplish this mission, DOC must consider how the conditions of its facilities impact the lives of approximately 12,000 staff and 30,000 individuals in custody. These individuals are spread throughout Illinois in a system comprised of 29 correctional facilities and 5 satellites. These locations house over 1,200 buildings, including healthcare facilities, living quarters, classrooms, dietaries, and warehouses.
Projects Include: Upgrades to electrical distribution systems, fire alarm systems, dietary equipment upgrades, accessibility upgrades, and sewer system upgrades.
Department of Human Services (DHS)
The mission of DHS is to assist Illinois residents to achieve self-sufficiency, independence, and health to the maximum extent possible by providing integrated, family-oriented services, promoting prevention, and establishing measurable outcomes in partnership with communities. As part of that mission, DHS operates sixteen 24/7 facilities to allow all people in Illinois to achieve their full potential. These facilities consist of six mental health hospitals, six developmental centers, one combination mental health hospital/developmental center, one treatment and detention facility, one residential school for the visually impaired, and one residential school for the deaf. DHS prioritizes infrastructure improvements to provide a safe and comfortable environment for staff, patients, and residents served.
Projects Include: Upgrades to building control systems, roofing system replacements, HVAC system upgrades, and upgrades to fire alarm systems.

Agency Budget Detail: Capital Development Board

Agency Mission and Capital Goals (Continued)
Department of Juvenile Justice (DJJ)
DJJ aims to build youth skills and strengthen families to promote community safety and positive youth outcomes. The department's capital projects will contribute to this goal through construction and renovation by creating environments that are developmentally healthy, trauma-informed, and appropriate for youth in the State's custody.
Projects Include: Water distribution system replacement, HVAC system and boiler replacements, and upgrades to building control systems.
Department of Revenue (DOR)
DOR serves Illinois' taxpayers by administering Illinois' tax laws and collecting tax revenues in a fair, consistent, and efficient manner and by providing accurate and reliable funding and information in a timely manner. The Willard Ice Building is the central focus for DOR's capital budget requests, primarily because of its considerable size, aging mechanical infrastructure, and critical importance to operations.
Projects Include: Improvements to backup power systems and renovation of the Willard Ice Building.
Department of Veterans' Affairs (DVA)
The mission of DVA is to empower veterans and their families to thrive. DVA helps them navigate the system of federal, state, and local resources and benefits by providing long-term healthcare for eligible veterans in veterans' homes. DVA also partners with other agencies and nonprofits to help veterans address education, mental health, housing, employment, and other challenges. DVA currently operates five Illinois Veterans' Homes in Anna, Chicago, LaSalle, Manteno, and Quincy.
Projects Include: Replace the rooftop A/C units and roofing systems at Quincy and replace the water mains and air handlers at Manteno.
Illinois Courts
The Illinois Courts are responsible for maintaining multiple floors in the Michael A. Bilandic Building in Chicago and five courthouses throughout Illinois: the Supreme Court Building in Springfield, the Second District Appellate Courthouse in Elgin, the Third District Appellate Courthouse in Ottawa, the Fourth District Appellate Courthouse in Springfield, and the Fifth District Appellate Courthouse in Mt. Vernon.
Projects Include: Renovation of the Fourth District Appellate Courthouse in Springfield and HVAC upgrades.
Illinois Emergency Management Agency and Office of Homeland Security (IEMA-OHS)
The primary responsibility of IEMA-OHS is to better prepare the State of Illinois for natural, manmade, or technological disasters, hazards, or acts of terrorism. IEMA-OHS has a significant physical footprint in Springfield, with the state-owned State Emergency Operations Center (and IEMA-OHS headquarters) building. IEMA-OHS also has staff in various regional offices and radiological sites throughout the State. Infrastructure projects assist IEMA-OHS in coordinating disaster mitigation, preparedness, response, and recovery activities.
Projects Include: Microgrid construction and roofing improvements.
Illinois State Police (ISP)
ISP is a multi-faceted police agency that specializes in enforcing the laws, protecting the public, and providing an array of specialty services to local, state, and federal agencies. The most significant responsibility of the ISP is the safety of citizens through law enforcement, patrol, investigations, forensic services, safety education, intelligence, and technical assistance. To meet these responsibilities, ISP has personnel assigned to more than 60 facilities throughout the State.
Projects Include: HVAC system and generator upgrades, roofing system replacement, and communication tower replacement.

Agency Budget Detail: Capital Development Board

CDB continues to manage the design and construction of active projects at state facilities, including deferred maintenance projects, programmatic work, and emergency needs. As noted below, there are currently 466 projects valued at approximately \$4 billion across state agencies in various stages of completion.

CDB-Managed Project Snapshot - State Facilities*		
(\$ thousands)		
State Agencies	Estimated Budget	Project Count
Department of Agriculture	\$ 83,790	9
Department of Central Management Services	\$ 557,948	23
Department of Corrections	\$ 565,123	93
Department of Human Services	\$ 352,495	56
Department of Juvenile Justice	\$ 111,933	13
Department of Military Affairs	\$ 196,649	46
Department of Natural Resources	\$ 282,574	57
Department of Revenue	\$ 68,316	5
Department of Transportation	\$ 524,680	98
Department of Veterans' Affairs	\$ 491,230	25
Illinois Emergency Management Agency	\$ 14,000	2
Illinois State Police	\$ 186,657	12
Office of the Architect of the Capitol	\$ 321,958	4
Office of the Secretary of State	\$ 206,360	13
All Other Agencies **	\$ 21,909	10
Total	\$ 3,985,624	466

Note - Columns may not add due to rounding.
 *As of December 2024
 **Other agencies include the Abraham Lincoln Presidential Library and Museum, the Illinois Courts, and the Office of the Attorney General.

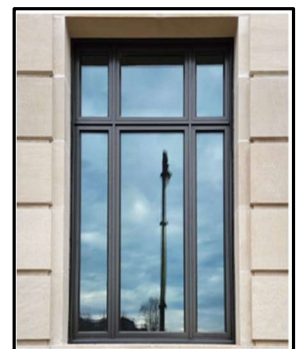
REBUILD ILLINOIS STATE FACILITY PROJECT DETAILS

CDB is collaborating with agencies around the State to repair and construct facilities under the Rebuild Illinois framework.

STATE ARMORY RENOVATION

The historic Springfield Armory Building that opened in 1937 has served as a venue for many different events over the years. Now, the Armory is being renovated to serve the evolving space needs of a hybrid state workforce. The fiscal year 2026 budget includes \$182.5 million in reappropriations for the multi-phase renovation effort.

The design of phase two is nearly complete. This phase will consist of the major building renovation work, creating over 190,000 square feet of usable office and public space, and will include all work required on the interior and exterior to bring the building into compliance with current building and accessibility requirements. CDB, the Department of Central Management Services (CMS), and the State Historic Preservation Office continue to collaborate on this renovation with the dual objectives of preserving the historic nature of the building and obtaining Leadership in Energy and Environmental Design (LEED) Silver certification.



State Armory New North Facina Window

Agency Budget Detail: Capital Development Board

PUBLIC HEALTH LABORATORIES

The fiscal year 2026 proposed budget includes reappropriations of \$283.4 million for construction of a DPH laboratory in the Chicago region and reconstruction of the Carbondale laboratory. DPH laboratories in Chicago and Carbondale have reached the end of their useful lives. Some of the deficiencies at both locations include a significant lack of storage, increased maintenance needs, and inadequate space to perform necessary testing. The Chicago laboratory project will include a Biosafety Level (BSL) 3 testing facility, which will allow for the testing of biohazards such as ricin toxin, brucella, and anthrax. Level 3 site selection is currently underway.

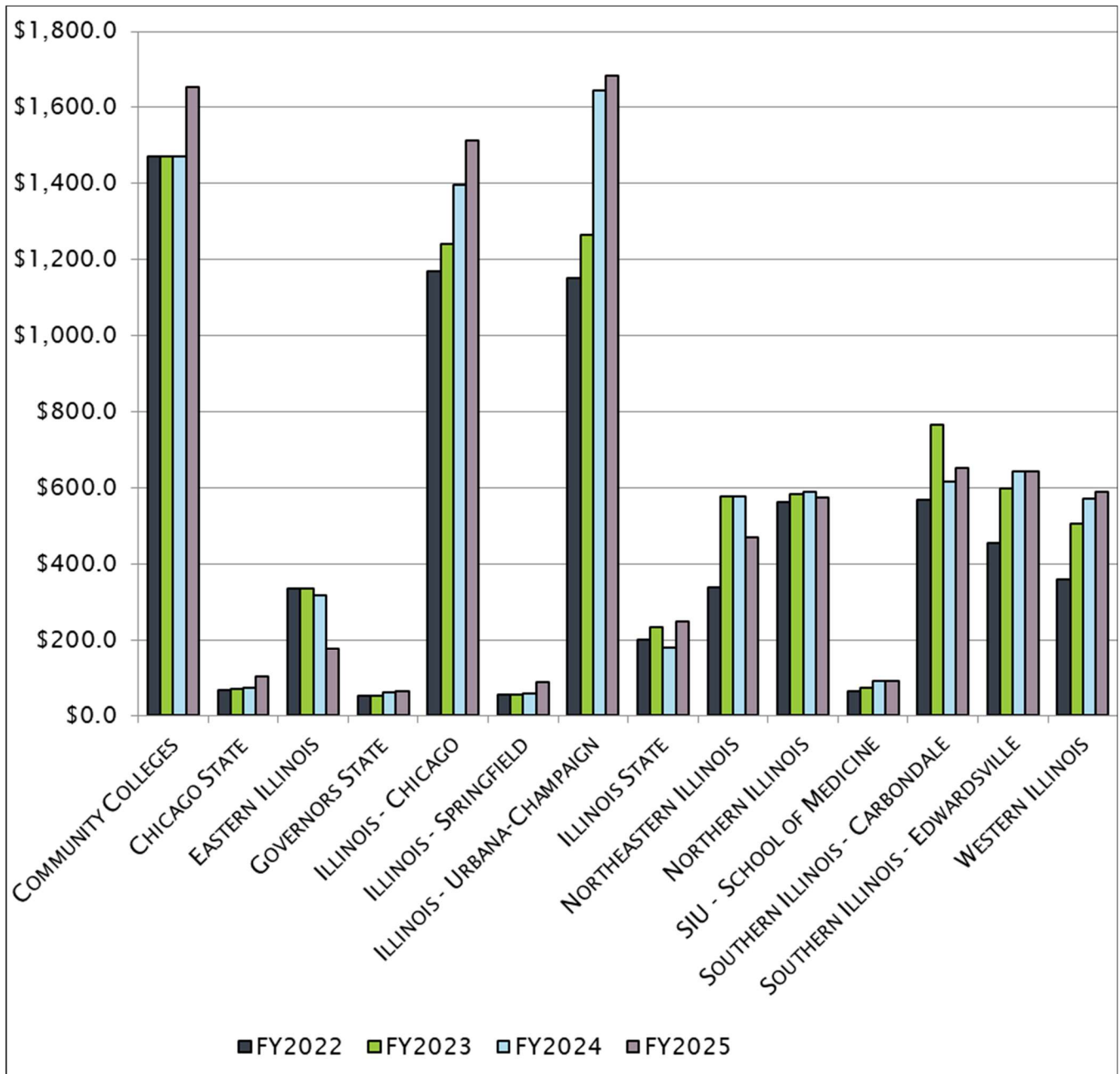
Public health laboratories perform diagnostic testing, disease surveillance, and emergency response support. The State laboratories also provide support to external laboratories and healthcare facilities that may need testing and technical assistance. The State laboratories support local laboratories by working together to maximize resources during a public health emergency. The new facilities will expand testing for infectious diseases.

INVESTMENTS IN EDUCATIONAL FACILITIES

CDB works with the Illinois Board of Higher Education (IBHE) and the Illinois Community College Board (ICCB) to address capital needs at the State's public universities and colleges. The estimated deferred maintenance backlog for these institutions is nearly \$8.6 billion. Exhibit 3 shows higher education maintenance capital needs by fiscal year as reported by the colleges and universities.

Agency Budget Detail: Capital Development Board

EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2022-2025 (\$ MILLIONS)



Note: Due to the multiyear nature of capital projects, declines in the accrual of statewide deferred maintenance from the increased investment levels of Rebuild Illinois are anticipated to begin in the later years of the plan as projects released in the first years of Rebuild Illinois reach completion.

Agency Budget Detail: Capital Development Board

REBUILD ILLINOIS EDUCATIONAL FACILITY PROJECT DETAILS

Investments in educational facility infrastructure are investments in the State’s future. CDB continues to manage and fund initiatives around the State to improve and construct facilities at public colleges and universities.

CDB-Managed Project Snapshot - Educational Facilities*		
(\$ thousands)		
Institutions	Estimated Budget	Count
Chicago State University	\$ 106,385	16
Eastern Illinois University	\$ 146,509	3
Governors State University	\$ 14,679	3
Illinois State Board of Education	\$ 21,567	1
Illinois Board of Higher Education	\$ 22,499	3
Illinois Community College Board	\$ 602,396	80
Illinois State University	\$ 108,149	4
Northeastern Illinois University	\$ 129,120	6
Northern Illinois University	\$ 139,953	6
Southern Illinois University (SIUE, SIUC)	\$ 236,590	14
University of Illinois (UIC, UIUC, UIS)	\$ 862,114	17
Western Illinois University	\$ 149,326	5
Total	\$ 2,539,290	158
Note - Columns may not add due to rounding.		
*As of December 2024		

Agency Budget Detail: Capital Development Board

Fiscal Year 2026 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Totals
Bonded			
Build Illinois Bond Fund	\$ -	\$ 1,011,150.3	\$ 1,011,150.3
Capital Development Fund	\$ 208,000.0	\$ 7,964,433.6	\$ 8,172,433.6
School Construction Fund	\$ -	\$ 317,727.0	\$ 317,727.0
Pay-as-you-go			
Capital Development Board Contributory Trust fund	\$ -	\$ 58,519.1	\$ 58,519.1
Rebuild Illinois Projects Fund	\$ 50,000.0	\$ 48,000.0	\$ 98,000.0
Total	\$ 258,000.0	\$ 9,399,829.9	\$ 9,657,829.9

Fiscal Year 2026 Recommended New Appropriations for the Capital Development Board (\$ thousands)

Project Description	FY 2026 Recommended New Appropriations
Capital Development Fund	208,000.0
Planning, Design, and Completion of Demolition Projects	150,000.0
Adeline Jay Geo-Karis Illinois Beach State Park	58,000.0
Rebuild Illinois Projects Fund	50,000.0
Planning, Design, and Completion of Demolition Projects	50,000.0
Total	258,000.0

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Agency Budget Detail: Department of Commerce and Economic Opportunity

DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

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Illinois
Department of Commerce
& Economic Opportunity

MAJOR RESPONSIBILITIES AND MISSION

The Department of Commerce and Economic Opportunity (DCEO) is the State's lead economic development agency. DCEO partners with businesses, entrepreneurs, economic development organizations, local governments, and community organizations to improve the quality of life for the residents of Illinois. DCEO seeks to advance the State's economy and improve the State's competitiveness in the global economy by expanding access to opportunities for people of color, low-income individuals, and other underserved communities, as well as by developing and retaining workforce talent in response to employer needs.

