

# CAPITAL BUDGET FISCAL YEAR 2027



**GOVERNOR JB PRITZKER**

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# ***CAPITAL BUDGET***



*Governor JB Pritzker*

**Fiscal Year 2027**  
**July 1, 2026 – June 30, 2027**

*Illinois State Capital Budget Fiscal Year 2027*

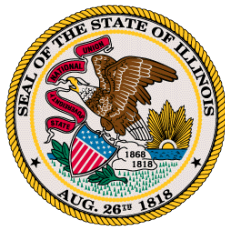
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**NOTICE**  
**For Release at 12:00 p.m., Wednesday,**  
**February 18, 2026**

There is a total embargo on the budget for fiscal year 2027 until 12:00 p.m., Wednesday, February 18, 2026. This prohibition includes references to any and all material in the *Illinois State Capital Budget Fiscal Year 2027*. 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 18, 2026.

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 18, 2026

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

Alongside the fiscal year 2027 operating budget, I respectfully submit to you the corresponding capital budget proposal.

Illinois' bipartisan Rebuild Illinois plan provides sustained, multi-year capital investment across Illinois. 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 multi-year 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 over \$37 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 \$22.5 billion statewide to improve 21,833 lane miles of highway and 864 bridges and to make 1,326 additional safety improvements through the Illinois Department of Transportation.

My budget for fiscal year 2027 maintains support for Rebuild Illinois 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 Illinois.

This budget also proposes an additional \$3.2 billion in needed bonded capital appropriations for vital investments that will further promote economic development through expanded site readiness and affordable housing initiatives, allow the Department of Military Affairs to improve its readiness capabilities, and enhance 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".

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 2027*

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# Fiscal Year 2027 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 the issuance of bonds and through current revenue streams. Projects may include building, improving, and demolishing 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 addressing 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 2027.

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 ordinarily 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 see clearly how capital dollars are allocated.

### PROJECT MONITORING

Facilitates tracking and management of projects over multiple fiscal years.

### IDENTIFICATION OF REVENUE SOURCES

Details revenue streams used to pay for capital projects. These revenue streams are presented in the Capital Budget Overview chapter.

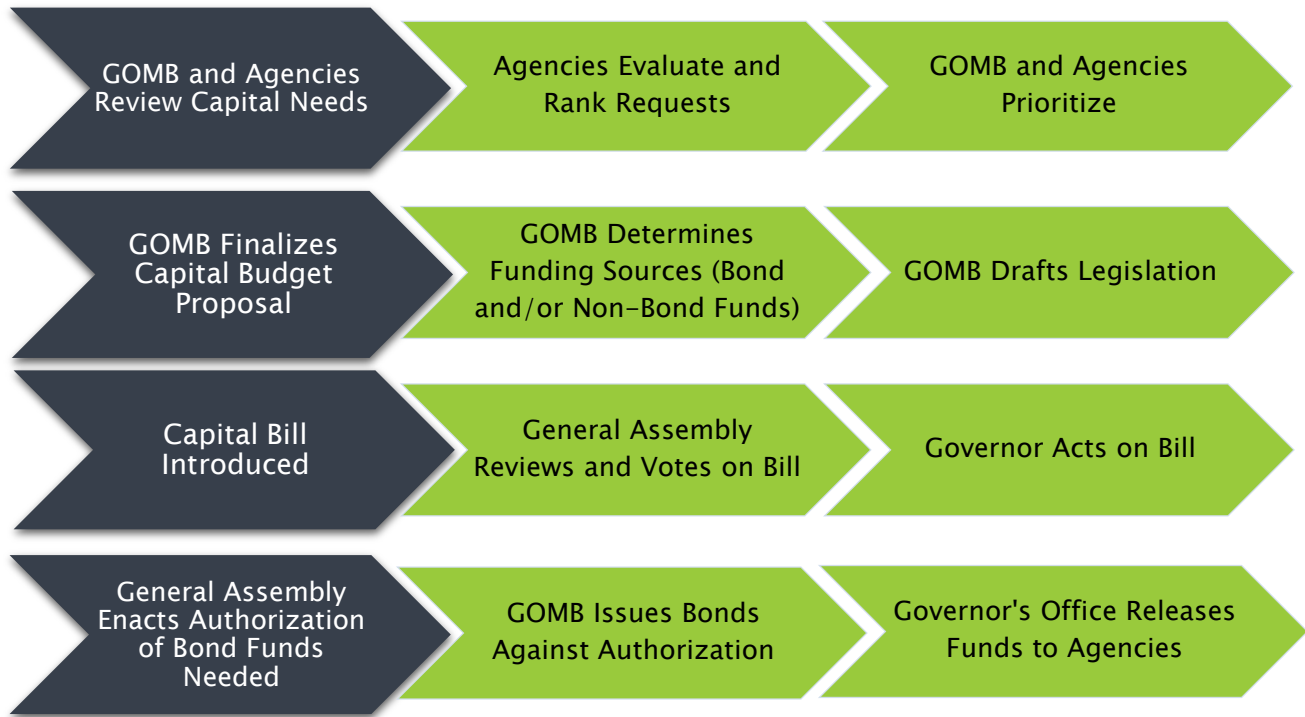
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## DIFFERENCES BETWEEN CAPITAL AND OPERATING BUDGETS

CAPITAL BUDGET	OPERATING BUDGET
<p><b>Appropriations</b> 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><b>Appropriations</b> 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><b>Spending</b> 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 during the construction phase in fiscal years two and three.</p>	<p><b>Spending</b> typically occurs over the course of one fiscal year, though reappropriations can allow for multiyear spending.</p>
<p><b>Funding Sources</b> include both bond proceeds and current revenues (e.g., Motor Fuel Tax and federal grants).</p>	<p><b>Funding Sources</b> include general (e.g., sales and income taxes) and dedicated (e.g., licensing fees) revenues.</p>
<p><b>Financing</b> is often derived from long-term bond proceeds that are repaid in increments over the life of the bond.</p>	<p><b>Financing</b> comes from current revenue streams and resources. 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 and current resources.</p>
<p><b>Impacts on the Operating Budget:</b> 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, requiring staff to operate a new facility, or increasing debt service payments.</p>	<p><b>Impacts on the Capital Budget:</b> 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), the Department of Natural Resources (DNR), and the Department of Military Affairs (DMA). 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 public safety.

### DEFERRED MAINTENANCE IMPACTS

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

### FUTURE OPERATING COSTS

Investments should save operational dollars in utilities and staffing.

### MATCHING SUPPORT

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

### DEBT SERVICE IMPACTS OF SPENDING

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

# Fiscal Year 2027 Illinois State Capital Budget Reader's Guide

## 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 manages a wide range of projects on behalf of client agencies, including:

### LIFE/SAFETY FACTORS

Examples include fire alarms, removal of hazardous materials, security upgrades, 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 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 2027 Illinois State Capital Budget Reader's Guide

## FUNDING SOURCES

Capital investment funding 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 focuses on projected expenses of the current project phase.

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, 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.

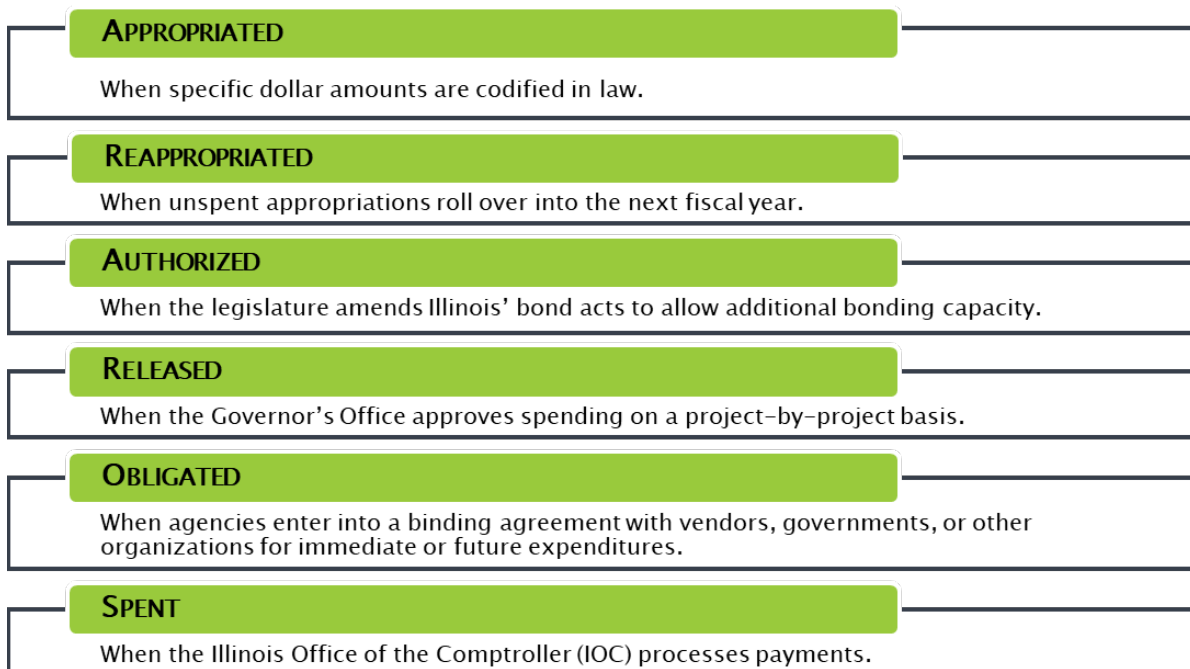
## AGENCY CAPITAL BUDGET TABLES

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...



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## CHAPTER 2

# CAPITAL BUDGET OVERVIEW



*Illinois State Capital Budget Fiscal Year 2027*

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# Capital Budget Overview

## FISCAL YEAR 2027 CAPITAL BUDGET OVERVIEW



The recommended fiscal year 2027 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. Building upon the original multiyear plan, Governor Pritzker proposes approximately \$3.2 billion in new capital appropriations. The proposal will require new General Obligation and Build Illinois bond authorization.

Continuing the Pritzker Administration’s focus on revitalizing communities, creating jobs, and improving the State’s infrastructure, the fiscal year 2027 budget will support the State’s long-term economic growth plan by starting to address a growing national problem: affordable housing for the missing middle.

In 2024, the Governor recognized there was no concerted effort to address the lack of housing inventory and affordability challenges for people earning 80 percent to 140 percent of the Area Median Income (AMI), commonly referred to as the “missing middle.” The Governor issued Executive Order 2024-03, entitled: “To Promote Housing Development for Working Families.” in response to the findings of the Ad-Hoc Missing Middle Housing Solutions Advisory Committee report.<sup>1</sup>

The missing middle faces the challenge of having incomes too high to qualify for subsidized housing but too low to comfortably afford market-rate housing. Middle-income earners are often pushed into housing markets affordable for low-income families, creating a scarcity of affordable housing stock.

Access to housing is fundamental to the well-being of communities statewide. Despite strong economic growth in Illinois, a lack of attainable housing for working families hinders job growth. Expanding housing supply to meet the needs of Illinois’ residents requires collaboration between local and state agencies and the private sector.

To take steps to address the affordable housing crisis, Governor Pritzker proposes a \$250 million investment in missing middle housing initiatives at the Department of Commerce and Economic Opportunity (DCEO) and the Illinois Housing Development Authority (IHDA), including:

- \$100 million for a new Missing Middle Housing Infrastructure (M2I) Grant Program at DCEO, which will connect developers to the capital needed to construct new, affordable homes for the missing middle;
- \$100 million for housing production programs at IHDA supporting missing middle and targeted affordable housing developments; and
- \$50 million for Opening Doors and SmartBuy down payment assistance programs at IHDA to support homeownership access for working families.

Complementing these investments in affordable housing is an additional \$365 million for DCEO’s Prime Sites, site readiness, and public infrastructure grant programs. 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 2027 budget directly connects to the State’s five-year economic growth plan with 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.<sup>2</sup>

<sup>1</sup>[Missing Middle Housing Solutions Advisory Committee Report, September 2024](#)

<sup>2</sup>[Open for Business: Illinois’ 2024 Economic Growth Plan](#)

# Capital Budget Overview

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In collaboration with DCEO, the Department of Central Management Services (CMS) will continue to evaluate state-owned sites through the Surplus to Success Program. 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 unused state-owned property, the program will provide land for business and residential development and will bring state-owned land back onto local property tax rolls. The Governor's proposed fiscal year 2027 budget continues the Surplus to Success Program at CMS with an additional \$50 million in new funding.

The fiscal year 2027 budget also recommends \$100 million in new funding for the Capital Development Board (CDB) to rebuild the residential complex at the Illinois Mathematics and Science Academy (IMSA). The scope of this project includes demolition of existing residence halls and the construction of new residence halls to accommodate 650 students and their adult supervisors. The estimated \$147 million cost of the new IMSA residential complex will be covered by a combination of State support and private fundraising.

Additionally, the fiscal year 2027 budget proposes a combined \$1.4 billion in new funding at CDB for deferred maintenance at state facilities and institutions of higher education, including \$1 billion for state facilities, \$300 million for public universities, and \$100 million for community colleges.

Historically, the State has taken a reactive approach to facility maintenance. Delaying repairs and maintenance until facilities are nearly at complete failure requires costly emergency repairs. The projected cost of deferred maintenance at state agency facilities is nearly \$10 billion. The recommended fiscal year 2027 operating budget includes a new State Facility Repair and Maintenance Fund that provides dedicated revenue for annual proactive repair and maintenance projects. This investment demonstrates the Pritzker Administration's commitment to responsible stewardship of taxpayer funds as proactive maintenance is cheaper, safer, and smarter than reacting to emergencies, while also reducing deferred maintenance backlogs.

The fiscal year 2027 budget also establishes the Area Career Centers (ACC) initiative at DCEO. This new \$50 million grant program will provide capital funding to expand and modernize existing ACCs and support the development of new ACCs in underserved regions. Illinois' economy demands highly skilled individuals in career paths like healthcare, construction, automotive technology, and manufacturing. Connecting Illinois students to high quality career and technical education programs aligned with regional workforce needs, positions Illinois to capitalize on the growth of industries targeted in the Governor's economic growth plan.

The fiscal year 2027 budget also provides \$101 million in new funding to DCEO for priority projects statewide, revitalizing communities, supporting small businesses, strengthening the Illinois workforce, and catalyzing growth in the six targeted industries identified in the Governor's economic growth plan. The programs include:

- \$35 million for Rebuild Illinois Downtowns and Main Streets;
- \$30 million for the Rebuild Illinois Enterprise Fund Grant Program;
- \$20 million for Manufacturing Training Academies;
- \$15 million for Tech Incubator Enhancement Grant (TIEG) Program; and
- \$1 million for Megasites Traffic and Infrastructure Planning Grants.

The recommended budget includes \$197 million in new bond funding at the Department of Military Affairs (DMA) for Illinois National Guard projects. This includes \$100 million for deferred maintenance at DMA, \$12 million to complete the Peoria Army Aviation Readiness Center, and \$85 million in new funding to restore the General Jones Armory. The rehabilitation of the General Jones Armory is a \$175 million project supported by state funding and a \$90 million Congressional earmark. This project will double the capacity of the Illinois National Guard's most important logistics center, in line with the Illinois National Guard's Real Property Development Plan, and will fortify an important piece of the Illinois National Guard's history.

# Capital Budget Overview

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Additionally, the recommended fiscal year 2027 budget includes \$110 million to continue advancing statewide Enterprise Resource Planning (ERP) and other technology modernization initiatives. The State's ERP systems enable timely financial reporting, improve statewide transparency and access to information, and drive the transformation of administrative services. ERP Finance provides financial, procurement, and grants management functionality. Human Capital Management (HCM) provides a comprehensive human resources system including recruitment, onboarding activities, time and attendance, payroll, education, training and performance, and decision support.