FIVE-YEAR PLAN

The department's five-year plan advances the goals of the Rebuild Illinois capital plan and aligns with the Governor's five-year economic plan, *Open for Business: Illinois' 2024 Economic Growth Plan*.¹ Under these plans, DCEO will focus on improving customer service, strengthening the Illinois workforce, supporting small businesses, and catalyzing growth in six targeted industries: agriculture and agriculture technology, energy, information technology, manufacturing, life sciences and healthcare, and transportation and logistics.

DCEO's five-year plan lays out funding for programs that will grow the Illinois economy, build critical infrastructure, and invest in Illinois' workforce. The department's plan will help prepare the next generation of workers by investing in Illinois residents to build capacity and provide the opportunity to develop specialized skills in advanced manufacturing, clean energy, and other growth industries. The department will also provide capital investments to equip businesses owned by people of color and community anchors with the resources to create jobs, build scale and capacity, increase revenues, and expand regionally.

FISCAL YEAR 2026 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The proposed budget continues investments to expand commercial corridor revitalization and business development efforts to help support job creation and stimulate economic activity throughout Illinois. The proposed capital budget provides \$6.2 billion in funding for existing projects and \$440.2 million for new priority projects statewide, strengthening the Illinois workforce, supporting small businesses, and catalyzing growth in the six targeted industries identified in the Governor's economic plan. This chapter contains more information on the major DCEO capital programs in the proposed budget, including:

- \$200.0 million in new appropriation authority for site development projects;
- \$301.2 million in continued appropriations for quantum related investments;
- \$217.0 million in continued appropriations for Connect Illinois broadband deployment;
- \$75.0 million in new appropriations for DCEO's prime sites business development programs;
- \$50.0 million in additional funding for the Rebuild Illinois Enterprise Grant Program;
- \$50.0 million in new appropriations for the Illinois Works Pre-Apprenticeship Program;
- \$30.0 million in new appropriations for the Tech Innovation Hubs;

¹[Open for Business: Illinois' 2024 Economic Growth Plan](#)

Agency Budget Detail: Department of Commerce and Economic Opportunity

- \$24.0 million in new appropriations for Manufacturing Training Academies;
- \$7.7 million in new funding for the Illinois Fermentation and Agriculture Biomanufacturing (iFAB) Tech Hub;
- \$2.0 million in new funding for the National Science Foundation Great Lakes Water Innovation Engine; and
- \$1.5 million in new funding for the Made in Illinois small and mid-size business grant program.

AGENCY PROJECT DETAIL

SITE DEVELOPMENT INVESTMENTS

The proposed fiscal year 2026 capital budget includes \$200 million in new site readiness funding. Many locations across the State are poised to be used for either economic or residential development but lack the necessary funding to be repurposed. DCEO will partner with local communities and private businesses to identify vacant or unused property in need of site readiness funding to transform them into sites ready for development. The department anticipates that site readiness funds and an estimated additional local match of \$22.5 million will generate private investment of up to \$4.7 billion.

DCEO funding will be provided for the following:

- Creating new notices of funding opportunities for communities proactively engaging in site readiness activities;
- Supporting business attraction efforts, including meeting project-specific site readiness infrastructure needs;
- Addressing timelines to make sites energy-ready; and
- Making competitive Regional Site Readiness funds available to invest in project-ready sites.

QUANTUM AND FUTURE MANUFACTURING

Building on a \$500 million appropriation from fiscal year 2025, the Quantum Development Capital Program positions Illinois as an industry leader in next-generation quantum research, development, commercialization, and advanced manufacturing. Building a quantum campus and shared facilities will bring billions of dollars of private investment to Illinois and create jobs. This investment will push Illinois to the forefront of quantum solutions and create both the first industrial-scale quantum computing facility and the first quantum campus in the country, solidifying Illinois as the leader in quantum innovation.

Quantum funding includes approximately \$100 million in bonded capital to continue supporting the infrastructure and site development for a world-class quantum campus in Illinois. The State is backing the creation of the 128-acre Illinois Quantum and Microelectronics Park (IQMP) at the former U.S. Steel South Works site on the South Side of Chicago. The state-of-the-art IQMP will include quantum, microelectronics and affiliated industries and suppliers; workforce development facilities; and cryogenic facilities essential for research and development in next-generation microelectronics and quantum technologies. The IQMP will serve as a quantum computing proving ground and microelectronics research and development center, and will attract private investment, federal funding, and research partnerships, driving technology-based economic development and job creation in the State of Illinois.

The IQMP's first announced anchor tenant, PsiQuantum, is working to build the world's first fault-tolerant quantum computer and investing \$1 billion in Illinois. The IQMP will also house the National Quantum Algorithm Center. The center will provide the private sector, the public sector, and academia a place to collaborate to build the algorithms and software needed to solve the complex problems and challenges that face society. IBM's next generation, modular quantum computer will be located at the Center.

Agency Budget Detail: Department of Commerce and Economic Opportunity

DCEO will use approximately \$200 million in bonded capital to advance the momentum of Illinois' existing quantum community by building a shared cryogenic facility for research and development and the necessary infrastructure for a world-class quantum campus. Fortune 500 companies and startups in quantum computing will be able to co-locate with federal research offices, national laboratories, universities, and other private businesses at the quantum campus. The campus will result in commercialization opportunities for Illinois' entrepreneurs, making Illinois even more desirable for private investment and federal funding and attracting leading global technology companies.

In order to aggressively compete for quantum-related federal funding opportunities, approximately \$200 million in bonded capital will serve as the State's match for these awards that will be made available to states over the next 10 years. Illinois will be required to provide matching capital when applying for these competitive federal opportunities, such as the National Advanced Packaging Manufacturing Program and the CHIPS Manufacturing USA Institute. Leveraging these state matching funds, DCEO has secured a first-of-its-kind partnership for the State of Illinois: the IQMP will be home to the federal Defense Advanced Research Projects Agency's (DARPA) Quantum Proving Ground (QPG). This partnership establishes the QPG program to test and evaluate utility-scale quantum computers for economic and commercial applications. It will spur participating companies to establish operations and create jobs in Illinois.

CONNECT ILLINOIS

The Connect Illinois Broadband Grant Program is a critical investment central to the Governor's economic plan to revitalize the Illinois economy. With additional new federal opportunities, the Connect Illinois program will invest over \$1 billion in affordable, high-performance, and fully scalable last-mile broadband connectivity to every home, business, and community anchor institution in the State.

To date, the State has awarded over \$387 million to Connect Illinois grantees. This includes over \$240 million from the U.S. Department of Treasury's Capital Projects Fund, \$101 million in Rebuild Illinois funds, and \$46 million in other state funds, plus \$3 million in U.S. Department of Agriculture congressionally directed spending through a ReConnect Grant for the Hopkins Park and Pembroke Township communities. Across nearly 80 projects, Connect Illinois Rounds 1, 2, and 3 will connect more than 45,000 households, farms, businesses, and community institutions. This includes a recent \$359 million investment in 62 Round 3 projects across 20 unique grantees. To date, 18 Round 1 and 2 projects are complete, deploying high-speed internet to more than 6,444 locations.

Illinois will build on these milestones through the Infrastructure Investment and Jobs Act (IIJA) Broadband Equity Access and Deployment (BEAD) Program, a historic \$1 billion opportunity to connect all unserved and underserved households and community anchor institutions to high-speed broadband.

REBUILD ILLINOIS DOWNTOWNS AND MAIN STREETS

The historic Rebuild Illinois Downtowns and Main Streets Capital Program represents the largest-ever Rebuild Illinois investment focused on community revitalization. The program is funded by bond proceeds, pay-as-you-go financing, and ARPA State and Local Fiscal Recovery Funds allocations. The combination of funding sources allows the department to invest in business incubators, community grocery stores, historic building revitalizations, and other essential infrastructure improvements. These investments will play a vital role in economic development and strengthen commercial corridors for generations to come. The proposed fiscal year 2026 capital budget reappropriates \$24.2 million to continue supporting development in Illinois downtowns.

The fiscal year 2026 capital plan includes \$2.4 million to the City of Quincy for transformation of the 6th Street Promenade in Quincy's historic downtown. Grant funds will be utilized to improve the driving surface, create larger and more accessible sidewalks, and enhance the lighting and landscaping to create a large city feel in the downtown area.

The Rebuild Illinois Downtowns and Main Streets Capital Program also includes \$1.9 million to complete

Agency Budget Detail: Department of Commerce and Economic Opportunity

the City of Greenville’s Downtown Plaza. The design for the plaza will include a pavilion to accommodate musical and theatrical events and outdoor seating for dining and public events. Greenville will also purchase the historic John H. Adams home via other funding sources to serve as a visitors’ center for the historic downtown business district and the public plaza. The visitors center will be made accessible for all with disabilities and will showcase Greenville’s history and attractions.

FILM INDUSTRY DEVELOPMENT

In fall 2023, DCEO announced a \$10 million grant opportunity to encourage capital investment in studio infrastructure that includes building soundstages and production support space. This investment will attract large-scale projects capable of securing high-impact feature films and series that generate significant year-over-year employment and business opportunities.

A \$5 million grant was awarded to The Fields Studios in Chicago, the first and only purpose-built soundstage facility in the entire Midwest. The Fields Studios is designed to support Chicago's film, television, and commercial productions at all levels. Since opening in spring 2024, it has hosted the television series *Mr. Throwback* for Peacock, season two of the Apple TV series *Dark Matter*, commercials, independent film projects, and large cultural events.



The Fields Studios



Half-airplane set at Flyover Film Studios

A \$1.1 million grant was awarded to Flyover Film Studios in Rantoul to build new sets, including a half-airplane set. Since being awarded the grant, three film projects (*The Rider*, *An Untitled Tornado Documentary*, and *Tears to a Glass Eye*) have been filmed at Flyover Film Studios. The productions also based their office and support facilities out of Flyover Film Studios.

A \$3.8 million grant was awarded to Fresh Films, which has been working closely with the City of Rock Island and other local partners to convert two historic spaces into a film studio and training center. Construction will begin in 2025. Recent productions include the Avati Brothers feature *The Backyard*, as well as two episodes of the streaming series *#JobGPS* in western Illinois.

TECH HUBS

The proposed fiscal year 2026 budget includes \$30 million for new capital investments in tech innovation hubs. This new funding will allow for the establishment of new space to combine research, public-private partnerships, entrepreneurship, and workforce training programs to spur economic development regionally and throughout the state.



iFAB Tech Hub at UIUC

The proposed fiscal year 2026 budget includes \$7.7 million for the Illinois Fermentation and Agriculture Biomanufacturing (iFAB) Tech Hub at the University of Illinois at Urbana-Champaign (UIUC). iFAB will scale precision fermentation to convert underutilized corn feedstocks into high-value and customized alternative proteins, food ingredients, and other materials. By leveraging its regional assets in corn and soy feedstocks, food processing infrastructure, and research leadership, the iFAB Tech Hub will provide a domestic biomanufacturing testbed through the development and deployment of multi-use demonstration capacity and equipment for biomanufacturing innovators while also training a skilled workforce.

Agency Budget Detail: Department of Commerce and Economic Opportunity

PUBLIC INFRASTRUCTURE GRANTS

Well-functioning infrastructure is a prerequisite to a growing economy. DCEO makes grants available to strengthen and modernize public infrastructure, such as sewer and water mains, roads and bridges, and public transportation. DCEO selects and prioritizes projects with the potential to support regional economic growth, identifying how proposals align with the Governor’s five-year economic plan and broader economic development strategies.

Public infrastructure grants provide dollars to local governments, school districts, and community-based providers for a wide variety of infrastructure improvements that benefit the public, encourage investment, and drive economic growth. The Rebuild Illinois Public Infrastructure (RIPI) program advances capital investments that will bring growth and opportunity to communities across Illinois. By addressing aging infrastructure, RIPI supports local economies by creating well-paying construction jobs.

The State is in the process of awarding \$8 million for a portion of costs associated with the implementation and oversight of renovations at the Collinsville Area Vocational Center (CAVC) and the construction of a second CAVC to be built on newly purchased land in Collinsville. The second facility will allow for the expansion of the Career and Technical Education Program. This program is a two-year public vocational training center for high school juniors and seniors. Students receive hands-on technical skills training in programs such as automotive repair, building trades, cosmetology, and welding. It is a cooperative program that also includes students from nine area high schools. In the 2023-2024 academic year, the program enrolled 540 students, but had to turn away over 175 students.



The proposed fiscal year 2026 budget includes \$24 million in new appropriation authority for Manufacturing Training Academies to establish cutting-edge facilities to train Illinois residents for high-demand careers in advanced manufacturing, including, but not limited to, roles in precision machining, industrial electricity and welding manufacturing, electric vehicle manufacturing, electric vehicle battery manufacturing, and energy storage manufacturing. These investments will ensure that Illinois continues to build a skilled workforce capable of meeting the growing needs of the manufacturing sector.

ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

The Illinois Works Pre-Apprenticeship Program, created by the Illinois Works Jobs Program Act, is tasked with increasing the number of apprentices and construction workers in the building trades from historically underrepresented populations in Illinois. Fiscal year 2026 provides \$50 million to the program to continue building a network of providers across the State to recruit, prescreen, and provide pre-apprenticeship skills training. Providers will structure pathways and manage the program as graduates transition from the pre-apprenticeship program to a full apprenticeship program.

Agency Budget Detail: Department of Commerce and Economic Opportunity

In January 2024, Chicagoland Prison Outreach and the Women’s Innovation Group became providers for the Illinois Works Pre-Apprenticeship Program, focusing on the southern Chicago suburbs. 80 enrolled participants are finalizing their training and will receive National Center for Construction Education and Research Core Construction certification, First Aid/CPR certification, and OSHA 10-Hour Construction certification. Graduates of the program have also received transition services including career information, assistance applying to U.S. Department of Labor registered apprenticeship programs of their choice, resume writing, and interview preparation.