Protecting Illinois' water sources remains a priority of the Pritzker Administration. The recommended fiscal year 2027 budget includes \$100 million in new bond funds for the continued expansion of the Illinois Environmental Protection Agency's water loan programs. This funding will serve as the State's 20 percent match to leverage an additional \$400 million in federal capitalization grants and increase capacity for additional low-interest loans to be issued for vital water infrastructure projects statewide.

The Governor's recommended budget enhances the Department of Transportation's (IDOT) Multiyear Improvement Program (MYP) with an additional \$500 million in new funding for downstate road and bridge construction. This new funding will allow IDOT to add to the successful transportation improvements Illinoisans are seeing as a result of the ongoing Rebuild Illinois Program.

## ONGOING REBUILD ILLINOIS PROGRAMS AND PROJECTS

The fiscal year 2027 recommended budget reappropriates ongoing projects from the Capital Development Fund and the Build Illinois Bond Fund, including:

- \$376.6 million in continued funding for quantum-related investments;
- \$885.0 million in continued funding to the Capital Development Board to rebuild the Logan and Stateville Correctional Centers;
- \$382.5 million in continued funding to address the State's vertical infrastructure needs, supporting active projects facing rising construction costs;
- \$536.1 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;
- \$280.5 million in continued funding to construct an Illinois Department of Public Health laboratory in Chicago and reconstruct the Carbondale laboratory;
- \$58.0 million in continued funding for investments at Adeline Jay Geo-Karis Illinois Beach State Park; and
- \$355.2 million to DCEO for various business development programs.

The proposed fiscal year 2027 IDOT capital budget also provides new and reappropriated funding, including:

- \$20.4 billion for roads and bridges, including \$400 million for projects in distressed communities;
- \$4.5 billion for mass transit, including funding for downstate transit and the Northern Illinois Transit Authority (NITA) (which will replace the Regional Transportation Authority);
- \$2.9 billion for freight and passenger rail, including \$991.1 million in funding for the Chicago Region Environmental and Transportation Efficiency (CREATE) Program and \$425 million for grade crossing protection;
- \$706.1 million for aeronautics projects;
- \$145.3 million for investments in ports; and
- \$1.1 billion for additional transportation projects.

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 2027 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, business development, and affordable housing, while protecting the vulnerable and enhancing public health, safety, and education.

Many state investments are contingent upon federal disbursements or approvals. Federal actions may restrain the State from advancing investments in state capital programs and projects.

## FISCAL YEAR 2027 CAPITAL BUDGET

The recommended fiscal year 2027 budget continues the State’s commitment to consistent and sustainable capital investments, including reappropriations of capital investments enacted in fiscal year 2026, 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 2026 enacted appropriations and recommended fiscal year 2027 appropriations by category. This includes both bonded and pay-as-you-go appropriations, grouped by new and reappropriated lines.

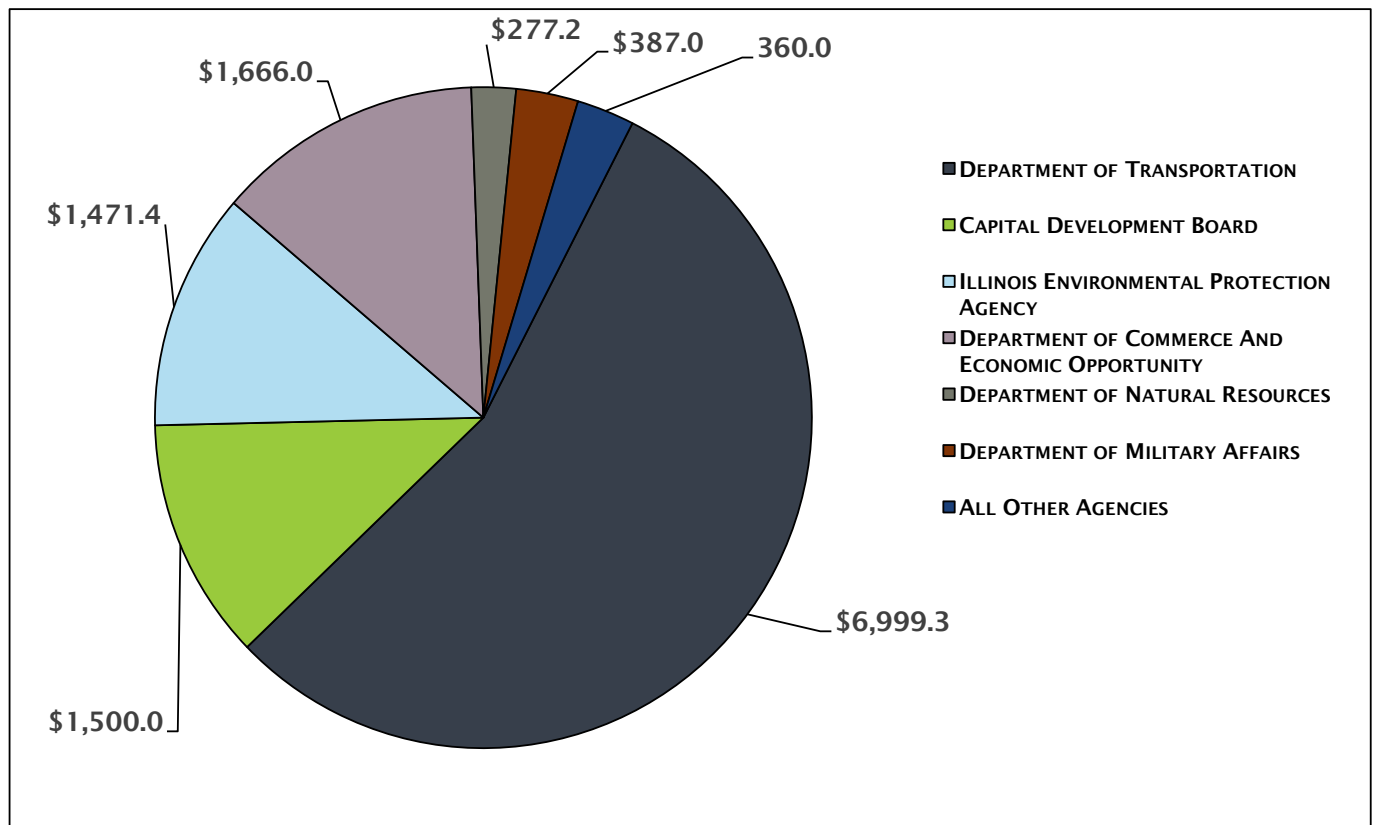
Fiscal Year 2027 Recommended Budget by Category					
(\$ millions)	FY26 Enacted		FY27 Recommended		
	Reappropriation	New	Reappropriation	New	
<b>Transportation</b>	\$ 23,489	\$ 6,159	\$ 23,245	\$ 6,999	
Road and Bridge	15,618	4,620	15,334	5,559	
Mass Transit	3,803	608	3,578	902	
CREATE	674	391	991	-	
Rail	1,578	31	1,486	42	
Grade Crossing Protection	395	37	389	37	
Aeronautics	535	159	559	148	
Ports	141	2	135	10	
Miscellaneous Transportation	744	312	774	303	
<b>Education</b>	\$ 4,487	\$ 137	\$ 4,163	\$ 550	
Higher Education	3,854	137	3,587	500	
PreK-12 Education	632	-	576	50	
<b>State Facilities</b>	\$ 5,339	\$ 785	\$ 5,572	\$ 1,547	
<b>Environment and Conservation</b>	\$ 5,294	\$ 1,458	\$ 5,363	\$ 1,749	
<b>Broadband Deployment</b>	\$ 198	\$ 625	\$ 93	\$ 1,000	
<b>Healthcare and Human Services</b>	\$ 252	\$ -	\$ 204	\$ 150	
<b>Economic and Community Development</b>	\$ 5,612	\$ 1,368	\$ 6,132	\$ 666	
<b>TOTAL</b>	\$ 44,671	\$ 10,532	\$ 44,773	\$ 12,661	

# Capital Budget Overview

## FISCAL YEAR 2027 RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 1 displays the distribution of recommended new capital appropriations by agency. In fiscal year 2027, 55 percent of the recommended new appropriations are for IDOT’s multiyear, multimodal transportation improvement program, funded largely by motor fuel taxes, vehicle registration fees, federal funds, and bond proceeds. Approximately 14 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.

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



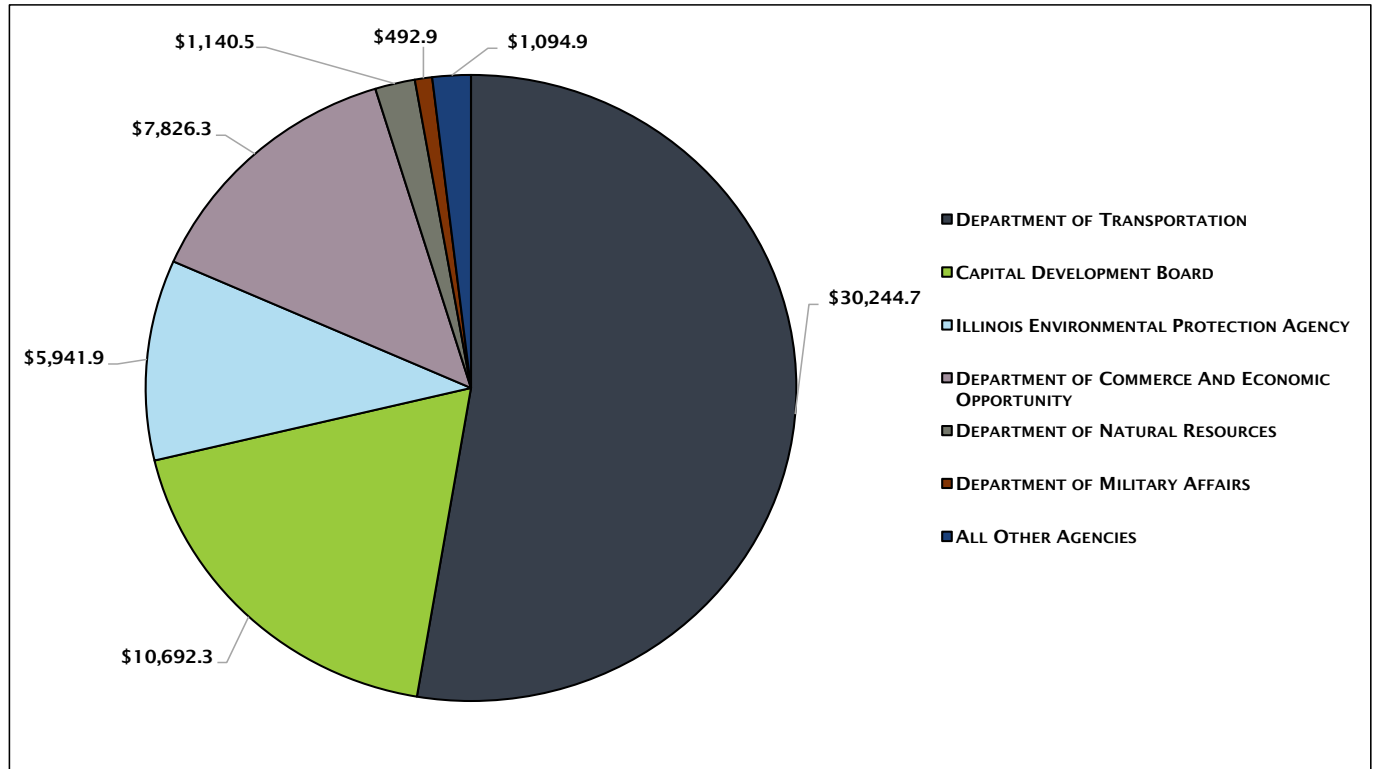
RECOMMENDED NEW CAPITAL APPROPRIATIONS BY AGENCY (\$ millions)	
Department of Transportation	6,999.3
Capital Development Board	1,500.0
Illinois Environmental Protection Agency	1,471.4
Department of Commerce And Economic Opportunity	1,666.0
Department of Natural Resources	277.2
Department of Military Affairs	387.0
All Other Agencies	360.0
<b>Total New Appropriations</b>	<b>\$ 12,660.9</b>

# Capital Budget Overview

## FISCAL YEAR 2027 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)



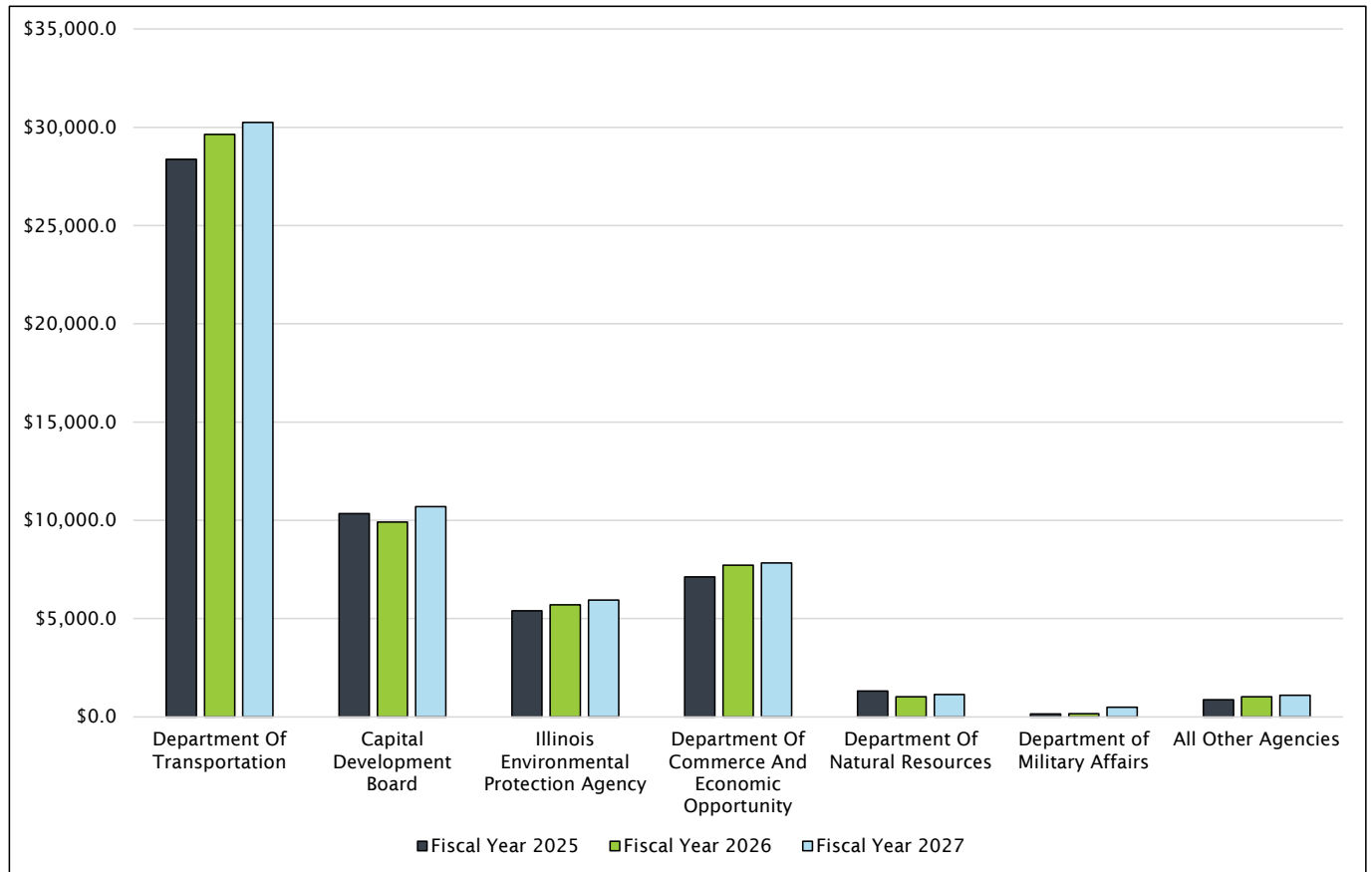
Agency (\$ millions)	Bonded	Pay-As-You-Go	Total
<b>Department of Transportation</b>	\$ 7,582.2	\$ 22,662.4	\$ 30,244.7
New Appropriations	500.0	6,499.3	6,999.3
Reappropriations	7,082.2	16,163.1	23,245.3
<b>Capital Development Board</b>	\$ 10,540.5	\$ 151.8	\$ 10,692.3
New Appropriations	1,500.0	0.0	1,500.0
Reappropriations	9,040.5	151.8	9,192.3
<b>Illinois Environmental Protection Agency</b>	\$ 320.3	\$ 5,621.6	\$ 5,941.9
New Appropriations	100.0	1,371.4	1,471.4
Reappropriations	220.3	4,250.2	4,470.5
<b>Department of Commerce And Economic Opportunity</b>	\$ 6,103.1	\$ 1,723.3	\$ 7,826.3
New Appropriations	616.0	1,050.0	1,666.0
Reappropriations	5,487.1	673.3	6,160.3
<b>Department of Natural Resources</b>	\$ 345.8	\$ 794.7	\$ 1,140.5
New Appropriations	0.0	277.2	277.2
Reappropriations	345.8	517.5	863.3
<b>Department of Military Affairs</b>	\$ 230.4	\$ 262.4	\$ 492.9
New Appropriations	197.0	190.0	387.0
Reappropriations	33.4	72.4	105.9
<b>All Other Agencies</b>	\$ 972.6	\$ 122.4	\$ 1,094.9
New Appropriations	310.0	50.0	360.0
Reappropriations	662.6	72.4	734.9
<b>Total</b>	\$ 26,094.9	\$ 31,338.6	\$ 57,433.4

# Capital Budget Overview

## FISCAL YEARS 2025-2027 CAPITAL APPROPRIATIONS BY AGENCY

Exhibit 3 aggregates bonded and pay-as-you-go capital to show total capital funding by agency across fiscal years 2025, 2026, and 2027. The rightmost bar for each agency shows the same information as the pie chart in Exhibit 2.