Fiscal Year 2026 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	340,200.0	4,998,152.0	5,338,352.0
Capital Development Fund	0.0	50,537.1	50,537.1
Pay-as-you-go			
Illinois Works Fund	50,000.0	5,960.7	55,960.7
Rebuild Illinois Projects Fund	50,000.0	353,865.0	403,865.0
State CURE Fund	0.0	836,159.0	836,159.0
Total	440,200.0	6,244,673.8	6,684,873.8

Fiscal Year 2026 Recommended New Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Project Description	FY 2026 Recommended New Appropriations
Illinois Works Fund	50,000.0
Illinois Works Pre-Apprenticeship Program	50,000.0
Rebuild Illinois Projects Fund	50,000.0
RIP-B: Enterprise Fund	50,000.0
Build Illinois Fund	340,200.0
BI-B: Site Readiness	200,000.0
BI-B: Prime Sites	75,000.0
BI-C: Tech Innovation Hubs	30,000.0
BI-B: Manufacturing Training Academies	24,000.0
BI-C: iFAB	7,700.0
BI-B: NSF Great Lakes Innovation Engine	2,000.0
BI-B: Made in Illinois	1,500.0
Total	440,200.0

Agency Budget Detail: Department of Natural Resources

DEPARTMENT OF NATURAL RESOURCES

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MAJOR RESPONSIBILITIES AND MISSION

The Department of Natural Resources (DNR) oversees and manages a diverse range of programs addressing natural and cultural resources within Illinois. These responsibilities include: operation and management of the State's parks, trails, historic sites, and natural areas for preservation, interpretation, and recreation; waterway improvement and management for flood protection and reduction, dam safety, and navigation; regulation and reclamation of mining and oil and gas extraction operations; and oversight of various recreational and environmental grant programs assisting local entities to acquire and develop public parks, trails, open spaces, and natural areas.

FIVE-YEAR PLAN

As the steward of Illinois' natural, recreational, and cultural resources, DNR strives to not only fulfill its mission to protect and preserve these resources for present and future generations, but also seeks to demonstrate leadership and innovation in fighting climate change. The Rebuild Illinois capital plan created an opportunity for DNR to address a variety of natural and cultural resource projects throughout the State by providing over \$260 million for the department to begin new projects, expand existing programs, and issue grants for public museums, parks, and recreational facilities. Rebuild Illinois funding is also being used to expand water resources planning and management projects, to support state land acquisitions, and to enhance environmental and resource conservation programs.

With its [Climate Action Plan](#) (CAP), the department laid the foundation for achieving its goal of net-zero greenhouse gas emissions by 2050. The CAP addresses emission reductions across operations, buildings, and transportation; fosters renewable energy adoption; and bolsters the resilience of Illinois' natural resources against climate change. Key initiatives and significant achievements from CAP's first year of deployment include:

- Integrating Building Automation Systems into historic and key facilities to enhance energy tracking and efficiency;
- Incorporating sustainability practices throughout project scopes;
- Moving toward electrification of facility infrastructure through electric heat pumps for space and water heating;
- Procuring 100 percent renewable energy for all sites by 2050;
- Adopting sustainable groundskeeping practices (e.g., irrigation management techniques, reduced use of chemical fertilizers and pesticides, increased use of native plants);
- Installing electric vehicle charging stations at select sites; and
- Beginning geothermal energy assessments at Goose Lake Prairie and Volo Bog.

The department is also prioritizing accessibility and inclusivity in its parks and facilities. Capital improvements at various locations will address deferred maintenance, upgrades to utilities, and expansions of recreational opportunities, with the goal of enhancing visitor experiences while preserving Illinois' natural and cultural heritage. Ongoing projects aim to make state parks universally accessible, reassess ADA compliance at over 580 sites, and restore historic landmarks.

Agency Budget Detail: Department of Natural Resources

FISCAL YEAR 2026 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2026 budget includes reappropriations for outdoor grant projects, mined land reclamation projects, recreational trail projects, well plugging, and water resources programming. Additionally, new pay-as-you-go appropriations are included to enable the department to implement projects and programs that are integral to its mission and eligible for federal match or reimbursement.

The recommended budget reappropriates \$10 million for the Flood Mitigation Buyout Program, which is designed to acquire structures in flood-prone areas within floodplains. The department is actively negotiating agreements with various flood-prone communities and has approved approximately \$7 million in flood mitigation projects as of November 2024. Funded through the Rebuild Illinois Projects Fund, the program has significantly reduced repetitive flood damage claims and the costs of flood-fighting and rescue efforts, saving taxpayers millions of dollars in loss prevention.

The Open Space Lands Acquisition and Development (OSLAD) Grant Program is a reimbursement-based grant program that assists local governments in acquiring or developing public parks and open space areas to address the State's growing outdoor recreation needs. A total of \$35 million in new funding has been proposed for the OSLAD program for fiscal year 2026.

The department's trail development and enhancement programs provide state and federal funding for bicycle, multi-purpose, snowmobile, and off-highway vehicle trails through permanent improvements and grants. The programs include Bike Path Development Grants, which allocate \$1 million annually to support local governments in acquiring, developing, and renovating dedicated bicycle paths. Additionally, Snowmobile Local Government Grants provide \$120,000 annually through the Snowmobile Trail Establishment Fund to help local governments develop snowmobile trails and facilities.

In addition, the recommended fiscal year 2026 budget supports key projects such as the renovation of Adeline Jay Geo-Karis Illinois Beach State Park, the development of the Matthiessen State Park Annex, and upgrades at Starved Rock State Park.

The recommended budget includes new appropriations tied to the federal Infrastructure Investment and Jobs Act (IIJA), including \$75 million for abandoned mined lands reclamation projects. These funds will be used for grants and contracts addressing issues such as mine subsidence, runoff damages, and other public health, safety, and environmental hazards associated with abandoned mines.

The new federal administration has issued direction to review certain funding authorized under IIJA, which may delay or cancel certain federal funding that supports the State's capital plan. Many state investments are contingent on federal disbursements and these actions may restrain the State from advancing investments in these programs.

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2026 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund	0.0	73,115.5	73,115.5
Capital Development Fund	0.0	307,735.7	307,735.7
Pay-as-you-go			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	88,000.0	105,000.0	193,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	4,000.0	0.0	4,000.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	375.0	0.0	375.0
Coal Technology Development Assistance Fund	1,600.0	2,396.0	3,996.0
DNR Federal Projects Fund	-	1,500.0	1,500.0
DNR Special Projects Fund	-	37,055.2	37,055.2
Forest Reserve Fund	650.0	0.0	650.0
Illinois Forestry Development Fund	325.0	2,500.0	2,825.0
Illinois Habitat Fund	1,600.0	9,699.5	11,299.5
Illinois Wildlife Preservation Fund	500.0	2,500.0	3,000.0
Land and Water Recreation Fund	9,000.0	31,804.9	40,804.9
Natural Areas Acquisition Fund	6,000.0	21,712.9	27,712.9
Off-Highway Vehicle Trails Fund	350.0	991.8	1,341.8
Open Space Lands Acquisition and Development Fund	35,000.0	134,228.0	169,228.0
Park and Conservation Fund	15,250.0	37,750.0	53,000.0
Partners for Conservation Fund	-	1,000.0	1,000.0
Partners for Conservation Projects Fund	-	1,277.5	1,277.5
Plugging and Restoration Fund	-	33,840.3	33,840.3
Rebuild Illinois Projects Fund	1,000.0	49,485.8	50,485.8
Snowmobile Trail Establishment Fund	120.0	432.6	552.6
State Boating Act Fund	2,570.0	11,188.9	13,758.9
State Furbearer Fund	100.0	657.3	757.3
State Migratory Waterfowl Stamp Fund	800.0	1,254.6	2,054.6
State Parks Fund	150.0	879.6	1,029.6
State Pheasant Fund	550.0	5,001.6	5,551.6
Wildlife and Fish Fund	200.0	500.0	700.0
Total	168,140.0	873,507.7	1,041,647.7

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2026 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Program Description	FY 2026 Recommended New Appropriations
Abandoned Mined Lands Reclamation Council Federal Trust Fund	88,000.0
IIJA - Abandoned Mined Lands Reclamation	75,000.0
Statewide - Grants and Contracts to Conduct Research, Planning, and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	13,000.0
Abandoned Mined Lands Reclamation Set-Aside Fund	4,000.0
Statewide - For Research, Planning, and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	4,000.0
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
Coal Technology Development Assistance Fund	1,600.0
Statewide - Mine Rescue Stations	1,600.0
Forest Reserve Fund	650.0
Statewide - U.S. Forest Service Programs - Provides Pass-Through Payments to Counties Containing National Forests in Lieu of Property Taxes	650.0
Illinois Forestry Development Fund	325.0
Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners	25.0
Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners	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
Illinois Wildlife Preservation Fund	500.0
Statewide - Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
Land and Water Recreation Fund	9,000.0
Statewide - Outdoor Recreation Programs - 50 percent Federal Reimbursement Grant-in-Aid Program for State Outdoor Recreation Planning, Acquisition, and Development Initiatives and Grants to Local Units of Government	9,000.0
Natural Areas Acquisition Fund	6,000.0
Statewide - Acquisition, Preservation, and Stewardship of Natural Areas	6,000.0
Off-Highway Vehicle Trails Fund	350.0
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	350.0

Agency Budget Detail: Department of Natural Resources

Fiscal Year 2026 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Program Description, Continued	FY 2026 Recommended New Appropriations
Open Space Lands Acquisition and Development Fund	35,000.0
Statewide - Open Space Lands Acquisition and Development (OSLAD) Grants to Local Governments for Acquisition and/or Development of Land for Public Parks and Open Space - Reserve	35,000.0
Park and Conservation Fund	15,250.0
Statewide - Grants to Units of Local Government for Bicycle Path Grant Program - Funding Assistance up to 50 percent of Approved Project	1,000.0
Statewide - Multiple-Use Facilities and Programs for Park and Trail Purposes, Including Construction and Development, Supplies, Materials, Labor, Land Acquisition, Services, Studies, and All Other Required Expenses	1,000.0
Statewide - Multiple-Use Facilities and Programs for Conservation Purposes Including Repair and Maintenance, Rehabilitation, and Construction on DNR Sites	1,000.0
Statewide - Construction and Maintenance of State-Owned, Leased, and Managed Sites	10,000.0
Statewide - Acquisition, Development and Maintenance of Public Bike Paths on State Lands and to Provide Portion of Cost Share for Federal SAFETEA-LU Related Projects	750.0
Statewide - Development, Maintenance, and Other Related Expenses of Recreational Trails and Trail-Related Projects Authorized under the Federal Intermodal Surface Transportation Act	1,500.0
Rebuild Illinois Projects Fund	1,000.0
For Land Use Master Plan for Illinois Route 53 Expansion Land	1,000.0
Snowmobile Trail Establishment Fund	120.0
Statewide - Snowmobile Trails (Nonprofit Clubs/Organizations) - Grants to Construct, Maintain and Rehabilitate Snowmobile Trails and Facilities on Public Lands, Road Right-of-Ways, or Private Lands Open to Public Use	120.0
State Boating Act Fund	2,570.0
Grant to Chain O'Lakes - Fox River Waterway Management Agency for Operating Expenses	150.0
Statewide - Boat Access Area Development Grants - Assistance to Local Government Agencies for Public Boat and Canoe Access Areas	725.0
Statewide - Snowmobile Trails (Local Government) Grants	120.0
Statewide - Boating Infrastructure Grant Program (Big-P) - Up to 75 percent Funding for Approved Cost of Developing Transient Boater Storm Shelters, Way Stations, or Fishing and Recreational Facilities	75.0
Statewide - For Multiple-Use Facilities and Programs for Boating Purposes (Boating Access Facilities) - Up to 75 percent Federal Reimbursement of Costs for Projects	1,500.0

Agency Budget Detail: Department of Natural Resources

**Fiscal Year 2026 Recommended New Appropriations for the
Department of Natural Resources
(\$ thousands)**

Program Description, Continued	FY 2026 Recommended New Appropriations
State Furbearer Fund	100.0
Statewide - Conservation of Furbearing Mammals per Section 1.32 of the Wildlife Code	100.0
State Migratory Waterfowl Stamp Fund	800.0
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	250.0
Statewide - Migratory Waterfowl Restoration	250.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
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
State Pheasant Fund	550.0
Statewide - Conservation of Pheasants per Section 1.31 of the Wildlife Code	550.0
Wildlife and Fish Fund	200.0
North American Waterfowl Management Plan - for Protection and Development of Waterfowl Areas in Canada or the United States that Provide Waterfowl for the Mississippi Flyway	100.0
Statewide - Construction and Renovation of Waste Reception Facilities for Recreational Boaters and Grants Per Clean Vessel Act	100.0
Total	168,140.0

Agency Budget Detail: Illinois Department of Transportation

ILLINOIS DEPARTMENT OF TRANSPORTATION

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MAJOR RESPONSIBILITIES AND MISSION

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 roads and bridges, railways, airports, transit systems, waterways, and active transportation solutions, including bicycle and pedestrian options. The department's core mission is to provide safe and cost-effective transportation options throughout the State, which serves as the transportation hub of North America. The department annually produces a multiyear, multi-modal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

MULTIYEAR, MULTI-MODAL PLAN

The department is in the most productive period in its history, thanks to the passage of the historic, bipartisan Rebuild Illinois capital program in 2019. Even though Illinois is the sixth-largest state in the U.S. and claims one of the most extensive transportation networks in the country, the State had not passed a comprehensive capital program since 2009, leaving Illinois' infrastructure in dire shape.

At \$44.8 billion, with \$33.2 billion identified for transportation, Rebuild Illinois was the largest capital program in state history. The program ensured IDOT has the resources available to secure federal dollars dedicated for transportation for the foreseeable future. Rebuild Illinois was also the only capital program passed in Illinois to touch all modes of transportation: roads and bridges, freight and passenger rail, transit systems, bicycle and pedestrian facilities, ports and waterways, and airports.

In 2021, the federal Infrastructure Investment and Jobs Act (IIJA) was signed into law, making it the largest long-term infrastructure investment in the country's history. With its passage, Illinois expects to receive more than \$15.8 billion in combined infrastructure funding over the five-year program to invest across multiple modes of transportation. This includes an estimated \$9.8 billion for highway development with \$149.0 million for electric vehicle (EV) infrastructure and approximately \$475.0 million for projects to improve resiliency and reduce carbon emissions; \$1.4 billion for bridge replacement and repair; \$4.0 billion for public transportation improvements; and \$616.0 million for airport infrastructure development. These investments will continue to make life better for millions of Illinoisans, create jobs, provide substantial economic growth, and position Illinois to stay competitive in the 21st century.

IIJA also provides nationwide funding for other competitive transportation programs totaling approximately \$51.1 billion, including \$2.5 billion for EV charging and fueling infrastructure grants. IDOT will consider and pursue these funding opportunities as the federal government continues to issue guidance and programs take shape.

The new administration has issued direction to review certain funding authorized under IIJA, which may delay or cancel certain federal funding that supports the State's capital plan. Many state investments are contingent on federal disbursements and these actions may restrain the State from advancing investments in these programs.

Agency Budget Detail: Illinois Department of Transportation

FISCAL YEAR 2026 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2026 capital budget for IDOT totals \$28.8 billion, including \$5.7 billion in new appropriations and \$23.1 billion in reappropriations. Through Rebuild Illinois funding, IDOT is moving aggressively to preserve a safe and reliable transportation system. The department remains committed to growing Illinois' economy and improving the State's infrastructure.

IDOT recognizes the importance of state and local partnerships in delivering a safe and efficient transportation system. The State strives to promote a dynamic and effective working relationship with all local agencies. As state and local governments continue to receive an influx of federal funds, IDOT and other agencies are exploring how state resources and expertise could impact and improve local entities' ability to secure funding for key investments in transportation and other municipal infrastructure. By working together, the State and local partners are taking advantage of historic infrastructure funding opportunities to improve the lives of all residents.

In addition to the department's \$20.1 billion plan for roads and bridges, IDOT will deliver various multi-modal improvements across the State. The proposed fiscal year 2026 budget includes several new and reappropriated multi-modal transportation appropriations for mass transit, rail, aeronautics, and ports, including:

- \$3.9 billion in new and reappropriated funding to invest in mass transit, including downstate transit and the Regional Transportation Authority (RTA) projects;
- \$3.1 billion for freight and passenger rail, including \$1.0 billion in funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program, \$430.1 million for grade crossing protection;
- \$680.0 million for aeronautics projects;
- \$136.3 million for investments in ports, including the Alexander-Cairo Port District; and
- \$948.0 million for miscellaneous transportation projects.

PROPOSED HIGHWAY IMPROVEMENT PROGRAM

Federal guidelines require all states to develop a Transportation Asset Management Plan (TAMP). This plan must describe how the State's roads and bridges will be managed based on information about system conditions collected in the field, while making key strategic investments to address capacity needs in a financially responsible manner. IDOT's current asset management plan was certified by the Federal Highway Administration in 2023 and reflects the substantial investment being made through Rebuild Illinois and IJA. Projects included in IDOT's fiscal year 2025-2030 Proposed Highway & Multimodal Improvement Program¹ were identified based on the principles of asset management. The fiscal year 2026 annual improvement plan totals \$5.4 billion, with \$4.8 billion from pay-as-you-go funds and \$599.0 million from bond funds.

ROADS AND BRIDGES

Illinois is at the heart of the country's interstate highway system. This vast network includes coast-to-coast interstates I-80 and I-90, along with I-70 that extends from the east coast to Utah. These major corridors are joined by multiple north-south corridors, including I-39, I-55, and I-57, and additional east-west corridors such as I-24, I-64, I-72, and I-74.

Illinois has 2,185 miles of interstate, the third most of any state. In total, 15,905 miles of state highways and 7,871 bridges make interstate routes accessible across the entire State.

¹ <https://idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs/myip/publication.html>

Agency Budget Detail: Illinois Department of Transportation

INTERSTATE 80 FROM RIDGE ROAD TO U.S. 30

The I-80 project is replacing a more than 50-year-old infrastructure along a booming corridor for logistics and freight while adding multiple safety and capacity enhancements. It is also improving quality of life and creating thousands of construction and permanent jobs while positioning the region for long-term economic opportunity. At \$1.3 billion, it is the largest project and a cornerstone of the Governor's Rebuild Illinois capital program.

The bridges carrying both directions of the interstate over Hickory Creek, Richards Street, and Rowell Avenue/Canadian National Railroad were completed in fall 2024. This \$96 million investment kick-started the overall improvement to I-80.

Since the I-80 project started, bridges over I-80 on Shepley Road, River Road, Briggs Street, and Wheeler Avenue have been rebuilt, and interchanges reconstructed at Houbolt Road and U.S. 30. In spring 2024, crews broke ground to rebuild and widen 11 mainline miles. All bridges crossing I-80, except Shepley Road, include new or improved sidewalk and bicycle accommodations, which removes the interstate as a barrier for people who walk, bike, and roll.

Construction of the Des Plaines River bridges, Center Street, and U.S. 52/Illinois 53 (Chicago Street) interchanges will begin in 2026. Once substantially completed by the end of 2028, the overall I-80 project will have redesigned and rebuilt 16 miles from Ridge Road in Minooka to U.S. 30 in Joliet and New Lenox, while adding lanes or extending auxiliary lanes to improve safety and reduce congestion. Interchanges will be rebuilt or improved at I-55, Illinois 7, Center Street, Chicago Street, Richards Street, and Briggs Street, with a new flyover ramp linking southbound I-55 to westbound I-80 to improve traffic flow and safety. More than 30 bridges will be rehabilitated or replaced.

INTERSTATE 57/74 INTERCHANGE

Governor Pritzker broke ground in 2021 on a new-and-improved Interstate 57/74 interchange in Champaign-Urbana. The new interchange will feature two flyover ramps (eastbound I-74 to northbound I-57 and westbound I-74 to southbound I-57) to enhance traffic flow, safety, and efficiency. To increase capacity, a third lane is being added in both directions of I-74 between Prospect Avenue and Duncan Road.

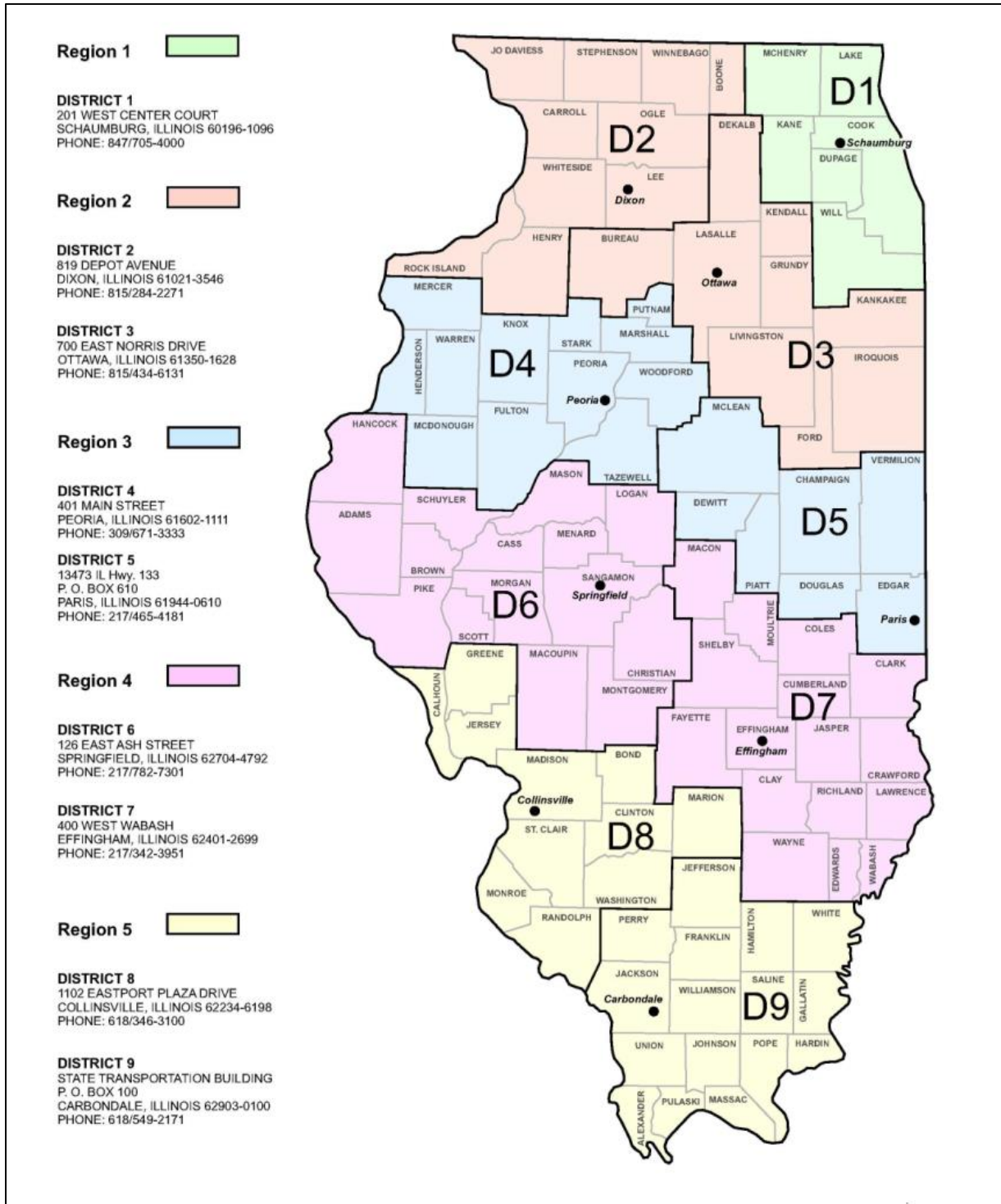
At \$251.8 million, it is the largest highway project in central Illinois and a cornerstone of the Governor's Rebuild Illinois capital program. Upon substantial completion in 2026, the new interchange will eliminate the merging, weaving, and slow speeds of the old interchange, resulting in improved traffic performance, reduced travel times, and fewer conflicts between vehicles.

In November 2024, the westbound-to-northbound ramp was reopened. Work on the eastbound-to-southbound ramp started in fall 2024 and will continue into 2025. Construction on the two flyover structures is progressing on the beams and deck to support the new ramps.

Agency Budget Detail: Illinois Department of Transportation

REGIONAL ROAD AND HIGHWAY PROJECT EXAMPLES

The following map and tables show the proposed and ongoing projects by region across the State:



Agency Budget Detail: Illinois Department of Transportation

ROAD AND BRIDGE PROJECT EXAMPLES

REGION 1

FY 2025 AND CONTINUING PROJECTS

- Reconstruction of I-190 from Bessie Coleman Drive to I-90 in Cook County.
- Improved interchanges at I-55 from Illinois 129 to Lorenzo Road in Will County.
- New interchanges on I-55 at Airport/Lockport Road and at Illinois 126 in Will County.
- Reconstruction, safety, and capacity improvements on U.S. 12/20 (95th Street) at Stony Island Avenue in Cook County.
- Reconstruction, safety, and capacity improvements on Illinois 47 from U.S. 14 to Illinois 120 in McHenry County.
- Multiple bridge replacements and drainage improvements on I-290 in Cook County.
- Reconstruction, safety, capacity, and access improvements on U.S. 52 between River and Houbolt roads in Will County.
- Bridge replacements and rehabilitation, capacity, and access improvements on U.S. 20 from Randall Road to Shales Parkway in Cook County.
- Reconstruction and widening of Illinois 31 from Illinois 120 to Illinois 176 in McHenry County.
- Reconstruction and widening of Illinois 60/83 from Illinois 176 to Canadian National Railroad in Lake County.
- Reconstruction, safety, capacity, and access improvements on Illinois 131 from Wadsworth Road to Sunset Avenue in Lake County.
- Intersection and drainage improvements, access management, and pedestrian and bicycle accommodations on Illinois 53/U.S. 52 (Chicago Street) from Patterson Road to Arsenal Road in Will County.
- Bridge replacements on I-55 at Illinois 50 and the Belt Railway Company of Chicago and Illinois 50 from 43rd Street to the Chicago Sanitary and Ship Canal in Cook County.

REGION 2

FY 2025 AND CONTINUING PROJECTS

- Interchange redesign and reconstruction at I-39/U.S. 20 (Harrison Avenue) in Winnebago County.
- Reconstruction of I-39 from the system interchange to the I-39 and U.S. 20 interchange in Winnebago County.
- Interchange reconstruction at I-39 and Illinois 38 in Ogle County.
- Reconstruction of Illinois 82, west of Union Street to west of Illinois 78 in Henry County.
- Road and bridge reconstruction on U.S. 20 from Mill Road to Kishwaukee River in Winnebago County.
- Reconstruction of Illinois 2 from Latham Road to Roscoe in Winnebago County.
- Reconstruction of Illinois 84 from Seventh Street to south of Poppy Garden in Henry County.
- Additional lanes and reconstruction along Illinois 71 between Illinois 126 in Yorkville to Orchard Road in Kendall County.
- Resurfacing I-80 from the Henry/La Salle County line to just east of Illinois 40 in Bureau County.
- Bridge replacement of I-180 over Bureau Creek south of the Illinois 26 interchange in Bureau County.
- Additional lanes and reconstruction along Illinois 47 between Kennedy Drive and Galena Road in Yorkville in Kendall County.
- Resurfacing of I-80 from Illinois 351 to Illinois 178 in LaSalle County.
- Bridge replacement of U.S. 52 over the Fox River in LaSalle County.
- Resurfacing of I-57 from the Ford County Line to Buckley in Iroquois County.

REGION 3

FY 2025 AND CONTINUING PROJECTS

- Bridge deck replacements and bridge rehabilitations, I-474 over Kickapoo Creek and BNSF Railroad east of I-74/I-474 interchange in Peoria County.
- Widening and resurfacing of Illinois 180 from Illinois 167 to U.S. 150 in Knox County.
- Widening and resurfacing of U.S. 67 from County Highway 3 (270th Avenue) to 210th Avenue in Warren County.
- Widening and resurfacing of Illinois 78/Illinois 97 from south of U.S. 24 to U.S. 136 in Fulton County.
- Bridge replacements on I-74 over Brimfield Road in Peoria County.
- Bridge deck replacement and bridge rehabilitation, U.S. 150 westbound (McClugage Bridge) over the Illinois River and Illinois 29 in Peoria County.
- Interchange reconstruction and bridge replacement on Illinois 8/Illinois 116 over the Tazewell & Peoria Railroad and Illinois 29 in Peoria County.
- Bridge replacements on I-74 over Illinois 17 west of Woodhull in Henry County.
- Resurfacing, accessibility improvements, and traffic signal modernizations on U.S. 51 from Gregory Street in Normal to Olive Street in Bloomington.
- Resurfacing and accessibility improvements on U.S. 150 from Oakland Avenue to Veterans Parkway in Bloomington.
- Reconstruction of the I-57/I-74 interchange in Champaign/Urbana.
- Bridge superstructure replacement on I-72 over the Norfolk Southern Railroad north of Monticello.
- Bridge replacement on I-72 at White Heath Road, 4.3 miles west of the Champaign County line.
- Reconstruction, accessibility improvements, and traffic signal replacement on Illinois 9 from North Center Street to Towanda Avenue in Bloomington.