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

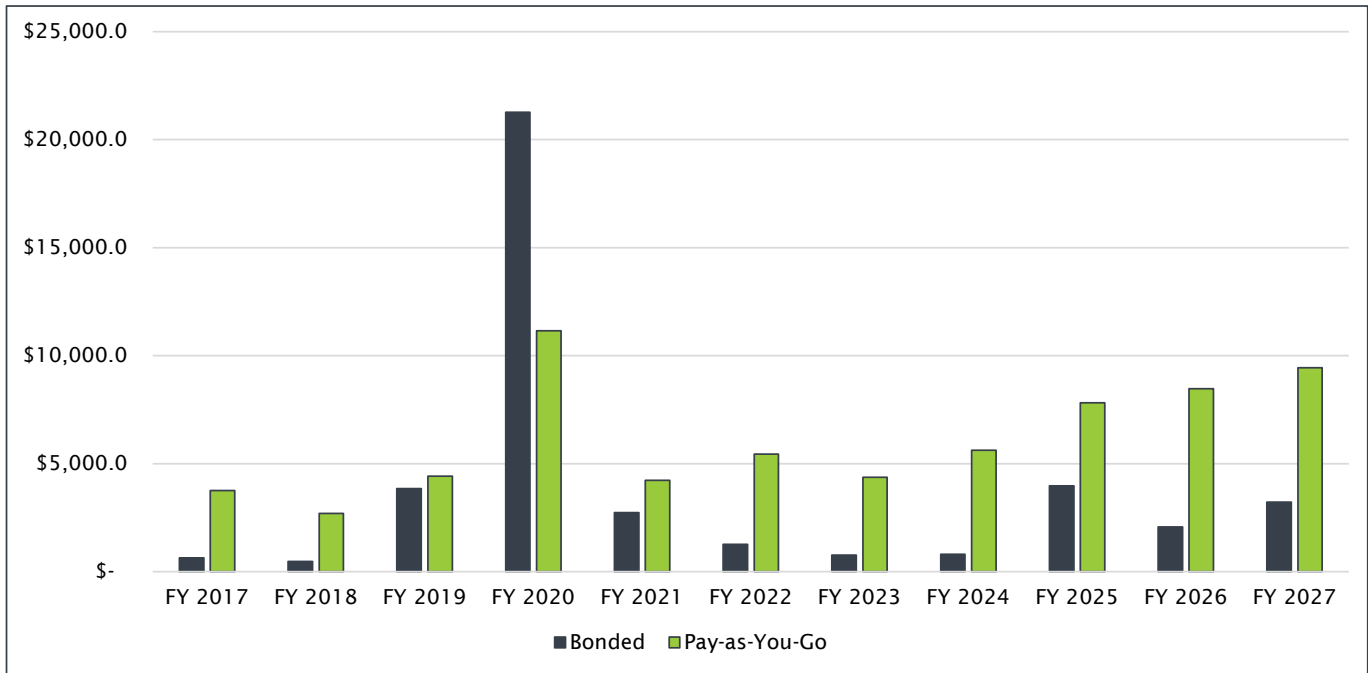


# Capital Budget Overview

## FISCAL YEARS 2017 – 2027 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 2017 to fiscal year 2027. 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)



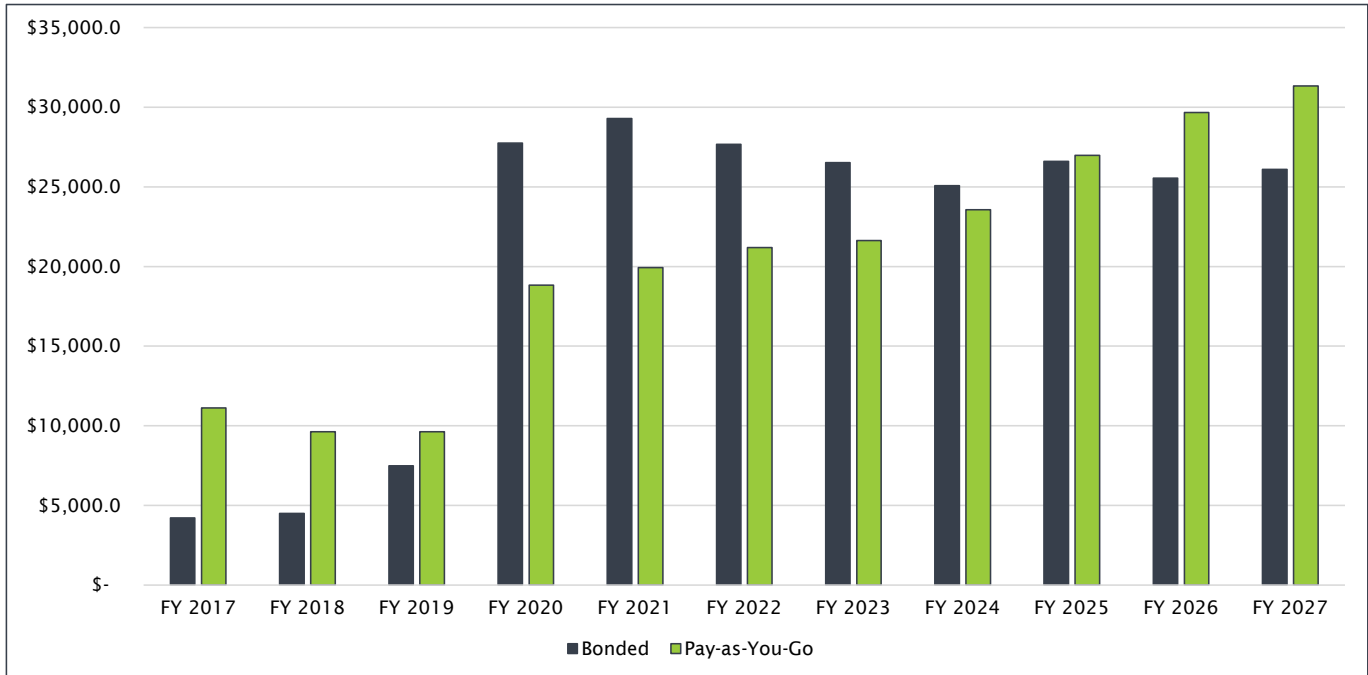
Note: A substantial portion of FY 2019 appropriations appear as new due to the absence of a fully enacted budget in FY 2016 through FY 2018. Many of these appropriations originated in FY 2010 as part of the Illinois Jobs Now! capital plan.

# Capital Budget Overview

## FISCAL YEARS 2017 – 2027 CAPITAL APPROPRIATIONS: PAY-AS-YOU-GO VS. BONDED

Exhibit 5 shows total bonded capital and pay-as-you-go capital from fiscal year 2017 to fiscal year 2027.

### 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 2025, 2026, and 2027.

Agency (\$ thousands)	FY 2025 Enacted Appropriations	FY 2026 Enacted Appropriations	FY 2027 Recommended Appropriations
<b>LEGISLATIVE AGENCIES</b>			
<b>Office Of The Architect Of The Capitol</b>	\$ 283,944	\$ 197,035	\$ 95,335
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	283,944	197,035	95,335
Federal Funds - Pay-as-you-go	-	-	-
<b>Legislative Agencies</b>	\$ 283,944	\$ 197,035	\$ 95,335
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	283,944	197,035	95,335
Federal Funds - Pay-as-you-go	-	-	-
<b>ELECTED OFFICIALS AND ELECTIONS</b>			
<b>Office Of The Secretary Of State</b>	\$ 67,361	\$ 52,542	\$ 30,049
Other State Funds - Pay-as-you-go	42,125	30,303	15,753
Other State Funds - Bonded	25,236	22,239	14,297
Federal Funds - Pay-as-you-go	-	-	-
<b>Office Of The State Comptroller</b>	\$ 22,656	\$ 31,965	\$ 29,997
Other State Funds - Pay-as-you-go	6,500	16,351	16,206
Other State Funds - Bonded	16,156	15,614	13,791
Federal Funds - Pay-as-you-go	-	-	-
<b>Elected Officials And Elections</b>	\$ 90,016	\$ 84,507	\$ 60,046
Other State Funds - Pay-as-you-go	48,625	46,654	31,959
Other State Funds - Bonded	41,391	37,853	28,087
Federal Funds - Pay-as-you-go	-	-	-
<b>GOVERNOR'S AGENCIES</b>			
<b>Department Of Central Management Services</b>	\$ -	\$ 300,000	\$ 339,634
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	-	300,000	339,634
Federal Funds - Pay-as-you-go	-	-	-
<b>Department Of Commerce And Economic Opportunity</b>	\$ 7,127,465	\$ 7,722,366	\$ 7,826,346
Other State Funds - Pay-as-you-go	452,633	469,717	427,931
Other State Funds - Bonded	5,522,980	5,837,853	6,103,057
Federal Funds - Pay-as-you-go	1,151,852	1,414,796	1,295,359
<b>Department Of Natural Resources</b>	\$ 1,308,521	\$ 1,028,917	\$ 1,140,467
Other State Funds - Pay-as-you-go	578,431	456,835	468,809
Other State Funds - Bonded	434,920	384,225	345,752
Federal Funds - Pay-as-you-go	295,171	187,857	325,906
<b>Illinois Housing Development Authority*</b>	\$ 27,075	\$ 17,000	\$ 167,000
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	27,075	17,000	167,000
Federal Funds - Pay-as-you-go	-	-	-
<b>Department Of Innovation and Technology</b>	\$ 190,861	\$ 191,640	\$ 184,418
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	190,861	191,640	184,418
Federal Funds - Pay-as-you-go	-	-	-

# Capital Budget Overview

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

Agency (\$ thousands)	FY 2025 Enacted Appropriations	FY 2026 Enacted Appropriations	FY 2027 Recommended Appropriations
<b>Department Of Military Affairs</b>	\$ 153,147	\$ 159,602	\$ 492,851
Other State Funds - Pay-as-you-go	80,762	95,304	262,420
Other State Funds - Bonded	72,385	64,298	230,431
Federal Funds - Pay-as-you-go	-	-	-
<b>Department Of Public Health</b>	\$ 14,907	\$ 14,402	\$ 10,602
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	14,907	14,402	10,602
Federal Funds - Pay-as-you-go	-	-	-
<b>Illinois State Police</b>	\$ 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	-	-	-
<b>Department Of Transportation</b>	\$ 28,369,077	\$ 29,647,745	\$ 30,244,656
Other State Funds - Pay-as-you-go	18,348,305	20,547,440	21,825,715
Other State Funds - Bonded	9,306,010	8,332,942	7,582,250
Federal Funds - Pay-as-you-go	714,762	767,363	836,691
<b>Illinois Arts Council</b>	\$ 1,170	\$ -	\$ -
Other State Funds - Pay-as-you-go	1,170	-	-
Other State Funds - Bonded	-	-	-
Federal Funds - Pay-as-you-go	-	-	-
<b>Capital Development Board</b>	\$ 10,342,670	\$ 9,912,006	\$ 10,692,300
Other State Funds - Pay-as-you-go	113,960	161,778	151,778
Other State Funds - Bonded	10,228,710	9,750,227	10,540,521
Federal Funds - Pay-as-you-go	-	-	-
<b>Illinois Environmental Protection Agency</b>	\$ 5,396,882	\$ 5,703,057	\$ 5,941,890
Other State Funds - Pay-as-you-go	4,253,856	4,653,732	4,908,207
Other State Funds - Bonded	329,566	263,365	320,265
Federal Funds - Pay-as-you-go	813,460	785,960	713,418
<b>Governor's Agencies</b>	\$ 53,054,275	\$ 54,819,235	\$ 57,162,663
Other State Funds - Pay-as-you-go	23,829,117	26,384,806	28,044,860
Other State Funds - Bonded	26,249,914	25,278,453	25,946,429
Federal Funds - Pay-as-you-go	2,975,244	3,155,975	3,171,374
<b>EDUCATION</b>			
<b>Illinois State Board Of Education</b>	\$ 142,548	\$ 102,058	\$ 115,397
Other State Funds - Pay-as-you-go	117,548	77,058	90,397
Other State Funds - Bonded	25,000	25,000	25,000
Federal Funds - Pay-as-you-go	-	-	-
<b>Illinois Board of Higher Education</b>	\$ 3,935	\$ -	\$ -
Other State Funds - Pay-as-you-go	-	-	-
Other State Funds - Bonded	3,935	-	-
Federal Funds - Pay-as-you-go	-	-	-

# Capital Budget Overview

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

Agency (\$ thousands)	FY 2025 Enacted Appropriations	FY 2026 Enacted Appropriations	FY 2027 Recommended Appropriations
<b>Education</b>	\$ 146,483	\$ 102,058	\$ 115,397
Other State Funds - Pay-as-you-go	117,548	77,058	90,397
Other State Funds - Bonded	28,935	25,000	25,000
Federal Funds - Pay-as-you-go	-	-	-
<b>GRAND TOTAL</b>	\$ 53,574,719	\$ 55,202,834	\$ 57,433,441
Other State Funds - Pay-as-you-go	23,995,290	26,508,518	28,167,216
Other State Funds - Bonded	26,604,185	25,538,341	26,094,851
Federal Funds - Pay-as-you-go	2,975,244	3,155,975	3,171,374

\*The Illinois Housing Development Authority (IHDA) receives appropriations through its funding agent, the Department of 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 2024 through 2027.