Agency Budget Detail: Illinois Department of Transportation

REGION 4

FY 2025 AND CONTINUING PROJECTS

- Bridge replacement at U.S. 67 over the Illinois River at Beardstown in Cass and Schuyler counties.
- Bridge replacement at Illinois 106 over the Illinois River at Florence in Pike and Scott counties.
- Resurfacing of I-55 from Illinois 104 to the Glenarm interchange in Sangamon County.
- Resurfacing of I-72 from east of the Old U.S. 36 Interchange to west of U.S. 67 in Morgan and Scott counties.
- Resurfacing and reconstruction of Illinois 29 from Magnolia Street to U.S. 51 in Pana in Christian County.
- Reconstruction and additional lanes on Sixth Street from I-72 to Stevenson Drive in Sangamon County.
- Resurfacing of Illinois 104 from 12th Street to 38th Street in Quincy.
- Four-lane expressway construction on Illinois 97 from Veterans Parkway (Illinois 4) to Lincoln Trail/Old Covered Bridge Lane in Sangamon County.
- Bridge widening and deck replacement on I-55 over the Sangamon River in Sangamon County.
- Bridge replacements and interchange reconstruction on I-57 at Illinois 16 in Coles County.
- Bridge replacements on I-57 just south of the Neoga interchange and over U.S. 45 at the Neoga interchange in Cumberland County.
- Resurfacing of U.S. 51 from just north of Forsyth Road to I-72 in Decatur in Macon County.
- Bridge replacements at Illinois 1 at the Embarras River overflow north of U.S. 50 in Lawrence County.
- Pavement reconstruction and bridge replacement on I-70 from the abandoned railroad bridge at Altamont to just east of the Altamont interchange in Effingham County.
- Resurfacing of Illinois 16 from U.S. 45 in Mattoon to just east of Swords Drive in Coles County.
- Bridge replacement on I-72 over Illinois 121 and the Canadian National Railroad northwest of Decatur in Macon County.

REGION 5

FY 2025 AND CONTINUING PROJECTS

- Bridge replacement on I-270 over the Mississippi River in Madison County.
- Resurfacing I-255 from Illinois 15 to Illinois 157 in St. Clair County.
- Extension of Air Mobility Drive (Illinois 158) from Illinois 161 to Illinois 177 in St. Clair County.
- Superstructure replacement on SIUE North Access Road over the Norfolk Southern Railroad in Madison County.
- Bridge repair on I-55/70 over the CSX Railroad tracks in St. Clair County.
- Roundabouts construction on Illinois 3 at Delmar Avenue and Pierce Lane in Madison County.
- Resurfacing of Illinois 159 from Washington Street to south of Illinois 13/158 in St. Clair County.
- Resurfacing of I-55/70 from west of Illinois 203 to Canteen Creek in St. Clair and Madison counties.
- Resurfacing of I-64 from Illinois 157 to west of Greenmount Road in St. Clair County.
- Resurfacing of I-64 from west of Beaver Pond Creek to west of County Highway 11 in Washington County.
- Intersection improvement on Illinois 111 at Chain of Rocks Road in Madison County.
- Structural repairs to the Joe Page Bridge over the Illinois River in Greene and Calhoun counties.
- Reconstruction and widening of I-57 in Marion and Franklin counties.
- Interchange reconstruction at I-57 and Illinois 15 in Jefferson County.
- Bridge replacement on I-64 over Union Pacific Railroad and Casey Fork Creek just east of Illinois 37 in Jefferson County.
- Pavement replacement on westbound Illinois 13 between Wall and Marion streets in Carbondale in Jackson County.
- Additional lanes and bridge replacement on Illinois 13 from Spillway Road to Shawnee Trail across Crab Orchard Lake in Williamson County.
- Reconstruction of Illinois 14 from I-57 to Illinois 37 in Franklin County.
- Reconstruction of Illinois 37 from north of Wildcat Drive in Marion to Illinois 148 in Williamson County.
- Roundabout construction at Illinois 148 and Old Illinois 13 in Williamson County.

RAIL

Illinois is at the center of the nation's rail network and has a comprehensive rail system consisting of approximately 10,000 miles of track. In all, 40 railroads provide service from Illinois to every part of the United States. Chicago is the largest U.S. rail gateway with over 1,300 freight, passenger, and commuter trains passing through the region every day.

PASSENGER RAIL EXPANSIONS - IMPROVING SERVICE AND CAPACITY

Through Rebuild Illinois, IDOT will make several important investments in intercity passenger rail. Improvements include additional funding of \$225 million for the Chicago-to-Quad Cities passenger rail expansion, \$275 million for the Chicago-to-Rockford passenger rail expansion, \$100 million for capacity improvements on the existing Chicago-to-Carbondale corridor, and \$122 million to support Springfield's 10th Street Rail Improvements Project, which recently received a \$157 million federal award to complete the project.

Agency Budget Detail: Illinois Department of Transportation

CHICAGO REGION ENVIRONMENTAL AND TRANSPORTATION EFFICIENCY (CREATE)

The Chicago Region Environmental and Transportation Efficiency (CREATE) program is a public-private partnership between the U.S. Department of Transportation (U.S. DOT), IDOT, the City of Chicago, Cook County, Metra, Amtrak, and the nation's freight railroads. CREATE's mission is to improve the safety and efficiency of the region's passenger and freight rail infrastructure to achieve travel and operational benefits while advancing local quality of life by reducing traffic delays, increasing safety, and improving air quality.

Rebuild Illinois allocated \$492.0 million to CREATE. These funds will be programmed by IDOT and the CREATE partners to help further leverage federal and local dollars and continue the advancement of this important program. Since its inception, more than \$2.5 billion in funding has been allocated to CREATE from federal, state, local, and private sources.

Of the 70 projects in CREATE, 34 are complete, 8 are under construction, 4 are in the final engineering phase, 6 are in the preliminary engineering phase, and 18 have yet to begin.

Highlights include:

- The Forest Hill Flyover, a \$380.0 million project that will eliminate a rail conflict point that impacts more than 60 trains daily, is scheduled to be completed in 2025.
- Ogden Junction, a \$170.0 million investment that is under design, will improve almost two miles of the Union Pacific line and modernize several viaducts.
- The 65th Street and Harlem Avenue and Belt Railway of Chicago grade separation project, which recently received a \$43.1 million federal award from the Rail Crossing Elimination Grant Program, is currently in the design phase.
- The 80th Street Junction replacements, which recently received National Infrastructure Project Assistance (Mega) program and Infrastructure and Rebuilding America (INFRA) grants totaling \$291.2 million, will make improvements along a three-mile elevated rail corridor on Chicago's South Side. This is currently in the design phase.

NORTHEASTERN ILLINOIS TRANSIT

The Regional Transportation Authority (RTA) oversees the transit service boards in Northeastern Illinois: the Chicago Transit Authority (CTA), Metra, Pace Suburban Bus, and Pace Americans with Disabilities Act (ADA) Paratransit. The RTA regional system serves approximately one million riders, including riders with disabilities and older adults, each weekday in 6 counties with 7,200 transit route miles throughout the region.

Project highlights include:

- Replacement of cross ties, switch ties, and ballast on Metra's Milwaukee District, Metra Electric, Rock Island District, and SouthWest Service lines have begun. Completion is anticipated in fiscal year 2026.
- Pace Pulse Halsted Street construction, including stations, vertical markers, and other elements of the nine-mile corridor is anticipated to start in fiscal year 2027.

CHICAGO TRANSIT AUTHORITY

Rebuild Illinois allocated \$25 million to the Chicago Transit Authority (CTA) to aide in the Red Line Extension (RLE) project. With the RLE, the CTA has committed to connecting people and investing in neighborhoods. The RLE is a 5.5-mile project that will extend the Red Line from 95th Street and the Dan Ryan Expressway to 130th Street. The project also includes four new, fully accessible stations that will feature bus, bike, pedestrian, and park-and-ride facilities. The total project is estimated to cost \$2.9 billion.

The CTA will also utilize more than \$40 million via Rebuild Illinois for infrastructure and safety renewal on elevated tracks and structures. The funding will be used to replace aged traction power distribution

Agency Budget Detail: Illinois Department of Transportation

systems, which will decrease the possibility of power shutdowns and service disruptions. This improvement will also eliminate slow zones. The funding will be used to replace aging and deteriorating substation facilities and repair defective tracks and structures to improve safety and promote reliable service.

METRA

Rebuild Illinois provides more than \$443 million to upgrade the Metra fleet. The project involves the purchase of up to 500 bi-level commuter cars. The new cars will feature improved air quality through an advanced HVAC system, greater connectivity, and modern, comfortable seating. The cars will also be accessible to riders with disabilities. Metra will retire the oldest cars in the fleet and replace them one-for-one with the new cars.

Five stations along the Metra Electric line will be rehabilitated through projects utilizing more than \$103 million from Rebuild Illinois. The 111th Street, 95th Street/Chicago State University, 103rd Street, 87th Street, and 79th Street stations will receive replacements or rehabilitations of station platforms, new lighting, headhouse rehabilitation, roof replacements, warming shelters, platform amenities, and other related work. The project is part of Metra's ongoing effort to bring its stations into compliance with the requirements of the Americans with Disabilities Act of 1990.

Metra plans include a bridge replacement at the 78th Street entrance and additional funding to the ongoing bridge replacement program. The program calls for Metra to replace up to five bridges per year. Specific bridge replacement project locations are to be determined based on priority needs, annual bridge condition inspections, bridge sufficiency ratings, and the potential for bundling multiple bridge replacement projects into one construction contract procurement. For the upcoming fiscal year, Metra has budgeted a combined total of \$13.8 million to the program. In addition, Metra has developed plans for the Rock Island Intercity Improvement Project that will establish a third mainline track on the Rock Island Line as well as various other improvements between 17th Street and Joliet.

PACE SUBURBAN BUS

IDOT is supporting Pace, the suburban bus division of the Regional Transportation Authority, on multiple projects. Pace public transportation services offer transit options for the residents of 284 municipalities in Cook, Will, DuPage, Kane, Lake, and McHenry counties and serves tens of thousands of daily riders. It is one of the largest bus services in North America and covers 3,677 square miles.

Rebuild Illinois provides more than \$6 million for Pace's installation of accessible concrete pads throughout its service area. Pace has committed to providing safe and accessible bus stops to the riding public. The project is a crucial first step in Pace's long-term aim to continue to provide excellent public transit with cleaner and more accessible bus stops.

Pace, through its ReVision initiative, is rethinking its entire service network by building on accessibility and productivity, among other principles. The initiative was born from Pace's Driving Innovation Strategic Plan, which will reimagine Pace bus and on-demand services. ReVision will allow Pace to adjust to meet the needs of the traveling public.

Pace's North Division garage will be expanded and renovated to better serve the existing fleet and prepare for electric buses. The building's electrical system will be upgraded, with an expansion of the bus storage area and installation of chargers for approximately 60 electric buses. Other benefits include reinforcement of the current infrastructure by steepening the roof and additional training for operators and mechanics. Additionally, this project will modernize offices at the facility.

Agency Budget Detail: Illinois Department of Transportation

AERONAUTICS

The Illinois aeronautics system consists of more than 825 landing facilities. These facilities include commercial, reliever, and general aviation airports, private landing areas, and hospital heliports.

The IDOT Division of Aeronautics regulates and supervises all matters involving the development of any public air navigation facility under the authority of the Illinois Aeronautics Act. Development of a public air navigation facility may include the design, establishment, construction, extension, operation, improvement, repair, or maintenance of an airport. IDOT administers the federal Airport Improvement Program through a cooperative Memorandum of Agreement with the Federal Aviation Administration (FAA). Overall, the department manages between 100 and 120 grants totaling approximately \$250 million annually. However, as a result of the passage of IJA, annual funding has increased significantly to \$600 million and will be maintained at this level through fiscal year 2026.

Rebuild Illinois includes \$150 million for airport improvements to be undertaken in accordance with the Illinois Aeronautics Act and other applicable state statutes. The Illinois Aviation System has a growing backlog of needed improvements and the planning, design, letting, and construction process for airports is inherently complex. IDOT will distribute Rebuild Illinois funding through a competitive capital improvement grant program to support needed improvements. The department issued a call for airport projects in 2021, and 165 applicants responded. In late 2021, \$89 million was released for 95 projects statewide.

IJA funding for airports through the Federal Aviation Administration is also available now for various infrastructure projects and will be allocated through fiscal year 2026. The funding will provide upgrades to various air traffic control towers owned by the FAA, as well as those owned by airports and staffed via contract. In addition, it will provide upgrades to various terminal buildings for both commercial service and general aviation airports. Lastly, the new program will provide yearly allocations to all public-use airports designated by the FAA to create new projects or supplement funding for existing projects for pavement and infrastructure needs, similar to the existing Airport Improvement Program funding.

CRAWFORD COUNTY AIRPORT, ROBINSON

A devastating tornado destroyed the Crawford County Airport in Robinson in 2023. Total construction cost for the new terminal building and aircraft hangar is \$5.4 million. The airport received a \$3.8 million grant through the IJA Airport Terminal Program. The remaining \$1.6 million is made up of other federal, state, and local funding. The money will be used to construct a new 6,300-square foot, ADA-compliant and climate change-resilient terminal. A solar array included in the project will make the terminal net zero. The ground-breaking ceremony was held in November 2024 and construction is expected to be completed in fall 2025.

MORRIS MUNICIPAL AIRPORT, MORRIS

Morris Municipal Airport is a general aviation airport in Grundy County. It has approximately 62 based aircraft and over 42,000 operations per year. As part of the Rebuild Illinois Airport Capital Improvement Program, a new crosswind Runway 7/25 is being constructed. The \$14.7 million project will help to relieve congestion and improve safety. The environmental assessment and design engineering is complete. The project is expected to be constructed in summer 2025.

EFFINGHAM COUNTY REGIONAL AIRPORT, EFFINGHAM

The Effingham County Regional Airport is a general aviation airport in Effingham County. As part of the Rebuild Illinois Airport Capital Improvement Program, an extension is being constructed to the primary Runway 11/29. Over the past ten years, the Effingham County Regional Airport has seen a significant increase in regional jet traffic. The runway extension project will allow larger aircraft to utilize the airport while improving overall safety. A groundbreaking ceremony took place in fall 2024 and construction is expected to be completed in summer 2025.