Source (\$ millions)	Actual FY 2024	Actual FY 2025	Estimated FY 2026	Projected FY 2027
<b>State Taxes</b>				
Motor Fuel Tax.....	2,816.8	2,947.3	3,024.0	3,101.4
*Sales Tax on Motor Fuels.....	569.7	697.9	645.9	-
Telecommunications Tax.....	33.1	31.9	30.5	29.5
Real Estate Transfer Tax.....	40.9	44.2	44.8	43.3
Other Taxes.....	10.2	0.3	0.2	0.2
<b>Total State Taxes</b>	<b>3,470.8</b>	<b>3,721.5</b>	<b>3,745.4</b>	<b>3,174.4</b>
<b>Non-Tax State Sources</b>				
Motor Vehicle and Operators License Fees.....	2,147.2	2,121.4	2,471.6	2,602.2
Water Revolving Fund Loan Repayment.....	393.3	285.5	66.2	185.9
Bond Issue Proceeds.....	3,222.8	1,387.2	3,158.7	2,895.3
Licenses, Fees, and Registrations.....	284.9	154.5	101.6	100.2
Sale of Property, Other Earnings, and Net Transfers.....	542.3	741.0	384.3	405.6
<b>Total Non-Tax State Sources</b>	<b>6,590.6</b>	<b>4,689.7</b>	<b>6,182.5</b>	<b>6,189.2</b>
<b>Federal Receipts</b>	<b>2,951.0</b>	<b>3,331.6</b>	<b>2,923.8</b>	<b>3,662.8</b>
<b>TOTAL RECEIPTS ALL SOURCES</b>	<b>13,012.3</b>	<b>11,742.8</b>	<b>12,851.7</b>	<b>13,026.3</b>
*PA 104-0457 shifts motor fuel sales tax revenue from the Road Fund, split 85 percent to the Public Transportation Fund and 15 percent to the Downstate Public Transportation Fund.				

# 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 2024 through 2027.

(\$ millions)	Actual FY 2024	Actual FY 2025	Estimated FY 2026	Projected FY 2027
<b>Receipts</b>				
<b>State Sources</b>				
Motor Vehicle and Operators License Fees.....	1,593.4	1,597.9	1,623.7	1,693.9
Transfers from Motor Fuel Tax Fund.....	345.8	343.4	346.6	343.4
Sales Tax on Motor Fuels.....	569.7	697.9	645.9	0.0
Other Earnings, Reimbursements, and Transfers.....	279.3	395.1	388.8	222.4
<b>Total State Sources.....</b>	<b>2,788.2</b>	<b>3,034.4</b>	<b>3,005.0</b>	<b>2,259.7</b>
<b>Total Federal Sources.....</b>	<b>2,244.0</b>	<b>2,589.1</b>	<b>1,972.7</b>	<b>2,660.1</b>
<b>TOTAL RECEIPTS</b>	<b>5,032.2</b>	<b>5,623.5</b>	<b>4,977.6</b>	<b>4,919.8</b>
<b>Disbursements</b>				
<b>Expenditures*</b>				
Department Of Transportation - Construction.....	1,534.6	2,044.0	3,134.8	2,715.7
Department Of Transportation - Operations.....	1,176.3	1,638.0	1,648.7	1,585.6
Department Of Transportation - All Other.....	244.6	270.4	279.2	320.2
Secretary Of State.....	1.6	1.4	2.0	2.0
Department Of Central Management Services - Group Insurance.....	148.3	156.5	172.8	155.5
All Other Agencies.....	5.8	18.1	19.8	18.4
<b>Total Expenditures.....</b>	<b>3,111.2</b>	<b>4,128.4</b>	<b>5,257.4</b>	<b>4,797.4</b>
<b>Transfers</b>				
Workers' Compensation Revolving Fund.....	18.2	24.5	25.6	26.4
Debt Service.....	509.1	578.9	634.0	702.4
Other Transfers.....	283.3	435.2	253.6	257.4
<b>Total Transfers.....</b>	<b>810.7</b>	<b>1,038.6</b>	<b>913.1</b>	<b>986.2</b>
<b>TOTAL DISBURSEMENTS</b>	<b>3,921.8</b>	<b>5,167.0</b>	<b>6,170.5</b>	<b>5,783.5</b>
<b>SAMS Adjustment.....</b>	<b>(0.9)</b>	<b>(1.2)</b>	<b>(11.3)</b>	<b>(1.0)</b>
<b>NET CHANGE IN CASH (Receipts minus Disbursements)</b>	<b>1,110.4</b>	<b>457.7</b>	<b>(1,181.5)</b>	<b>(862.7)</b>
<b>plus: CASH BALANCE AT BEGINNING OF YEAR.....</b>	<b>2,178.5</b>	<b>3,289.7</b>	<b>3,747.5</b>	<b>2,565.9</b>
<b>equals: CASH BALANCE AT END OF YEAR</b>	<b>3,289.7</b>	<b>3,747.5</b>	<b>2,565.9</b>	<b>1,703.2</b>

\*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 2024 through 2027.

(\$ millions)	Actual FY 2024	Actual FY 2025	Estimated FY 2026	Projected FY 2027
<b>Receipts</b>				
<b>Non-Allocable Receipts</b>				
Refunds on Nontaxable Motor Fuel.....	42.5	38.7	38.1	37.0
International Fuel Tax Agreement (IFTA) to Other States.....	1.0	5.1	5.1	5.1
<b>Allocable Receipts.....</b>	<b>1,192.8</b>	<b>1,199.1</b>	<b>1,194.6</b>	<b>1,199.2</b>
<b>TOTAL GROSS RECEIPTS</b>	<b>1,236.3</b>	<b>1,243.0</b>	<b>1,237.9</b>	<b>1,241.3</b>
<b>Disbursements</b>				
<b>Transfers</b>				
State Construction Account Fund.....	196.5	195.2	196.9	195.1
Road Fund.....	345.8	343.4	346.6	343.4
Motor Fuel Tax Counties Fund.....	179.3	178.2	179.2	177.0
Motor Fuel Tax Municipalities Fund.....	251.5	249.9	251.4	248.2
Motor Fuel Tax Townships and Road Districts Fund.....	81.4	80.9	81.8	80.3
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.....	0.0	0.1	0.0	0.1
<b>Total Transfers.....</b>	<b>1,101.6</b>	<b>1,094.7</b>	<b>1,102.8</b>	<b>1,091.1</b>
<b>Expenditures*</b>				
Department Of Revenue (net IFTA and Refunds).....	51.9	57.5	53.1	48.0
Secretary Of State.....	1.3	1.3	1.3	1.3
Department Of Transportation.....	17.1	21.7	21.9	26.7
Illinois Environmental Protection Agency.....	23.0	32.0	32.0	32.0
Refunds on Nontaxable Motor Fuel.....	42.5	38.7	38.1	37.0
International Fuel Tax Agreement to Other States.....	1.0	5.1	5.1	5.1
<b>Total Expenditures.....</b>	<b>136.8</b>	<b>156.4</b>	<b>151.5</b>	<b>150.1</b>
<b>TOTAL DISBURSEMENTS</b>	<b>1,238.4</b>	<b>1,251.1</b>	<b>1,254.3</b>	<b>1,241.2</b>
<b>SAMS Adjustment.....</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
<b>NET CHANGE IN CASH (Receipts minus Disbursements)</b>	<b>(2.1)</b>	<b>(8.1)</b>	<b>(16.4)</b>	<b>0.1</b>
<b>plus: CASH BALANCE AT BEGINNING OF YEAR.....</b>	<b>121.6</b>	<b>119.5</b>	<b>111.5</b>	<b>95.0</b>
<b>equals: CASH BALANCE AT END OF YEAR</b>	<b>119.5</b>	<b>111.5</b>	<b>95.0</b>	<b>95.2</b>

\*These figures reflect cash basis expenditures.

# Capital Budget Overview

**TABLE IV-A: APPROPRIATED CAPITAL FUNDS BY FUND GROUP FOR FISCAL YEAR 2027**

Table IV-A summarizes, by fund group, the appropriated capital funds, and projected capital cash flow for fiscal year 2027.

Cash Basis Fund Category and Fund Name (\$ thousands)	Cash Balance, Beginning of Year	plus Receipts			equals Total Resources	minus Disbursements		Cash Balance, End of Year
		State Sources	Federal Sources	Transfers In		Transfers Out	Warrants Issued	
<b>HIGHWAY FUNDS</b>	6,581,549	5,743,669	2,660,068	2,311,692	17,296,977	3,321,213	8,114,860	5,860,904
<b>SPECIAL STATE FUNDS</b>	1,428,807	735,374	436,654	363,802	2,964,634	193,060	1,003,653	1,767,925
<b>BOND FINANCED FUNDS</b>	2,246,827	2,798,091	-	-	5,044,918	-	2,909,979	2,134,939
<b>FEDERAL TRUST FUNDS</b>	375,977	4,100	124,587	-	504,664	35,000	253,773	215,890
<b>STATE TRUST FUNDS</b>	404,793	8,419	28,453	-	441,665	10	4,191	437,464

# Capital Budget Overview

**TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2027**

Table IV-B lists all appropriated capital funds and displays each fund's projected capital cash flow for fiscal year 2027.

Cash Basis  Fund Category and Fund Name (\$ thousands)	Cash Balance,  Beginning of Year	plus Receipts			equals  Total Resources	minus Disbursements		Cash Balance,  End of Year
		State  Sources	Federal  Sources	Transfers  In		Transfers  Out	Warrants  Issued	
<b>HIGHWAY FUNDS</b>								
Downstate Mass Transportation Capital Improvement	145,213	18,359	-	35,882	199,454	1	36,417	163,036
Grade Crossing Protection	150,499	-	-	42,000	192,499	5,504	45,060	141,934
Motor Fuel Tax	95,045	1,235,280	-	6,034	1,336,359	1,091,077	150,104	95,178
Motor Fuel Tax Counties	-	-	-	176,973	176,973	-	176,973	-
Motor Fuel Tax Municipalities	-	-	-	248,197	248,197	-	248,197	-
Motor Fuel Tax Townships and Road Districts	-	-	-	80,323	80,323	-	80,323	-
Regional Transportation Authority Capital Improvement	715,081	165,230	-	322,941	1,203,252	-	276,182	927,071
Road	2,565,948	1,916,348	2,660,068	343,401	7,485,765	986,176	4,796,361	1,703,229
State Construction Account	2,781,365	609,056	-	1,055,940	4,446,362	98	1,731,127	2,715,137
Transportation Renewal	128,398	1,799,394	-	-	1,927,793	1,238,357	574,117	115,319
<b>SPECIAL STATE FUNDS</b>								
Adeline Jay Geo-Karis Illinois Beach Marina	1,761	554	-	-	2,316	197	466	1,653
Capital Facility and Technology Modernization	9,006	-	-	-	9,006	-	145	8,861
Clean Water State Revolving	188,870	310,232	240,000	-	739,101	88,093	357,412	293,597
Downstate Transit Improvement	337,294	-	-	65,000	402,294	1	10,500	391,793
Drinking Water State Revolving	-	192,806	90,856	86,500	370,162	-	187,405	182,757
Federal High Speed Rail Trust	4,558	-	11,985	-	16,543	2	14,099	2,443
Illinois Forestry Development	2,485	2,860	5,004	-	10,350	14	8,330	2,006
Illinois Habitat	18,152	1,657	-	-	19,809	158	1,859	17,792
Illinois National Guard Construction	48,290	-	17,438	-	65,727	-	24,399	41,329
Illinois Wildlife Preservation	2,947	367	-	243	3,557	1	597	2,959
Natural Areas Acquisition	13,368	13,040	70	-	26,478	109	17,207	9,161
Off-Highway Vehicle Trails	2,417	510	-	-	2,927	-	44	2,884
Open Space Lands Acquisition and Development	121,742	30,309	-	-	152,051	180	58,341	93,530
Park and Conservation	9,248	24,851	3,281	10,000	47,379	186	38,388	8,805
Partners for Conservation Projects	1,101	-	-	-	1,101	-	104	997
Plugging and Restoration	4,724	2,884	25,000	-	32,608	762	25,000	6,846
Rail Freight Loan Repayment	945	35	-	-	980	-	-	980
Rebuild Illinois Projects	530,164	-	-	-	530,164	17	59,050	471,097
School Infrastructure	3,537	16,228	-	196,858	216,623	87,832	35,000	93,791
Snowmobile Trail Establishment	619	111	-	-	729	-	95	635
South Suburban Airport Improvement	-	-	-	-	-	-	-	-
State Boating Act	5,261	3,790	3,131	5,040	17,223	71	12,205	4,947
State Furbearer	1,092	120	-	23	1,234	-	62	1,173
State Migratory Waterfowl Stamp	2,780	1,032	-	-	3,812	-	1,923	1,889
State Parks	2,993	11,533	32	-	14,558	54	12,069	2,434
State Pheasant	6,837	625	-	138	7,599	-	177	7,422
State Rail Freight Loan Repayment	14,376	879	-	-	15,255	-	-	15,255
Underground Storage Tank	84,764	72,172	-	-	156,936	15,022	46,161	95,753
Wildlife and Fish	9,476	48,779	39,857	-	98,112	361	92,615	5,136

# Capital Budget Overview

**TABLE IV-B: APPROPRIATED CAPITAL FUNDS BY FUND FOR FISCAL YEAR 2027 (CONTINUED)**

Cash Basis  Fund Category and Fund Name (\$ thousands)	Cash Balance,  Beginning of Year	plus Receipts			equals  Total Resources	minus Disbursements		Cash Balance,  End of Year
		State  Sources	Federal  Sources	Transfers  In		Transfers  Out	Warrants  Issued	
<b>BOND FINANCED FUNDS</b>								
Anti-Pollution	11,488	-	-	-	11,488	-	2,825	8,663
Build Illinois Bond	824,514	648,091	-	-	1,472,605	-	648,135	824,470
Capital Development	467,704	650,000	-	-	1,117,704	-	616,650	501,054
Multi-modal Transportation Bond	506,443	500,000	-	-	1,006,443	-	682,520	323,923
School Construction	514	-	-	-	514	-	-	514
Transportation Bond Series D	32,759	50,000	-	-	82,759	-	30,000	52,759
Transportation Bond, Series A	262,066	800,000	-	-	1,062,066	-	788,178	273,889
Transportation Bond, Series B	141,338	150,000	-	-	291,338	-	141,672	149,667
<b>FEDERAL TRUST FUNDS</b>								
Abandoned Mined Lands Reclamation Council Federal Trust	3,437	-	22,165	-	25,602	-	20,683	4,919
DNR Federal Projects	2,278	-	450	-	2,728	-	1,807	921
Federal Mass Transit Trust	1,215	-	44,967	-	46,182	-	44,967	1,215
Federal/State/Local Airport	16,064	4,100	57,005	-	77,169	-	61,105	16,064
State Coronavirus Urgent Remediation Emergency	352,983	-	-	-	352,983	35,000	125,211	192,771
<b>STATE TRUST FUNDS</b>								
Abandoned Mined Lands Reclamation Set- Aside	189,530	6,300	26,700	-	222,530	-	300	222,230
Capital Development Board Contributory Trust	177,259	-	-	-	177,259	-	-	177,259
DNR Special Projects	36,333	2,119	-	-	38,452	10	2,341	36,101
Land and Water Recreation	1,671	-	1,753	-	3,424	-	1,550	1,874

# CHAPTER 3

## AGENCY BUDGET DETAIL



*Illinois State Capital Budget Fiscal Year 2027*

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# Agency Budget Detail: Capital Development Board

## CAPITAL DEVELOPMENT BOARD

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



## 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 while prioritizing and providing ethical and fair service, sustainable facilities, excellent quality, impactful partnerships, and continuous improvements. Through responsible project management and innovative design, CDB aims to improve the quality of life for Illinois’ communities.

## FIVE-YEAR PLAN

CDB continues to advance Illinois’ strategic priority to modernize aging infrastructure by delivering high quality, sustainable facilities. Focusing on critical deferred maintenance needs and innovative programmatic projects for their state agency and higher education clients, CDB will continue to improve capital project delivery methods and procurement tools to adapt to the evolving design and construction industries. CDB ensures that projects meet the programmatic needs of state agencies, universities, and community colleges from design to completion. CDB monitors the challenges facing the design and construction industries, including supply chain disruptions and skilled labor and material shortages, and develops mitigation strategies to assist with the management of capital programs.

## FISCAL YEAR 2027 CAPITAL BUDGET

Rebuild Illinois was developed with enough flexible appropriation authority to allow for ongoing and sustainable execution of capital projects. As the program progresses, CDB continues to prioritize critical deferred maintenance across the State, 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 table 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 identifying an architect/engineer (A/E) and 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	\$ 601,623	44
Design	\$ 2,965,147	290
Construction	\$ 3,647,779	261
Closeout	\$ 515,926	43
<b>Total</b>	<b>\$ 7,730,475</b>	<b>638</b>

\*As of December 2025

## BUDGET HIGHLIGHTS

The recommended fiscal year 2027 capital budget for CDB totals \$10.7 billion. The capital budget builds on the progress and success of prior years by sustaining a strong commitment to investing in the State’s infrastructure. The proposed investments strategically balance critical deferred maintenance projects, demolition initiatives, major facility renovations, and new construction projects to address both immediate needs and long-term priorities across state agencies.

The Governor proposes \$1.5 billion in new bond authorization and appropriations for CDB in fiscal year 2027 for the following purposes:

- \$1 billion for deferred maintenance at state facilities;
- \$300 million for deferred maintenance at universities;
- \$100 million for deferred maintenance at community colleges; and
- \$100 million for construction of new residence halls at the Illinois Math and Science Academy.

The CDB capital budget primarily consists of reappropriations of fiscal year 2026 enacted lines, ensuring continuity and completion of capital initiatives, including, but not limited to, the following:

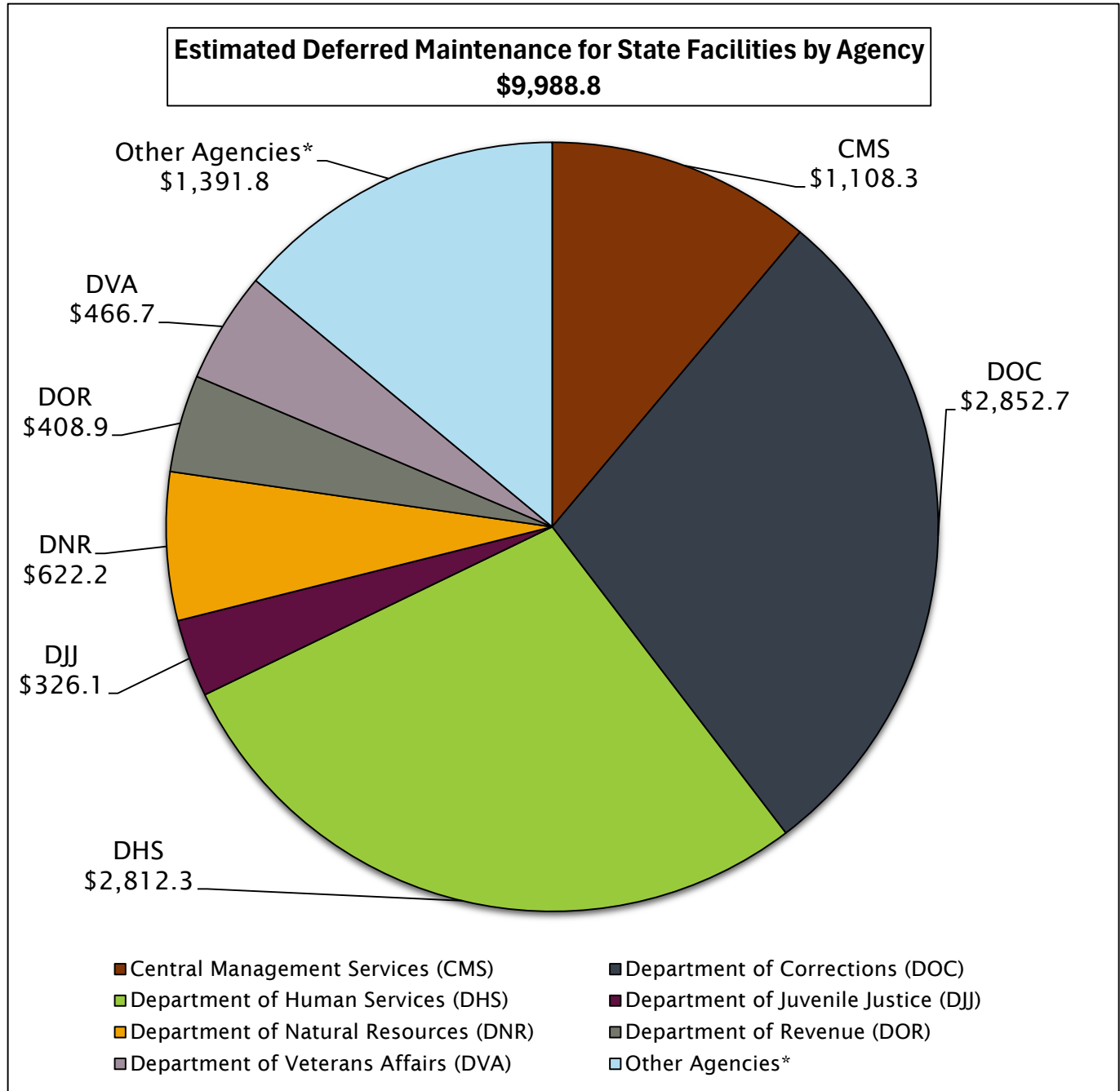
- \$190.0 million to address the State’s demolition and remediation needs;
- \$58.0 million for capital improvements at the Adeline Jay Geo-Karis Illinois Beach State Park;
- \$138.0 million to complete a new Department of Innovation and Technology central computing facility;
- \$885.0 million to rebuild the Logan and Stateville Correctional Facilities;
- \$382.5 million 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;
- \$536.1 million for higher education institutions to aid in the completion of active projects in both design and construction that are experiencing cost escalation, and for new projects addressing the most critical deferred maintenance needs at various educational campuses across the State;
- \$280.5 million for construction of the Department of Public Health (DPH) laboratory in Chicago and reconstruction of the Carbondale laboratory; and
- \$180.9 million for renovation of the Springfield Armory which will serve the evolving space needs of a hybrid State workforce and preserve the historic nature of the building.

# Agency Budget Detail: Capital Development Board

## INVESTMENTS IN STATE FACILITIES

Illinois' state facilities include 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. Exhibit 1 below shows total deferred maintenance as projected by CDB for each agency.

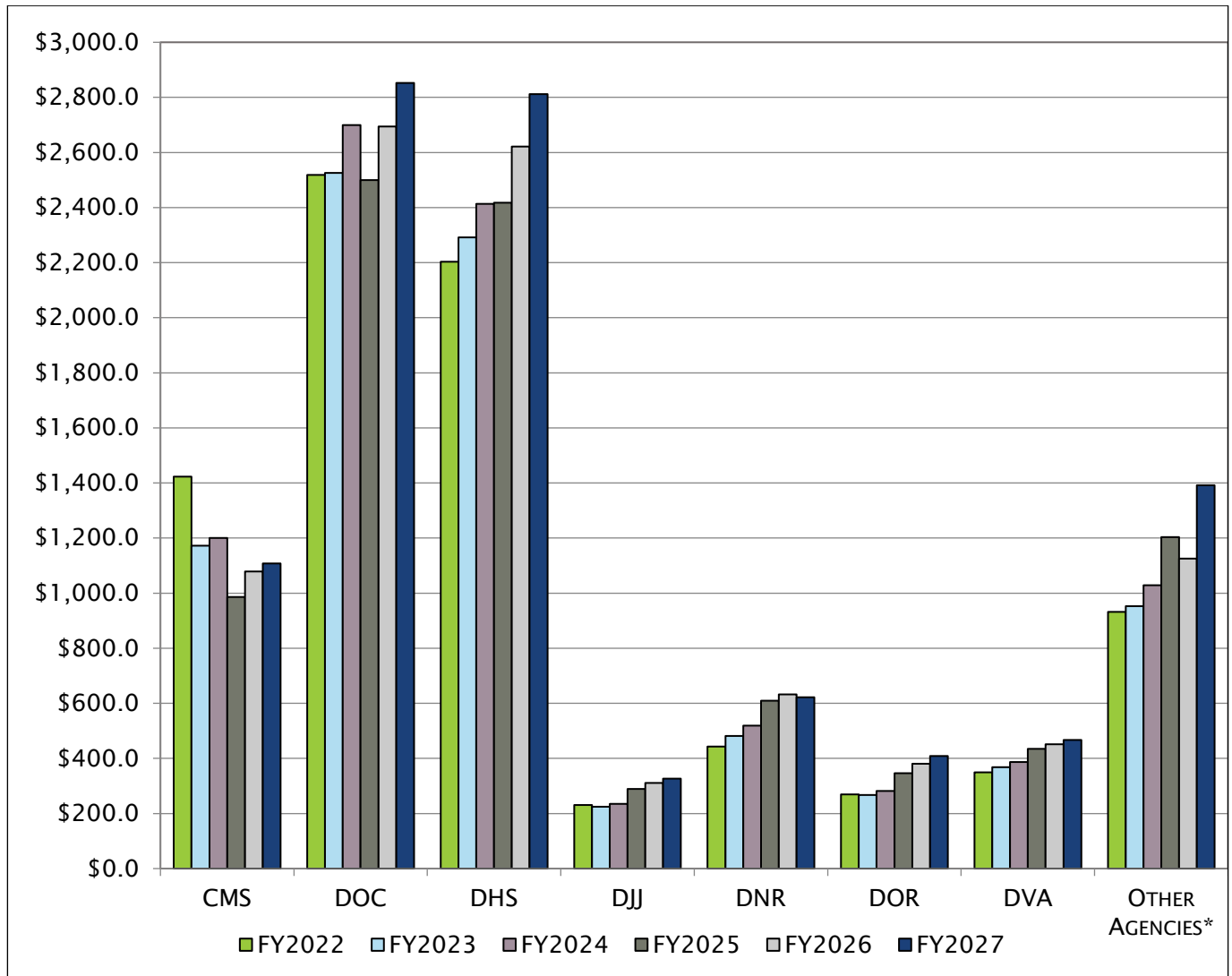
### EXHIBIT 1 – STATEWIDE DEFERRED MAINTENANCE NEEDS BY AGENCY FISCAL YEAR 2027 (\$ MILLIONS)



\*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 2022-2027 (\$ 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

## STATE FACILITY PROJECT DETAILS

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
<b>Abraham Lincoln Presidential Library and Museum (ALPLM)</b>
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, preserve collections, reduce utility costs and environmental impacts, and adapt the museum facility to attract visitors.
Projects Include: Replacement of uninterruptible power supply units, chiller and boiler replacements, and installation of solar panels and electric vehicle charging infrastructure.
<b>Department of Central Management Services (CMS)</b>
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 facility needs 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.
<b>Illinois Department of Agriculture (IDOA)</b>
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 safe enjoyment of visitors.
Projects Include: Replacement of roofing systems, repair of fairground roadways, sidewalks, and buildings; and demolition of vacant structures.
<b>Department of Corrections (DOC)</b>
The mission of DOC is to serve justice in Illinois and increase public safety by promoting positive change for those in custody, operating successful re-entry programs, and reducing victimization. To accomplish this mission, DOC must consider how the conditions of its facilities impact the lives of approximately 12,600 staff and 30,000 individuals in custody. These individuals are spread throughout Illinois in a system comprised of 29 correctional facilities and five satellites. These locations house more than 1,200 buildings, including healthcare facilities, living quarters, classrooms, dietaries, and warehouses.
Projects Include: Upgrades to electrical distribution systems, fire alarm systems, dietary equipment, accessibility features, and water towers.
<b>Department of Human Services (DHS)</b>
The mission of DHS is to assist Illinois residents in achieving self-sufficiency, independence, and health to the maximum extent possible by providing integrated, family-oriented services, promoting prevention programs, and establishing measurable outcomes in partnership with communities. As part of that mission, DHS operates sixteen 24/7 facilities, which include six mental health hospitals, six developmental centers, one combined 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, HVAC systems, and fire alarm systems and replacement of roofing systems.

# Agency Budget Detail: Capital Development Board

Agency Mission and Capital Goals (Continued)
<b>Department of Juvenile Justice (DJJ)</b>
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 by creating environments that are developmentally healthy, trauma informed, and appropriate for youth in the State’s custody.
Projects Include: Water distribution system replacement, roof and ceiling repairs, air conditioning replacements, and upgrades to office space and classrooms.
<b>Department of Revenue (DOR)</b>
DOR serves Illinois taxpayers by administering Illinois tax laws, collecting tax revenues, and providing accurate and reliable information in a timely manner. The Willard Ice Building is the central focus for DOR's capital budget requests 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.
<b>Department of Veterans Affairs (DVA)</b>
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 provides 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 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.
<b>Illinois Courts</b>
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 several appellate courthouses and HVAC upgrades.
<b>Illinois Emergency Management Agency and Office of Homeland Security (IEMA-OHS)</b>
The primary responsibility of IEMA-OHS is to better prepare the State of Illinois for disasters, hazards, and acts of terrorism. IEMA-OHS has a 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.
<b>Illinois State Police (ISP)</b>
ISP specializes in enforcing laws, protecting the public, and providing an array of specialty services to local, state, and federal agencies. The most significant responsibility of 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: Construction of a Metro East District Headquarters complex, HVAC system and generator upgrades, new training facilities, and training facility renovations.

# Agency Budget Detail: Capital Development Board

The table below shows CDB’s active projects being managed on behalf of client agencies. CDB manages the design and construction of many active projects at state facilities, including deferred maintenance projects, programmatic work, and emergency needs. As noted below, there are currently 427 projects valued at approximately \$4.7 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	\$ 92,984	9
Department of Central Management Services	\$ 597,729	23
Department of Corrections	\$ 470,094	88
Department of Human Services	\$ 367,255	53
Department of Juvenile Justice	\$ 140,419	14
Department of Natural Resources	\$ 394,068	60
Department of Revenue	\$ 78,844	6
Department of Transportation	\$ 608,951	99
Department of Veterans Affairs	\$ 400,141	27
Illinois Emergency Management Agency	\$ 29,370	3
Illinois State Police	\$ 185,630	14
Office of the Architect of the Capitol	\$ 771,958	2
Office of the Secretary of State	\$ 223,289	12
All Other Agencies **	\$ 306,662	17
<b>Total</b>	<b>\$ 4,667,393</b>	<b>427</b>

\*As of December 2025

\*\*Other agencies include the Abraham Lincoln Presidential Library and Museum, the Illinois Courts, and the Office of the Attorney General.

## PROJECT DETAILS – STATE FACILITIES

CDB is collaborating with agencies around the State to repair and construct facilities under the Rebuild Illinois framework. The following represent a selection of active and recently completed projects managed by CDB on behalf of client agencies.

### PHILIP J. ROCK CENTER AND SCHOOL

The State has allocated \$21.5 million to build a new two-story, 24,173-square-foot facility at the Philip J. Rock Center and School that integrates residential and educational functions into a single building, creating a supportive environment for students with unique sensory needs. CDB has already completed Phase 1 of the project, which included dormitories for extended-stay students, new classrooms, after-school activity rooms, and essential support spaces. The phase also involved comprehensive site upgrades, including new electrical systems and utilities, a basketball court, playground, concrete walkways, landscaping, and electric vehicle charging stations.

### REPLACEMENT POWER PLANT AT ELGIN MENTAL HEALTH CENTER

The State has allocated \$31.7 million to build a new power plant at Elgin Mental Health Center (EMHC), one of the state’s seven psychiatric hospitals. Fiscal year 2027 will mark the completion of the replacement power plant at EMHC, which will provide cost-effective heating and power to the 53-building Department of Human Services campus. The project includes the relocation of a 1,200-horsepower boiler, the installation of three 500-horsepower dual-fuel steam boilers and three 1,500-watt diesel generators, construction of dedicated maintenance workspace and vehicle storage facilities, and the decommissioning of the existing power plant.

# Agency Budget Detail: Capital Development Board



New plant at Elgin Mental Health, exterior view. Elgin.



New plant at Elgin Mental Health, interior view. Elgin.