Agency Budget Detail: Illinois Department of Transportation

DOWNSTATE TRANSIT

REBUILD ILLINOIS TRANSIT CAPITAL GRANT PROGRAM

IDOT's Rebuild Illinois Transit Capital Grant Program consists of a variety of projects, from construction, rehabilitation, and renovation of facilities to bus and other equipment purchases. Construction projects include bus storage facilities, multi-modal stations, and administrative and dispatch facilities. Rebuild Illinois provides approximately \$350 million for capital improvements to support downstate public transit systems.

Highlights include:

- Construction of the new administration and maintenance facility in Boone County is estimated to begin in fiscal year 2025 and to be completed in fiscal year 2027.
- Six 40-foot expansion buses for the City of DeKalb have been ordered with delivery anticipated in fiscal year 2026.
- Land has been acquired for the new Sangamon Mass Transit District transfer center and estimated completion is in fiscal year 2028.

WATERWAYS

Illinois has 1,118 miles of navigable waterways that either border or pass through the State. These waterways connect the State to both the Atlantic Ocean (through the Great Lakes and the St. Lawrence Seaway) and the Gulf (via the Mississippi).

The Illinois waterways system includes 19 public port districts and more than 450 private terminals along the Illinois, Kaskaskia, Ohio, and Mississippi rivers, as well as the Chicago Area Waterway System and Lake Michigan. The system is vital to Illinois, transporting 108 million tons of goods annually and contributing an estimated \$36 billion to the State's economy.

IDOT is embracing the economic significance and advantages of marine transportation, exploring opportunities that promote these ports, navigable waterways, the Great Lakes, and intermodal landside infrastructure that allows movement of materials to, from, and on water.



Illinois International Port District

The Rebuild Illinois program included \$150 million for public port districts, demonstrating the State's commitment to support this economic driver in Illinois. The first project utilizing these funds is a \$40 million public-private partnership to build a new inland port in the Alexander-Cairo Port District. The remaining \$110 million will fund the Port Facilities Capital Investment Grant Program announced in 2021. In 2022, Governor Pritzker announced the award of \$108 million in funding for 12 projects at 8 port districts. Selected on a competitive basis, the projects include rehabilitating port dock walls, improving railroad tracks, and constructing a new terminal facility. The projects are at different stages of completion.

Agency Budget Detail: Illinois Department of Transportation

Highlights include:

- America's Central Port District is selecting a consultant for its climate action plan in fiscal year 2025.
- Chicago Iroquois Landing's transit shed roof replacement will be complete in early fiscal year 2026 and the environmental and preliminary engineering for the dock wall replacement will start in spring 2025.
- A master planning study is currently underway at the Cairo International Port Terminal facility at the Alexander-Cairo Port District.
- The Madison Harbor sediment reduction project is anticipated to be complete in fiscal year 2026 and Granite City Harbor track improvements are anticipated to be complete in fiscal year 2025.
- Final design of the reconstruction of a dock wall at Waukegan Port District is underway with construction estimated to be complete in fiscal year 2026 or 2027.

Fiscal Year 2026 Recommended Appropriations for the Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Transportation Bond, Series A Fund	0.0	3,829,120.5	3,829,120.5
Transportation Bond, Series B Fund	0.0	1,126,074.4	1,126,074.4
Transportation Bond, Series D Fund	0.0	158,064.2	158,064.2
Multi-Modal Transportation Bond Fund	0.0	3,095,919.2	3,095,919.2
Pay-as-you-go			
Downstate Mass Transportation Capital Improvement Fund	0.0	138,299.6	138,299.6
Downstate Transit Improvement Fund	60,000.0	235,826.0	295,826.0
Federal High Speed Rail Trust Fund	0.0	639,007.0	639,007.0
Federal Mass Transit Trust Fund	73,000.0	182,398.5	255,398.5
Federal/State/Local Airport Fund	150,000.0	377,345.8	527,345.8
Grade Crossing Protection Fund	36,500.0	318,989.8	355,489.8
High-Speed Rail Rolling Stock Fund	1,000.0	34,000.0	35,000.0
Rail Freight Loan Repayment Fund	0.0	1,099.6	1,099.6
Road Fund	3,724,347.2	9,126,132.2	12,850,479.4
Regional Transportation Authority Capital Improvement Fund	0.0	585,040.8	585,040.8
South Suburban Airport Improvement Fund	1,000.0	0.0	1,000.0
State Construction Account Fund	1,636,172.3	3,263,216.8	4,899,389.1
State Rail Freight Loan Repayment Fund	0.0	13,700.0	13,700.0
Total	5,682,019.5	23,124,234.5	28,806,254.0

Agency Budget Detail: Illinois Department of Transportation

Fiscal Year 2026 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2026 Recommended New Appropriations
Downstate Transit Improvement Fund	60,000.0
Downstate Transit Capital Grants	60,000.0
Federal Mass Transit Trust Fund	73,000.0
Statewide - Grant for the Federal Share of Capital, Operating, Consultant Services, and Technical Assistance	73,000.0
Federal/State/Local Airport Fund	150,000.0
Statewide - Financial Assistance to Airports (Federal and Local Share)	150,000.0
Grade Crossing Protection Fund	36,500.0
Statewide - Installation of Grade Crossing Protection or Grade Separations	36,500.0
High-Speed Rail Rolling Stock Fund	1,000.0
Costs Associated with Acquisitions, Offsets, Overhaul Fees, and Other Costs of the Rolling Stock	1,000.0
Road Fund	3,724,347.2
Statewide - Permanent Improvements to IDOT Facilities	130,000.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	7,500.0
Federal Grant for IFA for Charging and Fueling Infrastructure	14,960.0
Federal Grant for EV Charger Replacement/Upgrades	7,074.5
Statewide Disposal of Hazardous Materials	2,950.0
Statewide - Maintenance, Traffic, and Physical Research/Formal Contracts (A)	79,850.0
Statewide - Motorist Damage to Highway Structures	17,050.0
Statewide - Maintenance, Traffic, and Physical Research/Formal Contracts (B)	20,530.0
Statewide - Township Bridges	60,000.0
Statewide - Apportionment to Needy Road Districts and Townships	16,824.1
Statewide - Apportionment to High Growth Cities	6,720.0
Statewide - Apportionment to Counties Under One Million in Population	36,624.0
Statewide - Transportation and Related Construction	1,779,795.7
Statewide - Road Improvements - Local Share of Road Fund/Road Program	1,008,731.2
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	7,500.0
Chicago Department of Transportation for State Only Chicago Commitment (SOCC) Infrastructure Improvements	50,000.0
High Speed Rail Maintenance Costs	30,000.0
INFRA Grant to Kane County - Randall Road	25,000.0
Federal Award for Low-Carbon Transportation Materials Program	31,933.6
Federal Award for CREATE Project GS1	43,125.0
Mega Grant for CREATE Project EW2	209,878.0
INFRA Grant for CREATE Project EW2	81,301.1
Other Entities Shares of CREATE Projects	57,000.0
South Suburban Airport Improvement Fund	1,000.0
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
State Construction Account Fund	1,636,172.3
Statewide - Transportation and Related Construction	1,636,172.3
Total	5,682,019.5

Agency Budget Detail: Illinois State Toll Highway Authority

BUDGET HIGHLIGHTS

The Tollway plans to invest \$1.2 billion for capital improvements needed to support the existing system and projects that will bring regional mobility improvements and congestion relief. The Tollway projects \$1.7 billion in revenue in 2025, including \$712 million allocated for capital program investments. This allocation, combined with planned debt issuances, will provide the necessary funding for the 2025 capital program. The Tollway is not requesting state appropriations.

At its December 2024 meeting, the Board of Directors also approved Bridging the Future, a \$2.0 billion, seven-year capital plan. This plan provides for planning, design, and construction services that complement infrastructure investments already underway. The plan is not expected to require any adjustments to the current tolling structure or any additional debt financing beyond what is already anticipated for the Move Illinois program. Bridging the Future establishes a path forward for 2025-2031, allowing the Tollway to continue modernization of its infrastructure and to address maintenance needs across the Tollway system. In addition, the new plan lays a foundation for advance work to support a future capital program and provide consistent delivery of infrastructure investment in the region. Tollway can accommodate projected Bridging the Future spending of \$20.9 million in its \$1.2 billion 2025 capital spending budget.

AGENCY PROJECT DETAIL

The 2025 capital program addresses the needs of the Tollway's existing system and provides for ongoing projects to improve regional mobility, including:

- Design and construction associated with the new I-490 Tollway and the new connection to O'Hare International Airport;
- Reconstruction of the Central Tri-State Tollway (I-294); and
- Systemwide repairs on roadways, interchanges, and bridges to keep the existing system in good repair.

I-490 TOLLWAY PROJECT

The I-490 Tollway Project includes design and construction of a new tollway and interchanges. I-490 will run between the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294). It will also connect the new Illinois Route 390 Tollway to the west side of O'Hare International Airport. This project will improve travel efficiency by reducing congestion on the local street network and increasing access to O'Hare from the west.

The Tollway expects to spend \$412.6 million in 2025 on work to advance the I-490 Tollway and interchange, including approximately \$361.6 million for construction. Work will continue on the replacement of the at-grade crossing at the Union Pacific Railroad with a new bridge over Franklin Avenue, Canadian Pacific Kansas City Railway's Bensenville Yard, and Metra rail, as well as construction of a new I-490 bridge crossing. Work on the I-490 Tollway system interchanges connecting to the Jane Addams Memorial Tollway (I-90), the Tri-State Tollway (I-294), and the Illinois Route 390 Tollway, including work on the I-490/IL 390 ramp bridges will also continue in 2025. Other I-490 efforts in 2025 include the O'Hare International Airport 10R runway approach lighting relocation and construction of the new I-490 at Franklin Avenue interchange. In addition to ongoing construction, design services will continue along the corridor with planned expenditures of \$15.9 million. Finally, Tollway expects to spend approximately \$13.3 million on further right-of-way acquisitions and utility relocations in support of the overall project.

Agency Budget Detail: Illinois State Toll Highway Authority

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

In 2025, the Tollway expects to spend \$287.9 million on the Tri-State Tollway (I-94/I-294/I-80) to advance the ongoing \$4.0 billion project to reconstruct and widen the Central Tri-State from 95th Street to Balmoral Avenue.

Project activities in 2025 will include:

- \$120.2 million for the continuation of roadway reconstruction and widening from Flagg Creek near I-55 to Cermak Road;
- \$68.1 million for the continuation of closeout activities on the I-290/I-88 interchange northbound mainline reconstruction and the continuation of southbound mainline reconstruction;
- \$36.7 million for the continuation of closeout activities on the reconstruction and widening of mainline roadway between North Avenue and Wolf Road, and the continuation of reconstruction and widening between St. Charles Road and North Avenue; and
- \$6.6 million for design efforts for roadway reconstruction and widening between 95th Street and Balmoral Avenue.



I-290/I-88 Interchange Project at I-294.
Progress at I-290 facing south near Berkeley.

SYSTEMWIDE

In 2025, the Tollway will spend \$363.8 million on systemwide infrastructure and safety improvements, including bridge, pavement, and maintenance facility upgrades, as well as toll collection and information technology projects. Other expenditures will include program support activities such as project management services, materials engineering services, utility relocations, support staff, and land acquisition support services.

Specific capital projects include:

- \$219.9 million for other capital expenditures, including: fleet, general traffic engineering consultant services, Intelligent Traffic Systems, the Traffic and Incident Management System, the Job Order Contracting Program, and back-office system replacement;
- \$85.5 million for bridge, pavement, and safety improvements;
- \$38.3 million for program support activities, including program management services, materials engineering services, utility relocations, support staff, and land acquisition support services; and
- \$6.0 million for improvements to the Alsip maintenance facility.

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Agency Budget Detail: Illinois Environmental Protection Agency

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

2520 West Iles Avenue
Springfield, IL 62704
217.782.3397
<https://epa.illinois.gov>



MAJOR RESPONSIBILITIES AND MISSION

The Illinois Environmental Protection Agency (IEPA) is charged with protecting, restoring, and enhancing the quality of air, land, and water resources to benefit current and future generations. Providing affordable capital financing for community wastewater and drinking water systems is a key component of that mission. In addition to low-interest loans, IEPA administers various capital grant programs for communities across Illinois.

FIVE-YEAR PLAN

To accomplish its mission, IEPA will implement and expand programs focused on core administration and agency priorities: providing safe drinking water to Illinois residents, modernizing wastewater systems, remediating contaminated sites, and expanding electric vehicle infrastructure. Rebuild Illinois provided IEPA with \$355 million for new and existing programs to work towards meeting the agency's goal of safeguarding the State's natural resources from pollution and providing a healthy environment for residents of the State.

FISCAL YEAR 2026 CAPITAL BUDGET

BUDGET HIGHLIGHTS

The recommended fiscal year 2026 budget includes \$1.3 billion in new appropriations, plus reappropriations of unexpended balances for programs funded in fiscal year 2025, including the following:

- \$200.0 million new appropriation for the Drinking Water Loan Program;
- \$450.0 million new appropriation for the Illinois Water Works – Wastewater Loan Program;
- \$20.0 million new appropriation for Lead Service Line Replacement Planning grants;
- \$1.0 million new appropriation for the Unsewered Communities Planning Grant Program;
- \$2.5 million new appropriation for Recycling Related Activities;
- \$0.3 million new appropriation for the Battery Collection and Recycling Program;
- \$4.0 million reappropriation for the Battery Collection and Recycling Program;
- \$22.0 million reappropriation for planning grants and compliance-related activities permissible under the Clean Water Act and the Safe Drinking Water Act;
- \$20.1 million reappropriation for the Green Infrastructure Grant Opportunities Program;
- \$48.5 million reappropriation for Hazardous Waste Remediation; and
- \$35.0 million reappropriation for Transportation Electrification grants.

IEPA will utilize Rebuild Illinois funding, coupled with federal Infrastructure Investment and Jobs Act (IIJA) funding, in fiscal year 2026 and beyond to implement programs focused on core IEPA priorities. IIJA funding for water infrastructure projects is anticipated to provide IEPA's State Revolving Fund (SRF) program with an additional \$1.6 billion from fiscal year 2023 through fiscal year 2027. The fiscal year 2026 budget includes the following new appropriations and reappropriations, which reflect the anticipated third tranche of IIJA funding:

- \$250.0 million new appropriation and \$531.8 million reappropriation for Lead Service Line Replacement (LSLR) loans;
- \$90.0 million new appropriation and \$116.8 million reappropriation for additional Drinking Water loans;
- \$37.0 million new appropriation and \$74.6 million reappropriation to address drinking water

Agency Budget Detail: Illinois Environmental Protection Agency

emerging contaminants; and

- \$110.0 million new appropriation and \$127.7 million reappropriation for additional IJA – Wastewater Loan Program loans.

IJA also provides additional federal funding to IEPA that will not flow through the SRF program. That funding includes:

- \$20.0 million new appropriation and \$70.0 million reappropriation for grants to address small and disadvantaged community emerging contaminants;
- \$1.8 million new appropriation and \$3.2 million reappropriation for the Sewer Overflow and Storm Water Reuse Municipal Grant Program;
- \$25.0 million reappropriation for the Save Our Seas 2.0 program to address plastics reduction; and
- \$5.0 million reappropriation to provide recycling education and outreach.

It is important to note that the new administration in Washington, D.C. has issued direction to review certain funding authorized under the Infrastructure Investment and Jobs Act and the Inflation Reduction Act, which may delay or cancel certain federal funding that supports the State’s capital plan. Many state investments are contingent on federal disbursements and these actions may restrain the State from advancing investments in these programs.

DRINKING WATER LOANS

The fiscal year 2026 proposed budget includes \$200 million in new appropriations for drinking water infrastructure loans. The demand for infrastructure improvements remains strong and IEPA will continue to provide a low-cost alternative for financing construction. The Drinking Water Loan Program has proven to be one of the most cost-effective means for constructing every kind of necessary public water supply system improvement, including water meters, distribution mains, and storage and treatment facilities. IEPA’s Drinking Water Loan Program provided over \$1.1 billion in funding for public water system improvements from fiscal year 2020 through fiscal year 2024.

IJA will provide approximately \$387.3 million in supplemental funding during fiscal year 2023 through fiscal year 2027 for additional drinking water infrastructure loans and approximately \$151.2 million to address emerging contaminants in drinking water, including per- and polyfluoroalkyl substances (PFAS).



Nilwood – New elevated water tower

LEAD SERVICE LINE REPLACEMENT

Until it was outlawed, lead was commonly used in drinking water pipes. Human consumption of lead can lead to several negative health effects. IEPA has expanded its Drinking Water Loan Program to include funding for the replacement of lead service lines. IEPA also took advantage of the federal Water Infrastructure Fund Transfer Act (WIFTA), passed in 2019. WIFTA allowed states to transfer federal funds allocated to the Clean Water Loan Program to the Drinking Water Loan Program specifically to address lead-related threats to public health. The transfer authority resulted in the availability of \$107.9 million for IEPA to provide funding in the form of principal forgiveness loans for complete lead service line replacement.

IEPA will also receive an allocation of Lead Service Line Replacement (LSLR) federal IJA funding of approximately \$1.0 billion for lead service line replacement loans. This funding is allocated as 49 percent principal forgiveness and 51 percent traditional loan issued with a 0 percent interest rate. In fiscal year 2023, IEPA launched a program to provide \$2.0 million in competitive grant awards for design

Agency Budget Detail: Illinois Environmental Protection Agency

and engineering costs to assist communities with lead service line inventories. To date, \$12.2 million has been provided in LSLR inventory grant awards to 333 applicants from 272 units of local government.

Fiscal Year 2026 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Anti-Pollution Fund	-	70,416.3	70,416.3
Build Illinois Bond Fund	-	146,299.6	146,299.6
Pay-as-you-go			
Water Revolving Fund	1,161,600.0	3,057,105.9	4,218,705.9
U.S Environmental Protection Fund	122,500.0	663,460.0	785,960.0
Solid Waste Management Fund	2,800.0	2,000.0	4,800.0
Total	1,286,900.0	3,939,281.9	5,226,181.9

Fiscal Year 2026 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Project Description	FY 2026 Recommended New Appropriations
U.S Environmental Protection Fund	
IRA - USDOT Charging and Fueling Infrastructure Program	100,000.0
Regionalization Efforts - Village of South Wilmington	700.0
All Costs Associated With the Sewer Overflow and Storm Water Reuse Municipal Grant (OSG) Program	1,800.0
IJA Small and Disadvantaged Communities Emerging Contaminants	20,000.0
Solid Waste Management Fund	
For Costs Associated with Recycling Related Activities	2,500.0
IJA - Battery Recycling (State Share)	300.0
Water Revolving Fund	
Planning Cost Grants for Wastewater Collection and/or Treatment Facilities (Unsewered Communities Planning Grants Program)	1,000.0
Illinois Water Works - Wastewater Loan Program	450,000.0
Illinois Water Works - Drinking Water Loan Program	200,000.0
IJA - Loans, Grants, and Costs of Lead Service Line Replacement	250,000.0
Regionalization Efforts - Village of South Wilmington	2,100.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	1,500.0
IJA - Wastewater Loan Program	110,000.0
IJA - Drinking Water Loan Program	90,000.0
LSLR Replacement Planning	20,000.0
IJA - Drinking Water Emerging Contaminants	37,000.0
Total	1,286,900.0

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Agency Budget Detail: Other Agencies

DEPARTMENT OF CENTRAL MANAGEMENT SERVICES

The Department of Central Management Services (CMS) is Illinois' primary central service agency delivering shared resources to state agencies, employees, and local governments. CMS works behind the scenes to deliver efficient and reliable services to all Illinois citizens. Serving as the State's property manager, CMS, through its Surplus Real Property Program, is charged with the administration and disposal of all surplus real property owned by the State.

SURPLUS TO SUCCESS - STATE SITE READINESS PROGRAM

The Governor's proposed fiscal year 2026 budget includes a \$500 million allocation for an expanded Site Readiness Program, including a \$300 million appropriation to CMS for demolition and site remediation costs for a 'Surplus to Success' program to transform unused state properties into economic development success stories.

The Surplus to Success - State Site Readiness Program will target surplus, state-owned facilities that have been fully closed for extended periods of time. Demolishing these deteriorating structures and remediating unused land will further the objectives of the Governor's Five-Year Economic Growth Plan¹ by creating the type of world class, shovel-ready ready sites that attract site selectors and incentivize companies to choose to locate or expand in Illinois. Projects funded through 'Surplus to Success' will also make property available for residential development in high-growth areas lacking access to middle-class housing.

CMS has identified several potential surplus properties for demolition and remediation to make the locations ready for development in partnership with local communities including:

- The 160 acre, 42 building Dwight Correctional Center;
- The 100 acre, 12 building H Douglas Singer Mental Health Center in Rockford;
- The 100 acre, 18 building Jacksonville Developmental Center;
- The 100 acre, 27 building Lincoln Developmental Center; and
- A 70 acre section of unutilized and unimproved land at Shapiro Developmental Center in Kankakee. The Developmental Center will be unaffected.

ILLINOIS STATE BOARD OF EDUCATION

The Illinois State Board of Education (ISBE) works in partnership with educators, families, and stakeholders to provide students with safe and healthy learning conditions, great educators, and equitable opportunities. ISBE's primary capital responsibilities include the oversight of school maintenance grants and school construction grants that are jointly administered with the Capital Development Board (CDB). In addition, ISBE is responsible for the administration of the E-rate State Matching Grant Program, which provides discounts to assist schools in obtaining affordable internet access.

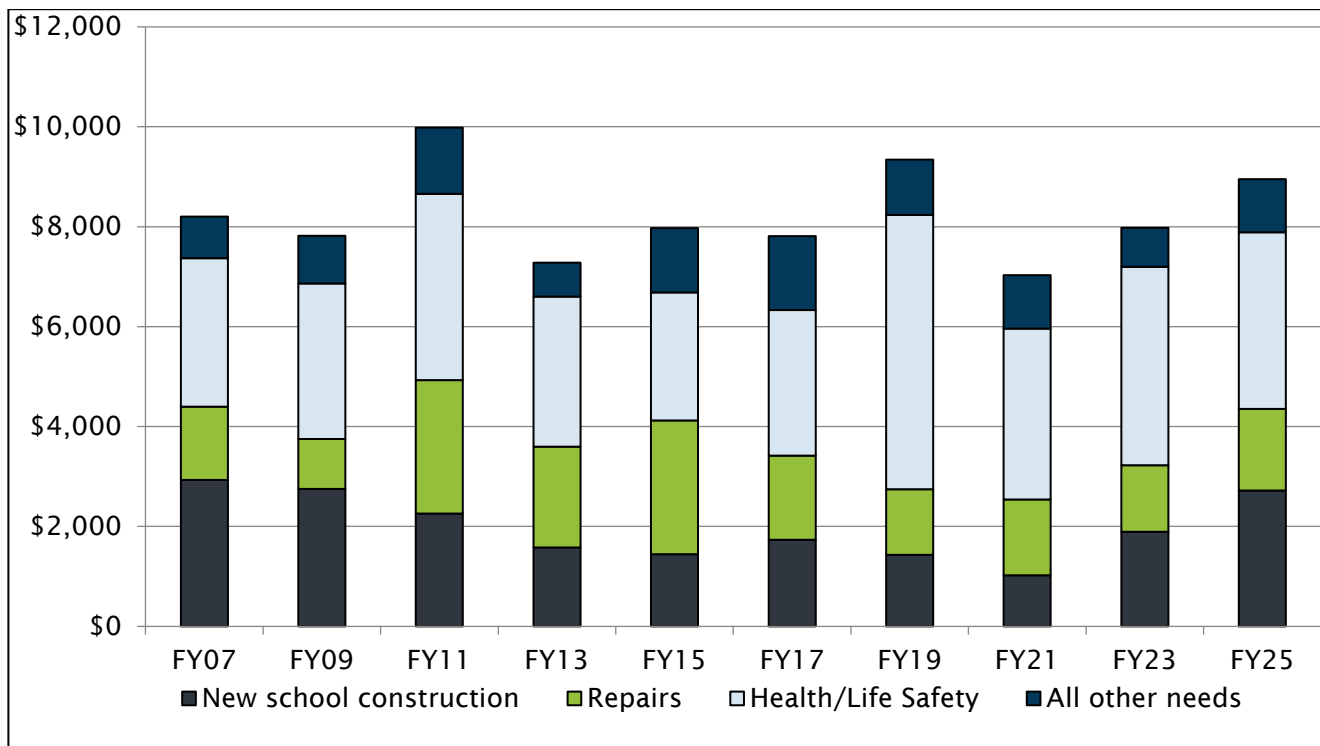
PREK-12 CAPITAL NEEDS ASSESSMENT

As with other state facilities and institutions of higher education, preK-12 educational facilities have significant deferred maintenance needs that have accumulated over time. Since fiscal year 2005, ISBE, in conjunction with CDB, has published a biennial Capital Needs Assessment for preK-12 education facilities. The chart below breaks down the total capital needs reported in the most recent Capital Needs Assessment from fiscal year 2025 by type of need. The total need reported is just under \$9 billion.

¹[Open for Business: Illinois' 2024 Economic Growth Plan](#)

Agency Budget Detail: Other Agencies

PREK-12 DEFERRED MAINTENANCE NEEDS - FISCAL YEARS 2007-2025 (\$ MILLIONS)



Note: Voluntary responses to the Capital Needs Assessment vary by fiscal year.

About forty percent of all reported future school capital needs are related to health/life safety repairs and renovations of current facilities. This category encompasses a range of work types that include structural repairs, roof work, heating and cooling systems, and plumbing repairs. The need for new school construction or building additions is also significant, accounting for about thirty percent of all capital needs reported.

SCHOOL MAINTENANCE GRANT PROGRAM

Rebuild Illinois provided ISBE with \$200 million to issue grants to help address the deferred maintenance needs of preK-12 facilities.

The School Maintenance Grant Program is a dollar-for-dollar state matching grant program that awards up to \$50,000 per project exclusively for the maintenance or upkeep of buildings for educational purposes. Any school district, cooperative high school, Type 40 area vocational center, or special education cooperative may apply for a grant. Between fiscal years 2020 and 2024, the program provided districts \$134.7 million. ISBE anticipates funding approximately \$33.0 million in grants in fiscal year 2025. Given the average funds distributed each year, ISBE is on pace to distribute the remaining Rebuild Illinois investment in fiscal years 2026 through 2028. In fiscal year 2026, the funds will continue to be utilized for projects such as upgrades to HVAC, electrical, and lighting systems.

Agency Budget Detail: Other Agencies

OFFICE OF THE SECRETARY OF STATE

Rebuild Illinois provided \$50 million to the Office of the Secretary of State (SOS) for the Public Library Construction Act Grant Program. This program funds projects such as replacing or reconstructing facilities damaged by natural disasters, upgrading or replacing aging facilities, remediating health or safety hazards, and increasing accessibility for individuals with disabilities. The fiscal year 2026 budget includes a \$12 million reappropriation for the remainder of the program.

In fiscal year 2024, SOS received \$50 million from the Rebuild Illinois Projects Fund to help partially fund its modernization plan and IT systems. In fiscal year 2025, the office awarded a \$3.5 million contract to begin the project. The contractor will develop a roadmap for future projects from these capital funds, including establishing an enterprise system.

DEPARTMENT OF MILITARY AFFAIRS

The capital budget for the Department of Military Affairs (DMA) continues to focus on aging and deteriorated readiness center infrastructure, utilizing a combination of restoration, modernization, and new construction to leverage federal funding. Completing projects jointly funded with federal and state dollars bolsters local economies across the State. Additionally, DMA continues to acquire land to accommodate changes in Illinois Army National Guard units, which now have far more equipment and require more space than in the past.

Many DMA facilities in the State are 30 to 70 years old, and the department plans to occupy these facilities for many years to come. DMA utilizes Rebuild Illinois funding to strategically address facility degradation and deferred maintenance issues with a concentrated focus on fixing the exterior envelope of buildings to prevent further damage.

In fiscal year 2025, DMA received a new \$20 million appropriation for the construction of a new readiness center in Peoria, supported by a state bond authorization increase. This funding will account for half of the total \$40 million project cost. The remaining expenses will be covered by existing DMA pay-as-you-go funds.

DEPARTMENT OF INNOVATION AND TECHNOLOGY

The Department of Innovation and Technology (DoIT) is responsible for the information technology functions of agencies under the authority of the Governor. DoIT's mission is to empower the State of Illinois through high-value, customer-centric technology by delivering best-in-class innovation to client agencies, fostering collaboration, and empowering employees to provide better services to residents, businesses, and visitors. The fiscal year 2026 budget recommends a reappropriation of \$142.8 million for continuing information technology upgrades across the State.