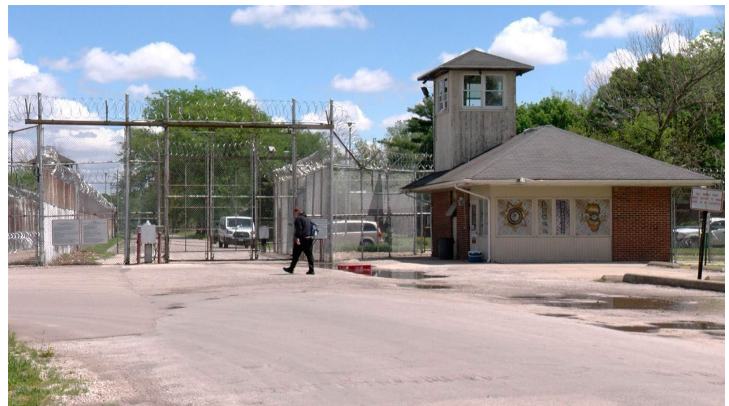
Despite complex site conditions, including active and undocumented underground utilities, the project team ensured uninterrupted management and service through careful hand excavation, the use of spotters, and innovative rerouting solutions. CDB's dependable design approach and high-quality construction coordination and management were recognized in 2025 when the project received the Construction Industry Service Corporation (CISCO) Project of the Year award.

## REHABILITATION AND RESTORATION INSIDE SAFE ENVIRONMENTS (RISE IDOC)

Rehabilitation and Restoration Inside Safe Environments at the Illinois Department of Corrections (RISE IDOC) is a \$900 million initiative aimed at transforming the Stateville and Logan correctional centers into modernized correctional facilities. The program is designed to improve security, expand vocational training and reentry opportunities, create therapeutic environments that support safer communities and lower recidivism, and promote the health, safety, and wellness of correctional staff.



Stateville Correctional Center. Joliet.



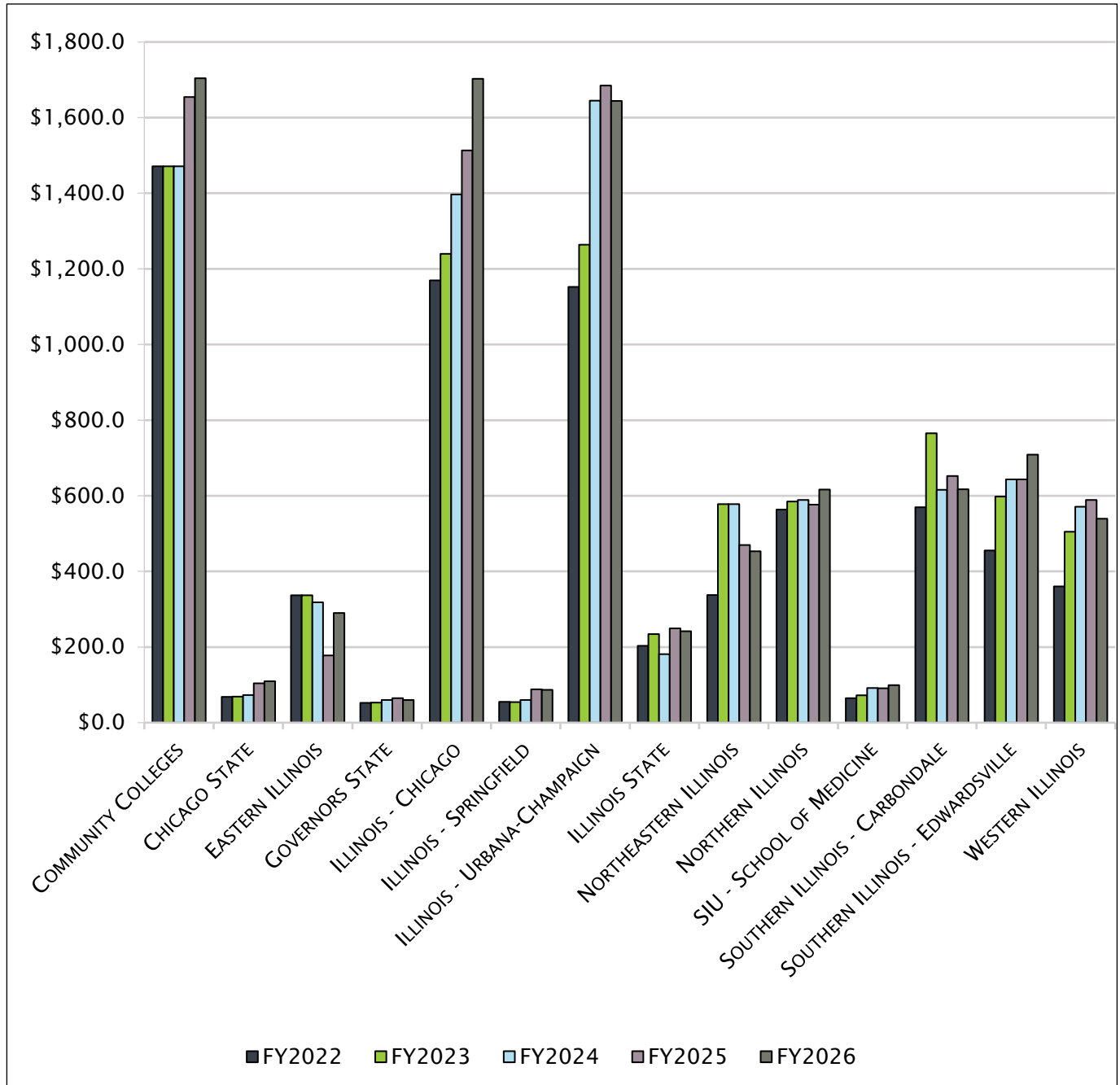
Logan Correctional Center. Lincoln.

# Agency Budget Detail: Capital Development Board

## 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 community colleges. The estimated deferred maintenance backlog for these institutions is nearly \$8.9 billion. Exhibit 3 shows higher education maintenance capital needs by fiscal year as reported by the colleges and universities.

**EXHIBIT 3: HIGHER EDUCATION DEFERRED MAINTENANCE NEEDS FISCAL YEARS 2022-2026 (\$ MILLIONS)**



# Agency Budget Detail: Capital Development Board

The table below shows projects managed by CDB on behalf of universities and community colleges. 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 institutions of higher education.

CDB-Managed Project Snapshot - Educational Facilities*		
(\$ thousands)		
Institutions	Estimated Budget	Count
Chicago State University	\$ 116,370	13
Eastern Illinois University	\$ 146,402	2
Governors State University	\$ 16,260	3
Illinois State Board of Education	\$ 21,567	1
Illinois Board of Higher Education	\$ 9,953	1
Illinois Community College Board	\$ 732,050	104
Illinois State University	\$ 99,194	3
Northeastern Illinois University	\$ 143,131	6
Northern Illinois University	\$ 154,811	6
Southern Illinois University (SIU)	\$ 314,188	16
SIU Carbondale	\$ 169,811	8
SIU Edwardsville	\$ 130,965	5
SIU School of Medicine	\$ 12,021	2
SIU Alton	\$ 1,390	1
University of Illinois (U of I)	\$ 1,041,012	19
U of I Chicago	\$ 458,002	7
U of I Champaign	\$ 513,928	7
U of I Springfield	\$ 69,082	5
Western Illinois University	\$ 156,234	4
<b>Total</b>	<b>\$ 2,951,172</b>	<b>178</b>

\*As of December 2025

## PROJECT DETAILS - EDUCATION

CDB works with K-12 schools, public universities, community colleges, and other education partners to meet their maintenance and repair needs. The following represent a selection of active and recently completed projects managed by CDB on behalf of Illinois' education partners.

# Agency Budget Detail: Capital Development Board

## NORTHEASTERN ILLINOIS UNIVERSITY – EDUCATION BUILDING

The State has allocated \$125.4 million to build a new facility at Northeastern Illinois University. The 189,673-square-foot Education Building will house the Daniel L. Goodwin College of Education and will include modern classroom spaces, state-of-the-art laboratories, administrative and faculty offices, and 48,735 square feet dedicated to general campus use. The project includes 24 classrooms, 12 conference rooms, and 80 private offices. The building will also incorporate a second-floor roof deck with landscaped vegetation and seating, as well as a bird-safe design utilizing fritted glass and window film.



Rendering of Education Building at Northeastern Illinois University. Chicago.



Foundation work for Education Building at Northeastern Illinois University. Chicago.

## WILLIAM RAINEY HARPER COLLEGE – CANNING STUDENT CENTER AND UNIVERSITY CENTER

The State has allocated \$46.4 million to build a new student services building at Harper College, contributing to a project with a total estimated cost of \$101.6 million. The Canning Student Center and University Center is a new 144,000-square-foot facility designed to centralize essential student services, including admissions outreach, academic advising, access and disability services, the cultural center, and the job placement resource center. The building features a community staircase, dedicated student organization spaces, expanded dining, classrooms, laboratories, and wellness rooms. The center also expands the Hospitality Management Program facilities by adding new laboratory and learning spaces that will prepare students for in-demand careers.



Construction of the Canning Student Center and University Center. Palatine.



# Agency Budget Detail: Capital Development Board

## SOUTH SUBURBAN COLLEGE – ALLIED HEALTH & NURSING CENTER

The State has allocated \$52 million to build a new health and nursing center at South Suburban College. The 130,000-square-foot facility will support healthcare education and training. Key features include a new collaboration hub linking the new addition with the existing building, and shared learning and gathering spaces for students and faculty. The center also incorporates energy-efficient systems, rainwater management strategies, natural landscaping, and sustainable materials to reduce operational costs while minimizing environmental impact.



Exterior view of South Suburban College. South Holland.



Rendering of new Allied Health & Nursing Center exterior. South Holland.

## ILLINOIS STATE UNIVERSITY – COLLEGE OF FINE ARTS TRANSFORMATION

The \$87 million Wonsook College of Fine Arts project is a top programmatic priority for Illinois State University. The project encompasses the renovation of approximately 163,098 square feet within the Centennial East building and the Center for the Visual Arts, including comprehensive upgrades to mechanical, electrical, plumbing, acoustics, and lighting systems. Additional improvements include building envelope tuckpointing, roof replacement, and modernization of interior finishes. The scope also provides for demolishing the Centennial West facility and constructing an approximately 40,000-square-foot classroom building, which will include space for the School of Theatre, Dance, and Film.



Rendering of Wonsook Center atrium. Normal.



Rendering of Wonsook Center practice rooms. Normal.

# Agency Budget Detail: Capital Development Board

## ILLINOIS MATH AND SCIENCE ACADEMY RESIDENTIAL COMPLEX

The Illinois Mathematics and Science Academy (IMSA) is a three-year residential public secondary-education institution in Aurora. The campus includes seven residence halls constructed shortly after IMSA acquired the property in the late 1980s. Due to the rushed construction of the residence halls, many rooms show sagging drywall ceilings, major structural cracking, inadequate moisture mitigation, deteriorating flooring and carpeting, and persistent water infiltration issues.



Rendering of new IMSA Residential Complex. Aurora.



Rendering of residence hall communal space. Aurora.

The State has supported IMSA in addressing several of these deficiencies in the past, including window replacements, siding repairs, heating improvements, and mold remediation. The State funded a roof repair and water infiltration replacement project within three years of the buildings' initial occupancy.

The fiscal year 2027 budget includes \$100 million in new funding to rebuild the residential complex. The scope of this project includes demolition of existing residence halls and the construction of new residence halls that can accommodate 650 students and their adult supervisors. The total estimated \$147 million cost of the new residential complex will be covered by a combination of State support and private fundraising.

The new complex will include student rooms, staff apartments, bathrooms, communal areas, study rooms, and amenity structures. A central mechanical plant will also be constructed below the complex. The re-imagined residential complex will support both academic and non-academic learning, expand the number of students served on campus, and position IMSA as a competitive boarding school. Sustainability and energy efficiency opportunities will be incorporated wherever possible, supporting the institution's clean energy goals and on-site energy generation.

# Agency Budget Detail: Capital Development Board

## Fiscal Year 2027 Recommended Appropriations for the Capital Development Board (\$ thousands)

Fund	New Appropriations	Reappropriations	Totals
<b>Bonded</b>			
Build Illinois Bond Fund	\$ -	\$ 957,458.8	\$ 957,458.8
Capital Development Fund	\$ 1,500,000.0	\$ 7,751,698.5	\$ 9,251,698.5
School Construction Fund	\$ -	\$ 315,227.0	\$ 315,227.0
<b>Pay-as-you-go</b>			
Capital Development Board Contributory Trust Fund	\$ -	\$ 56,778.2	\$ 56,778.2
Rebuild Illinois Projects Fund	\$ -	\$ 95,000.0	\$ 95,000.0
<b>Total</b>	<b>\$ 1,500,000.0</b>	<b>\$ 9,176,162.5</b>	<b>\$ 10,676,162.5</b>
Note - Columns may not add due to rounding.			

## Fiscal Year 2027 Recommended New Appropriations for the Capital Development Board (\$ thousands)

Project Description	FY 2027 Recommended New Appropriations
<b>Capital Development Fund</b>	
State Facilities Deferred Maintenance	1,000,000.0
State Universities Deferred Maintenance	300,000.0
Community Colleges Deferred Maintenance	100,000.0
Illinois Mathematics and Science Academy Dorm Rebuild	100,000.0
<b>Total</b>	<b>1,500,000.0</b>

# Agency Budget Detail: Department of Commerce and Economic Opportunity

## DEPARTMENT OF COMMERCE AND ECONOMIC OPPORTUNITY

1011 South 2<sup>nd</sup> Street  
Springfield, IL 62704  
217.782.7500  
<https://dceo.illinois.gov>



**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 globally 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*.<sup>1</sup> Under this plan, 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 opportunities to develop specialized skills in advanced manufacturing, clean energy, and other growth industries. The department will also provide capital investments to equip community anchors and businesses owned by people of color with the resources to create jobs, build scale and capacity, increase revenues, and expand regionally.

## FISCAL YEAR 2027 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The proposed budget continues investments to expand commercial corridor revitalization and business development efforts and to help support job creation and stimulate economic activity throughout Illinois. The proposed capital budget appropriates \$6.2 billion for existing projects and \$1.6 billion for new projects statewide to strengthen the Illinois workforce, support small businesses, and catalyze growth in the six targeted industries identified in the Governor's economic plan. Highlights include:

- \$376.6 million in continued support for quantum-related investments;
- \$1 billion for Connect Illinois broadband deployment;
- \$30 million for Tech Innovation Hubs;
- \$35 million for Rebuild Downtowns and Main Streets (RDMS);
- \$200 million for Public Infrastructure Grants;
- \$100 million for site development projects;
- \$15 million for emerging technology enterprises through the TIEG Program;
- \$30 million for Enterprise Fund Program;
- \$50 million in new funding for the Area Career Centers Initiative;
- \$100 million for the Missing Middle Housing Infrastructure (M2I) Grant Program;

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

# Agency Budget Detail: Department of Commerce and Economic Opportunity

- \$65 million for the DCEO’s Prime Sites business development programs;
- \$1 million for Megasites Traffic and Infrastructure Planning Grants;
- \$20 million for Manufacturing Training Academies; and
- \$50 million for the Illinois Works Pre-Apprenticeship Program.

## AGENCY PROJECT DETAIL

### EMERGING TECHNOLOGY DEVELOPMENT

#### QUANTUM INFORMATION SCIENCE & MICROELECTRONICS

The fiscal year 2027 budget continues the investment of the \$500 million appropriation from fiscal year 2025, with \$376.6 million in reappropriations for quantum-related investments. The quantum development capital program positions Illinois to lead on quantum information science research, development, commercialization, and manufacturing. The plan to build a quantum campus that includes shared facilities will bring billions of dollars of private investment to Illinois and create jobs. This investment will create the first industrial-scale quantum computing facility and the first quantum campus of its kind in the country, solidifying Illinois as the leader in advanced manufacturing and research.



Rendered aerial view of IQMP. Chicago.



Rendered exterior view of IQMP. Chicago.

Approximately \$230 million in bonded capital has been allocated to support the infrastructure and site development for the Illinois Quantum & Microelectronics Park (IQMP). The State is backing the creation of the 128-acre 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 University of Illinois Urbana-Champaign (UIUC) will support overall programming, master planning, and business recruitment. UIUC has been awarded \$30 million in grant funds to support implementation of the IQMP. These funds will be used to cover costs associated with design, engineering, equipment and materials purchases, and construction activities needed to deliver bridging power for initial IQMP tenants and a permanent power capacity of 350 megawatts to the IQMP.

The IQMP’s first announced anchor tenant, PsiQuantum, is working to build the world’s first fault-tolerant quantum computer, making a total \$1 billion investment in Illinois.<sup>2</sup> The IQMP will also be home to a growing roster of global companies, including IBM, Diraq, and Inflection, and next-generation technologies such as IBM’s modular quantum computer. In addition, the IQMP will house the National Quantum Algorithm Center, which will provide the private sector, the public sector, and academia with a place to build the algorithms and software needed to solve complex problems like power grid load balancing, drug discovery, crop genetics, and fraud detection.

<sup>2</sup> [Gov. Pritzker Breaks Ground on Illinois Quantum and Microelectronics Park \(IQMP\)](#)

# Agency Budget Detail: Department of Commerce and Economic Opportunity

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The IQMP will also house the U.S. Department of Defense's Defense Advanced Research Projects Agency's (DARPA) Quantum Proving Ground (QPG) to support quantum and microelectronics research and development. The QPG will drive technology-based economic development and attract private investment, federal funding, and research partnerships.

## TECH HUBS PROGRAM

The proposed fiscal year 2027 budget includes \$30 million in continued funding for capital investments in the Tech Hubs Program. This funding supports new spaces that combine research, public-private partnerships, entrepreneurship, and workforce training programs to stimulate regional and statewide economic development.



Rendered exterior view of iFAB. Champaign-Urbana.



Interior view of iFAB. Champaign-Urbana.

The program allocates a \$7.7 million grant for the Illinois Fermentation and Agriculture Biomanufacturing (iFAB) Tech Hub at the University of Illinois at Urbana-Champaign. 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.

## TECH INCUBATOR ENHANCEMENT GRANT (TIEG) PROGRAM

Tech incubators continue to play an essential role in innovation and entrepreneurship in Illinois' economy. The Tech Incubator Enhancement Grants (TIEG) Program continues to support emerging technologies in Illinois by creating a wider range of shared-use facilities, including accelerators, research parks, and university-affiliated spaces. By supporting existing incubators' adaptation to a changing business environment, this program is increasing their ability to play a foundational role in Illinois' economy.

The proposed fiscal year 2027 budget includes \$15 million in new appropriations for the TIEG Program to provide capital grants to organizations across Illinois for the construction, renovation, and equipping of incubators, labs, and entrepreneurial facilities. This program directly responds to the overwhelming demand from the fiscal year 2026 TIEG funding round, which received over \$25 million in eligible applications.

# Agency Budget Detail: Department of Commerce and Economic Opportunity

## COMMUNITY DEVELOPMENT

### REBUILD ILLINOIS DOWNTOWNS AND MAIN STREETS PROGRAM

The Rebuild Illinois Downtowns and Main Streets (RDMS) Capital Program provides grants to revitalize historic buildings and build business incubators, community grocery stores, and other infrastructure improvements that help downtowns thrive across Illinois. These investments will play a vital role in economic development and strengthen commercial corridors for generations to come. The proposed fiscal year 2027 capital budget includes \$35.0 million in new funding and \$17.8 million in reappropriations to continue supporting Illinois' downtowns.

For example, a \$3 million RDMS grant was awarded to the City of Joliet to redevelop the City Square, a 1.3-acre public space along the historic Chicago Street corridor in downtown Joliet. The project included a central green area, a flexible stage, "red carpet" pavement leading to the Rialto Square Theatre, a library garden, a water feature, unique lighting, and space for public art. The project also involved realigning Chicago Street and adding parking, trees, landscaping, café areas, street lighting, signage, and gateway features. The project enhanced public space and supported the revitalization of downtown Joliet for various performances and gatherings.



Infrastructure improvements outside of Rialto Square Theater as of October 2025. Joliet.

In spring 2025, RDMS also provided \$3 million to the City of Aledo to complete the first of three phases of a downtown revitalization project. This grant led to improvements to SE Second Street, which now includes a pedestrian-oriented shared street with brick paving and festoon lighting, and allowed the city to enhance the Market Plaza with decorative pavement and power for vendors. The project also enhanced alley access, created a mini plaza and dining area, and expanded the park area. These upgrades were made to increase public activity and support local businesses, ultimately boosting the economy.

# Agency Budget Detail: Department of Commerce and Economic Opportunity



Market Plaza & streetscape upgrades. Aledo.

## PUBLIC INFRASTRUCTURE GRANTS

The proposed fiscal year 2027 capital budget includes \$200 million in new funding for public infrastructure grants. High quality, well-functioning infrastructure is a necessity for a growing economy. Public infrastructure grants are designed to strengthen and modernize public structures like roads, sewer and water mains, bridges, and public transportation. The department is focusing on projects that hold potential to support regional economic growth, which may include large scale infrastructure projects. Public infrastructure grants encourage job growth and business vitality, and drive investments in regions aligned with the Governor’s Five-Year Economic Plan and broader economic development strategies.

The City of Morris received a \$2 million public infrastructure grant for roadway infrastructure improvements. The project will include construction of a three-lane truck roadway to provide safe and efficient access to a +500-acre industrial business park off Gun Club Road.

## MISSING MIDDLE HOUSING INFRASTRUCTURE (M2I) GRANT PROGRAM

The proposed fiscal year 2027 budget includes \$100 million for the new Missing Middle Housing Infrastructure (M2I) Grant Program. Access to housing is fundamental to the well-being of communities statewide, including those in urban, suburban, and rural areas. Despite unprecedented economic growth in Illinois, a lack of attainable housing for working families hinders job growth. Expanding housing supply to meet the needs of Illinois’ residents requires collaboration between local and state agencies and the private sector. M2I will operate as a site readiness and infrastructure accelerator program, connecting developers to the capital needed to construct new, affordable homes for the “Missing Middle,” which includes households earning 80 to 140 percent of the Area Median Income. Missing Middle housing developments often include duplexes, triplexes, fourplexes, cottage clusters, and small multifamily buildings.

Lending institutions often decline to finance residential site development costs for below-ground infrastructure, making access to construction financing for residential developers prohibitively expensive and keeping hundreds of housing units unrealized. To address this financing gap, M2I will provide grants of up to \$2 million per project to local governments and public utilities to defray the costs of site preparation and water, sewer, and stormwater infrastructure expenses related to new housing developments. This investment will kick-start dozens of housing developments that are currently waiting to start construction due to these financing gaps.

# Agency Budget Detail: Department of Commerce and Economic Opportunity

## SITE READINESS

### PRIME SITES

The proposed fiscal year 2027 budget includes \$65 million in new Prime Sites funding. The business attraction Prime Sites grant program is a competitive funding opportunity administered by DCEO to support companies relocating to or expanding operations in Illinois. The grants assist companies with large-scale capital investment projects that create significant job opportunities for Illinois residents.

DCEO has awarded 16 companies Prime Sites grants funding. Of those 16 awards, eight have Economic Development for a Growing Economy (EDGE) agreements and eight have Reimagining Energy and Vehicles in Illinois (REV) agreements. These grants span seven of the ten economic development regions in Illinois, and current Prime Sites grant recipients have committed to investing nearly \$5 billion in the State. Through the qualifying tax credit programs, Prime Sites grants will help secure a minimum of 3,825 new jobs created and maintain a workforce of 18,399 full-time employees across Illinois.



Exterior view of planned Gotion plant. from north-east. Manteno.



Exterior view of planned Gotion plant. from south-west. Manteno.

Most recently, the California-based electric vehicle manufacturer Gotion received a grant to support clean energy production through the manufacturing of electric vehicle components and batteries in Kankakee County. The funds will be used for capital improvements, machinery, and equipment. Gotion is one of the world's largest lithium-ion battery manufacturers. The company acquired approximately 153-acres in Manteno and is renovating the space to produce 10 gigawatt-hour (GWh) packs and 20GWh cells, with potential for expansion.

Gotion will conduct an environmental impact assessment and collaborate with local contractors and educational institutions, such as Kankakee Community College, to build a skilled workforce. The Strategic EV Component Part Manufacturing grant of \$15 million will finance essential equipment for the production line, including cooling towers, pure water systems, dust removal equipment, and a cleanroom to meet air cleanliness and environmental standards. Gotion's project has been approved for the REV tax credit program, and the company has indicated that there will be a total of 2,612 new full-time jobs created by December 31, 2029.

### REGIONAL SITE READINESS PROGRAM

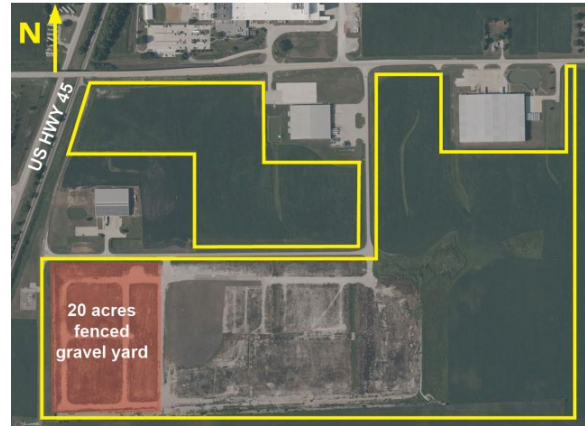
The Regional Site Readiness Program supports communities across Illinois with site prep needed to make sites more marketable for competitive commercial and industrial investment. In January 2025, DCEO announced \$29.6 million in Regional Site Readiness Program grants to support infrastructure improvements at 11 sites across the State. Site readiness is a critical component of the State's economic development and business attraction strategy. Increasing the number of sites with the necessary

# Agency Budget Detail: Department of Commerce and Economic Opportunity

infrastructure that businesses seek when deciding where to locate their operations gives Illinois a considerable advantage when competing to bring jobs and private investment. Funding provided to local governments and economic development organizations through the Regional Site Readiness Program is used to support roadway construction to make industrial sites more accessible, increase water and sewer infrastructure capacity, and make improvements to electric infrastructure that will attract industry and ensure businesses' energy needs are met.



Site in Red Bud Business Park. Red Bud.



Site plan of Mattoon Enterprise Park. Mattoon.

A \$2.4 million grant was awarded to the City of Mattoon, home of the 163-acre Mattoon Enterprise Park. The site has direct highway, rail, and air access, as well as proximity to major regional employers. However, limited capacity at the current substation has impacted Mattoon's ability to attract additional industrial business to nearly half the park's undeveloped land. The Regional Site Readiness Grant will allow an additional transformer to be installed at the substation, increasing the park's electrical capacity and enabling the City of Mattoon to compete regionally and nationally for industrial businesses. By ensuring sufficient energy capacity, these grants provide necessary funding for site readiness and support faster project timelines for industrial development.

Separately, the City of Red Bud, which owns the Red Bud Business Park, was awarded a \$929,046 grant to build the necessary infrastructure to develop the business park for light manufacturing. The Regional Site Readiness Grant will allow Red Bud to construct direct highway access to Illinois 154 and bring utility connections to the property.

The proposed fiscal year 2027 capital budget includes \$100 million in new funding for site readiness grants. Many locations across the State are poised for 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 properties in need of site readiness funding to prepare them for development.

## WORKFORCE DEVELOPMENT

### MANUFACTURING TRAINING ACADEMIES

The fiscal year 2027 budget includes \$20 million in new funding for the Manufacturing Training Academies (MTA) Grant Program, which funds workforce training partnerships with community colleges that help Illinois residents develop specialized skills needed for careers in advanced manufacturing. This program builds upon the five-year economic plan, which calls for investments in downstate communities to prepare the next generation of workers with a pathway to well-paying jobs of the future, including fields such as precision machining, industrial electricity, and battery manufacturing. These investments will position Illinois to capitalize on growth in the electric vehicle sector, as well as other advanced industries.

# Agency Budget Detail: Department of Commerce and Economic Opportunity



Rendered view of Electric Vehicle-Energy Storage (EVES) Manufacturing Training Academy at Heartland Community College. Normal.



Groundbreaking at Clean Energy Innovation Hub at Richland Community College. Decatur.

In April 2021, DCEO announced its first MTA award, totaling \$7.5 million, to Heartland Community College, which enabled the development of its Electric Vehicle-Energy Storage (EVES) Manufacturing Training Academy. This first-of-its-kind EV manufacturing training program was developed in partnership with Rivian, one of the United States' pre-eminent EV manufacturers. Construction of the 45,000 square foot facility began in 2022, and Governor Pritzker cut the ribbon on the fully completed facility in 2024. Since January 2024, 176 students have earned 835 credit hours in the Electric Vehicle Lab. In the broader advanced manufacturing program, Heartland Community College trained 829 students who earned over 5,100 credit hours.

Richland Community College (RCC) was awarded a \$15.3 million MTA grant in 2023 to support the creation of the Clean Energy Innovation Hub on the TCCI Manufacturing campus. The ribbon cutting for the hub took place in June 2025, showcasing a 260,000-square-foot facility that includes an electric vehicle compressor production line, a cutting-edge research and development facility with robust climatic testing capabilities, and the Clean Energy Workforce Academy led by RCC. Grant funds were used to enhance instructional labs, upgrade HVAC and solar training bays, and provide new industrial infrastructure for EV, hybrid, and energy technology instruction. These improvements have expanded program capacity, increased equipment availability, and strengthened RCC's ability to deliver industry-aligned, hands-on training that prepares students for high-wage, future-ready careers in the clean energy workforce. The program is fully operational with full cohorts enrolled and a track record of successful employer placements for graduates of the academy.

To date, DCEO has established four manufacturing training centers in Belleville, Normal, Decatur, and Kankakee. The table below shows current and planned MTAs.

# Agency Budget Detail: Department of Commerce and Economic Opportunity

Location	Status	State Commitment	Description
Normal	Opened in January 2024 at Heartland Community College.	\$7.5 million	This funding supports renovations to the Student Commons Building and construction of a new Career Technology Education building addition to house the Electric Vehicle - Energy Storage MTA (EVES) in partnership with Rivian and other regional manufacturing, economic development, and education partners.
Belleville	Opened in July 2024 at Southwestern Illinois College.	\$7.5 million	Located on the Southwestern Illinois College Belleville campus, this facility offers training in programs, including industrial electricity, robotic and automated welding, precision machine concentration, and electric vehicle technology.
Decatur	Opened in April 2025 at Richland Community College.	\$21.3 million	The Clean Energy Innovation Hub includes the Clean Energy Workforce Academy, a collaborative initiative with employers, universities, and community colleges, offering students an immersive learning experience.
Kankakee	Currently under construction.	\$12 million	The Kankakee Community College MTA is under construction, and once in operation it will include an EV manufacturing lab, an automation lab, corporate education center, and international business center.

## ILLINOIS WORKS PRE-APPRENTICESHIP PROGRAM

The Illinois Works Pre-Apprenticeship Program, established by the Illinois Works Jobs Program Act, aims to increase the number of apprentices and construction workers in the building trades from historically underrepresented populations in Illinois. In July 2024, the Office of Illinois Works announced \$18 million in Rebuild Illinois grant funding for 33 community-based organizations to operate Illinois Works Pre-Apprenticeship training programs. This initiative is designed to support organizations in recruiting, training, and preparing women, people of color, and veterans for long-term careers in construction and building trades.



Illinois Works graduating class hosted by Metropolitan Family Services. Chicago.



Illinois Works graduating class hosted by Will County IL Works. Joliet.

Metropolitan Family Services North has been awarded a \$325,000 grant through funding from the Office of Illinois Works. This funding was used to launch Bridge to Construction, which has hosted two cohorts through the 2025 grant year, enrolling 25 participants into their programs as an accelerator (Track 3)

# Agency Budget Detail: Department of Commerce and Economic Opportunity

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grantee. Their graduates have applied to an array of trades, including as electricians, carpenters, sheet metal workers, painters, iron workers, ceramic tile layers, machinery movers, riggers, erectors, tuck pointers, and laborers.