The fiscal year 2026 budget proposes \$65 million in new capital funding to upgrade IT systems related to electronic health records (EHR) at the Department of Corrections (DOC) and the Department of Human Services (DHS). Both agencies currently rely on outdated systems and these upgrades will enable the agencies to transition from paper health records to digital records. This is essential for improving the quality, accuracy, and transferability of health records for individuals in custody and those in other state-run facilities. While both agencies have received some funding for IT upgrades, previous investments have only addressed part of the problem. To comply with the *Lippert* consent decree and to complete EHR upgrades at all correctional facilities, DOC will receive \$40 million of this new funding. The remaining \$25 million will be allocated to DHS.

The work completed with this funding will improve network capacity, data storage, and internet security, making it easier for healthcare providers to access and transfer patient information quickly and securely. With these upgrades, doctors and nurses will have real-time access to medical records, helping them make

Agency Budget Detail: Other Agencies

better decisions and reducing errors and delays in care. Beyond meeting legal requirements, this funding will lay the groundwork for future improvements in care. The new systems will support advancements such as telemedicine, remote monitoring, and better data analysis to improve healthcare outcomes.

ILLINOIS HOUSING DEVELOPMENT AUTHORITY

The mission of the Illinois Housing Development Authority (IHDA) is to finance the creation and preservation of affordable housing in Illinois. Collectively, the authority's proposed initiatives improve the availability and quality of housing and enhance access to affordable housing for very low-, low-, and moderate-income Illinois homebuyers, homeowners, and renters. Both new construction and preservation of existing buildings will be addressed.

The fiscal year 2026 budget request will continue to create, preserve, and subsidize affordable housing across the State through various programs, including \$17 million of reappropriated funds for IHDA's Affordable Housing programs. These programs include provision of funding for the creation and preservation of affordable rental housing, new affordable units for homeownership, housing to serve individuals exiting the justice system, down payment assistance, and innovative housing solutions in building, financing, or other concepts to meet affordable housing needs of those in the State.

OFFICE OF THE ARCHITECT OF THE CAPITOL

The Office of the Architect of the Capitol (OAC) oversees the maintenance and preservation of the buildings and grounds around the Capitol Complex, which is defined as the area bounded by Washington, Third, Cook, and Walnut streets in Springfield. The office reviews and approves all contracts related to its mission, allocates space within the Capitol Complex for use by the General Assembly and state agencies, and acquires land for the operation and expansion of facilities within the complex. The OAC is also responsible for designing and implementing a long-term master plan for the development of the Capitol Complex.

The long-term master plan is designed to provide planned, orderly growth of the state complex within the context of future development in the City of Springfield. The master plan was completed in 2022 and will serve to enhance the long-term appearance of the Capitol Complex and protect the architectural heritage of the Capitol building and its environment. The plan will provide guidance for forthcoming property acquisitions and the placement of future structures within the Capitol Complex to preserve open space, increase green space, and maintain views of the Capitol.



The Illinois State Capitol Building in Springfield

Agency Budget Detail: Other Agencies



Conference Center – Aerial View Looking East

The Rebuild Illinois capital program included a \$350 million appropriation to the OAC for Capitol Complex renovations. The ongoing North Wing project follows the 2013 completion of West Wing renovations. Future phases will include the Capitol’s East Wing and South Wing.

The North Wing renovation of the Capitol Building will provide a main public entrance at the basement for visitors. A new visitor program areas will include security screening with indoor space for queueing, a video room, and enhanced wayfinding signage for visitor orientation. New meeting rooms for public and legislative use in an underground addition to the Capitol will be located under the northwest lawn and include skylight views of the Capitol dome.

Exterior improvements include the removal of the half-circle driveway/parking in front of the North Wing entrance, previously known as the North Drive. A new underground parking garage on the north side of the Stratton Building will contribute to the goal of removing surface parking lots surrounding the Capitol Building. Streetscape improvements are also planned for Monroe Street.

Emergency generators will provide the capability to fully power the Capitol Building and are sized for maintaining building systems and functional operations of the Capitol if electrical service is lost.

Capitol North Wing Renovations started in June 2021 with preliminary work in the basement and Capitol lawn. The Senate Chamber was completed in December 2024 with remaining spaces planned to be turned over in 2025.

The Office of the Architect received an additional appropriation to hire a consultant team to design a new legislative building. The new building will provide office space for Senate and House members, staff and legislative support commissions, public meeting space, a remote chamber, and food service options. Upon completion of the new legislative office building, the existing Stratton building will be demolished.



Rendering of North Entry – Looking South from Street Level

ILLINOIS DEPARTMENT OF PUBLIC HEALTH

The Department of Public Health (DPH) promotes health through the prevention and control of disease and injury. In fiscal year 2026, the proposed budget includes a reappropriation of \$11.9 million for the Comprehensive Lead Education, Reduction, and Window Replacement (CLEAR-Win) Grant Program. CLEAR-Win is a federal program that provides funding to residential property owners in qualified homes throughout Illinois to reduce lead paint and lead plumbing hazards by way of window replacement and remediation of other sources of lead.

The fiscal year 2026 proposed budget also includes reappropriations of \$283.4 million to construct a DPH laboratory in the Chicago region and to reconstruct the Carbondale laboratory. DPH laboratories in Chicago and Carbondale have reached the end of their useful lives. Some of the deficiencies at both locations

Agency Budget Detail: Other Agencies

include a significant lack of storage, increased maintenance needs, and inadequate space to perform necessary testing. The Chicago laboratory project will include a Biosafety Level (BSL) 3 testing facility, which will allow for the testing of biohazards such as ricin toxin, brucella, and anthrax. Level 3 site selection is currently underway.

Public health laboratories perform diagnostic testing, disease surveillance, and emergency response support. The State laboratories also provide support to external laboratories and healthcare facilities that may need testing and technical assistance. The State laboratories support local laboratories by working together to maximize resources during a public health emergency. The new facilities will expand testing for infectious diseases.

Agency Budget Detail: Other Agencies

Fiscal Year 2026 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
Bonded			
Build Illinois Bond Fund			
Office Of The Secretary Of State	\$0.0	\$0.3	\$0.3
Illinois Housing Development Authority*	\$0.0	\$17,000.0	\$17,000.0
Illinois State Police	\$0.0	\$122,500.0	\$122,500.0
Department of Public Health	\$0.0	\$11,906.5	\$11,906.5
Capital Development Fund			
Department Of Innovation And Technology	\$65,000.0	\$142,833.8	\$207,833.8
Department Of Military Affairs	\$0.0	\$52,292.6	\$52,292.6
Office Of The State Comptroller	\$0.0	\$13,555.6	\$13,555.6
Office Of The Secretary Of State	\$0.0	\$12,044.5	\$12,044.5
Illinois State Board of Education	\$0.0	\$25,000.0	\$25,000.0
Architect of the Capital	\$0.0	\$205,408.3	\$205,408.3
Central Management Services	\$300,000.0	\$0.0	\$300,000.0
Pay-as-you-go			
Capital Facility and Technology Modernization Fund			
Office Of The State Comptroller	\$0.0	\$6,100.0	\$6,100.0
Illinois National Guard Construction Fund			
Department Of Military Affairs	\$0.0	\$57,762.1	\$57,762.1
Rebuild Illinois Projects Fund			
Office Of The Secretary Of State	\$0.0	\$27,575.0	\$27,575.0
School Infrastructure Fund			
State Board Of Education	\$0.0	\$76,762.8	\$76,762.8
Total	\$365,000.0	\$770,741.5	\$1,135,741.5

*The Illinois Housing Development Authority receives appropriations through the Department of Human Services.

Fiscal Year 2026 Recommended New Appropriations for Other Agencies (\$ thousands)

Project Description	FY 2026 Recommended New Appropriations
Capital Development Fund	
Central Management Services	\$300,000.0
Department Of Innovation And Technology	\$65,000.0
Total	\$365,000.0

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CHAPTER 4

GLOSSARY



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Glossary

American Rescue Plan Act (ARPA) – The federal stimulus bill signed into law on March 11, 2021, to aid workers, families, businesses, governments, and industries to address the public health and economic effects of the COVID-19 Pandemic.

Americans with Disabilities Act (ADA) – A civil rights law that prohibits discrimination against persons with disabilities in several areas, including employment, transportation, public accommodations, communications and access to state and local government programs and services.

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.

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

Burlington Northern Santa Fe (BNSF) - One of the largest freight railroads in North America.

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

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

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

Break Ground/Groundbreaking – To begin construction.

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

Capital Expenditures - Expenditures 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.

Chicago Region Environmental and Transportation Efficiency Program (CREATE) – a 70-project program to improve the efficiency and effectiveness of freight, commuter, and intercity passenger rail and to reduce highway delays in the Chicago region through public-private partnerships.

Community Anchor Institutions – Nonprofit organizations tethered to their communities like schools, libraries, medical and healthcare providers, public safety entities, and higher education institutions.

Cryoplant – Also called a cryogenic gas plant; an industrial facility that processes and stores gases at very low temperatures.

Creating Helpful Incentives to Produce Semiconductors (CHIPS) – The CHIPS and Science Act was signed into law on August 9, 2022. The U.S. Department of Commerce is overseeing \$50 billion to revitalize the U.S. semiconductor industry and strengthen the country's economic and national security. CHIPS for America R&D within the U.S. Department of Commerce is responsible for administering \$11 billion to advance U.S. leadership in semiconductor R&D.

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

Deferred Maintenance – Maintenance activities postponed from a normal operating budget cycle, often due to capacity or budgetary constraints.

Glossary

Disrepair - In poor condition due to neglect.

Emerging Contaminants - Can refer to many kinds of chemicals or nanoproducts of emerging concern, including medicines, personal care or household cleaning products, lawn care and agricultural products, and some industrial chemicals. Emerging contaminants are a significant concern for their impact on human health and aquatic life.

Enact/Enacted - To establish by legally authoritative act, specifically to make into law.

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

Expenditure - Exchange of an asset of the State or incurrence of liability by a state agency for an asset, good received, or services rendered. At the agency level, this occurs when a voucher for goods or services is submitted by an agency for approval and payment by the Comptroller. At the Comptroller level, this occurs when the Comptroller approves a voucher for payment.

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

Federal Aviation Administration (FAA) - The largest transportation agency of the U.S. government that regulates all aspects of civil aviation in the country as well as over surrounding international waters.

Fiscal Year - The one-year period during which obligations are incurred and appropriations are expended. The State of Illinois' fiscal year extends from July 1 to June 30. The fiscal year is numbered by the year in which the June 30 falls, which is the end of the 12-month period. 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 - Phrase describing an unconditional pledge or promise. The State pledges its full faith and credit to repay general obligation debt.

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

General Obligation (GO) Bonds - State bonds issued that are secured by general tax revenues and guaranteed by the full faith and credit of the State.

Grade Crossing - A crossing of highways, railroad tracks, pedestrian walks, or combinations of these on the same level.

Grant - An award; financial assistance that provides support to accomplish a public 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.

INFRA (the Nationally Significant Multimodal Freight and Highway Projects program) - A U.S. Department of Transportation grant program that awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas.

Infrastructure Investment and Jobs Act (IIJA) - A federal act signed into law on November 15, 2021, which authorizes funds for roads, bridges, rail, transit, water infrastructure, broadband connectivity, and other capital investments.

Glossary

Intelligent Transportation System (ITS) – An advanced application that aims to provide innovative services relating to different modes of transport and traffic management.

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

Leadership in Energy and Environmental Design (LEED) - A rating system for the design of energy efficient and environmentally friendly buildings developed by the U.S. Green Building Council. LEED has four ratings of increasing energy efficiency: Certified, Silver Certified, Gold Certified, and Platinum Certified.

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

Match – In-kind contribution or the portion of project costs that must be paid by a recipient to receive a program grant. Some matches are state funds required for federally funded programs; other matches are from local governments, other grantees, or third parties.

Mega (the National Infrastructure Project Assistance program) – A U.S. Department of Transportation grant program that supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits.

Multi-modal – Relating to multiple modes of transport such as train, bus, plane, and boat.

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

Occupational Safety and Health Administration (OSHA) – A federal government office within the Department of Labor the mission, of which is to assure workers have safe and healthful working conditions free from unlawful retaliation.

Pay-As-You-Go or Pay-Go - Non-bonded current-year assets that finance capital programs.

Per- and Polyfluoroalkyl Substances (PFAS) - A group of widely used and long-lasting synthetic chemicals which break down very slowly over time, found in water, air, fish, and soil. See “Emerging Contaminants.”

Procurement - The obtaining of supplies or goods by government.

Reappropriation - An unspent appropriation that is appropriated again to continue into the next fiscal year, typically for a capital or other multiyear project or commitment.

Rebuild Illinois - The multiyear, \$45 billion capital infrastructure plan enacted in 2019.

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

Revolving Fund - A fund that remains available to finance an organization's continuing operations and projects without fiscal year limitations because the organization replenishes the fund by repaying money used from the account through sources such as federal match, loan repayments, and interest income.

Right-of-way acquisition - Land, or interest therein, acquired for right of access.

Shovel-ready - A project at the stage where workers can be employed and construction can begin.

State and Local Fiscal Recovery Funds (SLFRF) - Established by the American Rescue Plan Act of 2021 (ARPA), the SLFRF provide funding to state, local, and tribal governments to support their responses to

Glossary

and recovery from the COVID-19 Pandemic. Also used to refer to the SLFRF program, established by the United States Department of Treasury to disburse and monitor moneys distributed from the two funds.

Statute - A law enacted by the General Assembly and codified in the Illinois Compiled Statutes.

Straight Pipe (wastewater systems) - When wastewater is released from a home directly into the ground or local water supply due to lack of access to a sewage system or septic tank.

Substantial Completion - Status of construction at which a project is sufficiently complete so the owner can occupy or utilize the property for its intended purpose.

Transportation Asset Management Plan (TAMP) - A strategic and systematic process of operating, maintaining, upgrading, and expanding physical assets effectively throughout their lifecycle. It focuses on business and engineering practices for resource allocation and utilization, with the objective of better decision making based upon quality information and well-defined objectives.

Tranche - An allotment of funds divided into portions or parts of a series.

Type 40 Area Vocational Center - Illinois State Board of Education code denoting an area vocational center or state-designated facility that is jointly owned and operated by school districts.

Voucher - Document submitted to the Comptroller by a state agency requesting payment to a vendor for goods received or services performed or authorized. It evidences the propriety of a transaction and indicates the account(s) in which it is to be recorded.

Waste Remediation - A process by which contaminants are rendered neutral so they cannot cause harm.

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CAPITAL BUDGET

FISCAL YEAR 2026