The fiscal year 2027 budget provides \$50 million to the program to continue building a network of training providers across the State to recruit, prescreen, and provide pre-apprenticeship skills training. The funding also supports a comprehensive range of academic and non-academic services aimed at addressing the barriers most often faced by underrepresented populations, including child care, transportation, mental health referrals, tutoring, make-up training sessions, resume assistance, and mock interviews. Training providers will structure pathways and manage the program as graduates transition from the pre-apprenticeship program to a full apprenticeship program.

## AREA CAREER CENTERS INITIATIVE

The proposed fiscal year 2027 budget includes a new \$50 million appropriation for the Area Career Centers Initiative. The initiative supports sites where high school students from across a region participate in career and technical education or start gaining credits from community colleges. These centers work closely with regional employers across various sectors and offer early employment opportunities for local youth. Currently, the State is experiencing regional gaps in access to career and technical education centers, with many students being turned away due to limits in capacity.

As part of *Open for Business: Illinois' 2024 Economic Growth Plan*, Governor Pritzker proposes providing capital grants to both modernize existing career and technical education centers and invest in new ones, increasing access to high-paying job opportunities for Illinois residents. These investments will expand access to high-demand programs that align with what Illinois has identified as priority sectors, including welding and fabrication, healthcare, automotive technology, culinary arts, and construction trades, which will help strengthen regional workforce pipelines.

## CONNECT ILLINOIS BROADBAND

The Connect Illinois Broadband Grant Program supports infrastructure upgrades that connect communities with low-cost, reliable broadband internet service. The Connect Illinois program will invest over \$1 billion in affordable, high-performance, and fully scalable last-mile broadband connections to every home, business, and community anchor institution in Illinois.

To date, the State has awarded over \$388 million to Connect Illinois grantees. Allocated funds include over \$240 million from the U.S. Department of the Treasury, \$101 million in Rebuild Illinois funds, and \$46 million in other state funds. Additionally, \$3 million from the U.S. Department of Agriculture was congressionally directed 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 46,000 households, farms, businesses, and community institutions. To date, 18 projects have been completed, and Connect Illinois has deployed high-speed internet to more than 13,460 locations statewide.

The State is also anticipating federal approval to award nearly \$1 billion in capital grants through the Broadband Equity, Access, and Deployment (BEAD) Program to 23 internet service providers to connect approximately 155,000 homes, businesses, and community anchor institutions to broadband by 2030.

# Agency Budget Detail: Department of Commerce and Economic Opportunity

## Fiscal Year 2027 Recommended Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
Build Illinois Bond Fund	616,000.0	5,440,407.7	6,056,407.7
Capital Development Fund	-	46,649.1	46,649.1
<b>Pay-as-you-go</b>			
Commerce and Community Affairs Assistance Fund	1,000,000.0	-	1,000,000.0
Illinois Works Fund	-	52,696.3	52,696.3
Rebuild Illinois Projects Fund	-	375,234.3	375,234.3
State CURE Fund	-	295,358.8	295,358.8
<b>Total</b>	<b>1,616,000.0</b>	<b>6,210,346.2</b>	<b>7,826,346.2</b>

## Fiscal Year 2027 Recommended New Appropriations for the Department of Commerce and Economic Opportunity (\$ thousands)

Project Description	FY2027 Recommended New Appropriations
<b>Build Illinois Fund</b>	
BI-B: Manufacturing Training Academies	20,000.0
BI-B: Prime Sites	65,000.0
BI-B: Site Readiness	100,000.0
BI-B: Enterprise Fund program	30,000.0
BI-B: Tech Incubator Enhancement Grant (TIEG) Program	15,000.0
BI-B: Rebuild Illinois Downtowns and Main Streets	35,000.0
BI-B: Missing Middle Housing Initiative	100,000.0
BI-C: Area Career Centers	50,000.0
BI-B: Megasites Traffic and Infrastructure Planning Grants	1,000.0
BI-A: Public Infrastructure Grants	200,000.0
<b>Broadband Equity, Access, and Deployment Program</b>	
Connect Illinois	1,000,000.0
<b>Total</b>	<b>1,616,000.0</b>

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# Agency Budget Detail: Department of Natural Resources

## DEPARTMENT OF NATURAL RESOURCES

One Natural Resources Way  
Springfield, IL 62702  
217.782.6302  
[www.dnr.illinois.gov](http://www.dnr.illinois.gov)



### 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 mines and oil and gas extraction operations; and oversight of various recreational and environmental grant programs assisting local entities in acquiring and developing public parks, trails, open spaces, and natural areas.

### FIVE-YEAR PLAN

The department's five-year capital plan remains focused on preserving public assets, improving safety, supporting outdoor recreation, and strengthening the environmental and economic value of Illinois' natural resources for present and future generations, while also demonstrating leadership and innovation in fighting climate change.

To achieve these goals, DNR is implementing a portfolio-wide facility assessment beginning in fiscal year 2026. In partnership with the Capital Development Board, this effort will identify and remove obsolete, nonfunctional, or unsafe assets through a systematic demolition and divestment plan. This approach will reduce deferred maintenance liabilities, free up capital capacity, and allow reinvestment into mission-critical infrastructure at state parks, nature preserves, and wildlife areas.

The department's investments are aligned with its Climate Action Plan<sup>1</sup> (CAP), incorporating sustainability and energy efficiency measures across all projects. Key CAP initiatives 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 by installing 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); and
- Installing electric vehicle charging stations at select sites.

The department remains committed to improving accessibility and inclusivity in its parks and facilities. As a result of the State's reassessment of its ADA compliance at over 580 sites, targeted capital improvements at various locations will continue the work of making state parks universally accessible.

<sup>1</sup> [DNR Climate Action Plan](#).

# Agency Budget Detail: Department of Natural Resources

## FISCAL YEAR 2027 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The recommended fiscal year 2027 budget includes reappropriations for parks and recreation projects, mined land reclamation projects, well plugging, and water resources programming. Additionally, the recommended budget includes new pay-as-you-go appropriations to enable the department to implement projects and programs that are integral to its mission and eligible for federal match or reimbursement.

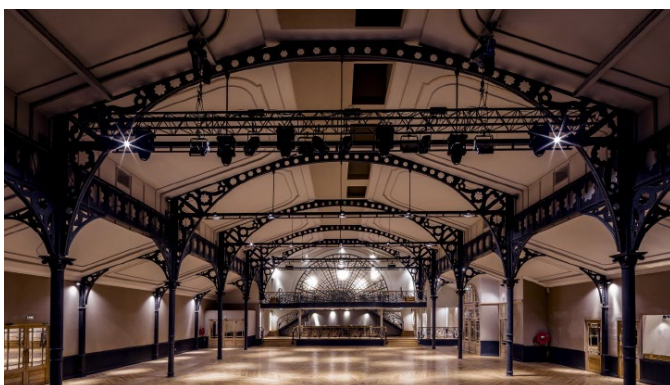
### PARKS AND RECREATION

The Open Space Lands Acquisition and Development (OSLAD) Grant Program, established in 1986, is a reimbursement-based program that has helped local governments acquire or develop public parks and open spaces to meet the State's growing outdoor recreation needs, financed by the Real Estate Transfer Tax. For fiscal year 2027, the recommended budget proposes a total of \$37.5 million in new funding for OSLAD.

The Park and Recreational Facilities Construction (PARC) grant program provides competitive funding to local governments for indoor and outdoor recreational projects that do not qualify under OSLAD. The proposed budget reappropriates \$34.7 million in remaining funds to continue reimbursing currently awarded grants as projects are completed.

The Public Museum Capital Grant Program supports cultural and scientific recreational programming through grants to public museums for permanent improvements, modernization, and development or expansion of long-term exhibits and educational displays. The proposed budget reappropriates \$17.3 million in remaining funds to continue reimbursing currently awarded grants as projects are completed.

Additionally, the proposed budget includes a \$20.9 million reappropriation for renovation and repairs to the Hotel Florence State Historic Site.



Hotel Florence Rehabilitation – Event space in old shop floor area. Chicago.



Hotel Florence Rehabilitation – Indoor train display at north end of building. Chicago.

### MINED LANDS RECLAMATION AND WELL PLUGGING

The proposed budget includes a new, \$75.0 million appropriation tied to the federal Infrastructure Investment and Jobs Act (IIJA) for abandoned mined lands reclamation projects. These funds will be used for grants and contracts to address hazards such as mine subsidence, runoff damage, and other public health, safety, and environmental risks associated with abandoned mines. The budget also recommends reappropriating \$135.4 million to continue planned and ongoing reclamation projects statewide.

# Agency Budget Detail: Department of Natural Resources

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Additionally, the proposed budget includes \$39.7 million in reappropriated funds for the Rebuild Illinois Abandoned Well Plugging Program, and \$14.9 million provided to the State under the IJA Orphaned Well Plugging Program. Together, these funds support efforts to locate, repair, and permanently close abandoned natural resource extraction wells, mitigating environmental and health risks while restoring land for productive use.

## **WATER RESOURCES**

The recommended budget reappropriates \$21.7 million for the Flood Mitigation Buyout Program and \$30.6 million for dam removal and waterway infrastructure projects. These initiatives reduce flood risk by acquiring structures in flood-prone areas, removing obsolete dams to restore free-flowing rivers and aquatic diversity, and improving safety through upgraded flood-preventing infrastructure. These efforts lower repetitive flood damage claims, enhance environmental resilience, and save taxpayers millions through loss prevention.

# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2027 Recommended Appropriations for the Department of Natural Resources (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
Build Illinois Bond Fund	0.0	53,444.4	53,444.4
Capital Development Fund	0.0	292,307.8	292,307.8
<b>Pay-as-you-go</b>			
Abandoned Mined Lands Reclamation Council Federal Trust Fund	163,000.0	161,906.1	324,906.1
Abandoned Mined Lands Reclamation Set-Aside Fund	8,000.0	0.0	8,000.0
Adeline Jay Geo-Karis Illinois Beach Marina Fund	600.0	0.0	600.0
Coal Technology Development Assistance Fund	1,600.0	2,804.8	4,404.8
DNR Federal Projects Fund	0.0	1,000.0	1,000.0
DNR Special Projects Fund	0.0	37,919.6	37,919.6
Illinois Forestry Development Fund	500.0	2,451.2	2,951.2
Illinois Habitat Fund	1,600.0	7,338.6	8,938.6
Illinois Wildlife Preservation Fund	500.0	1,461.0	1,961.0
Land and Water Recreation Fund	12,000.0	39,405.1	51,405.1
Natural Areas Acquisition Fund	6,000.0	12,000.0	18,000.0
Off-Highway Vehicle Trails Fund	350.0	1,749.1	2,099.1
Open Space Lands Acquisition and Development Fund	37,500.0	141,986.8	179,486.8
Park and Conservation Fund	15,250.0	31,990.6	47,240.6
Partners for Conservation Projects Fund	0.0	1,119.6	1,119.6
Plugging and Restoration Fund	25,000.0	14,924.6	39,924.6
Rebuild Illinois Projects Fund	0.0	47,861.8	47,861.8
Snowmobile Trail Establishment Fund	120.0	498.9	618.9
State Boating Act Fund	2,870.0	3,081.9	5,951.9
State Furbearer Fund	100.0	790.0	890.0
State Migratory Waterfowl Stamp Fund	1,300.0	550.0	1,850.0
State Parks Fund	150.0	597.0	747.0
State Pheasant Fund	550.0	5,488.6	6,038.6
Wildlife and Fish Fund	200.0	600.0	800.0
<b>Total</b>	<b>277,190.0</b>	<b>863,277.4</b>	<b>1,140,467.4</b>

# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2027 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Program Description	FY 2027 Recommended New Appropriations
<b>Abandoned Mined Lands Reclamation Council Federal Trust Fund</b>	<b>163,000.0</b>
IIJA - Abandoned Mined Lands Reclamation	150,000.0
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
<b>Abandoned Mined Lands Reclamation Set-Aside Fund</b>	<b>8,000.0</b>
Statewide - For Research, Planning, and Construction to Eliminate Hazards of Abandoned Mines and Any Other Expenses Necessary for Emergency Response	8,000.0
<b>Adeline Jay Geo-Karis Illinois Beach Marina Fund</b>	<b>600.0</b>
Lake County - Rehabilitate, Reconstruct, Repair, and Replace Fixed Assets and Improve Facilities at North Point Marina	600.0
<b>Coal Technology Development Assistance Fund</b>	<b>1,600.0</b>
Statewide - Mine Rescue Stations	1,600.0
<b>Illinois Forestry Development Fund</b>	<b>500.0</b>
Statewide - Timber Growers Forestry Management Practices - Cost-Sharing Grants to Forest Owners	200.0
Statewide - Forest Stewardship Technical Assistance - Cost-Sharing Grants to Forest Owners	300.0
<b>Illinois Habitat Fund</b>	<b>1,600.0</b>
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
<b>Illinois Wildlife Preservation Fund</b>	<b>500.0</b>
Statewide - Purposes of the Illinois Non-Game Wildlife Protection Act	500.0
<b>Land and Water Recreation Fund</b>	<b>12,000.0</b>
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	12,000.0
<b>Natural Areas Acquisition Fund</b>	<b>6,000.0</b>
Statewide - Acquisition, Preservation, and Stewardship of Natural Areas	6,000.0
<b>Off-Highway Vehicle Trails Fund</b>	<b>350.0</b>
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
<b>Open Space Lands Acquisition and Development Fund</b>	<b>37,500.0</b>
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	37,500.0

# Agency Budget Detail: Department of Natural Resources

## Fiscal Year 2027 Recommended New Appropriations for the Department of Natural Resources (\$ thousands)

Program Description, Continued	FY 2027 Recommended New Appropriations
<b>Park and Conservation Fund</b>	<b>15,250.0</b>
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	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 Efficiency Act	1,500.0
<b>Plugging and Restoration Fund</b>	<b>25,000.0</b>
Statewide - IJA Well Plugging Program	25,000.0
<b>Snowmobile Trail Establishment Fund</b>	<b>120.0</b>
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	120.0
<b>State Boating Act Fund</b>	<b>2,870.0</b>
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	600.0
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	500.0
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
<b>State Furbearer Fund</b>	<b>100.0</b>
Statewide - Conservation of Furbearing Mammals per Section 1.32 of the Wildlife Code	100.0
<b>State Migratory Waterfowl Stamp Fund</b>	<b>1,300.0</b>
Statewide - North American Waterfowl Management Plan (Mississippi Flyway)	500.0
Statewide - Migratory Waterfowl Restoration	500.0
Statewide - Attracting Waterfowl and Improving Public Migratory Waterfowl Areas	300.0
<b>State Parks Fund</b>	<b>150.0</b>
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
<b>State Pheasant Fund</b>	<b>550.0</b>
Statewide - Conservation of Pheasants per Section 1.31 of the Wildlife Code	550.0
<b>Wildlife and Fish Fund</b>	<b>200.0</b>
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

# Agency Budget Detail: Illinois Department of Transportation

## ILLINOIS DEPARTMENT OF TRANSPORTATION

2300 South Dirksen Parkway  
Springfield, IL 62764  
217.782.7820  
[www.idot.illinois.gov](http://www.idot.illinois.gov)



### 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, multimodal transportation improvement program that outlines the maintenance and capital needs for one of the country's most robust transportation systems.

### MULTIYEAR, MULTIMODAL 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 \$45.0 billion, with \$33.2 billion identified for transportation, Rebuild Illinois is the largest capital program in state history. Enacting the program ensured IDOT has the resources available to secure federal dollars dedicated to transportation for the foreseeable future. Rebuild Illinois is also the first capital program 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. The act provided nationwide funding for other competitive transportation programs, totaling approximately \$51.1 billion. Illinois has successfully secured more than \$5.2 billion in competitive awards.

IDOT also recognizes the importance of partnerships between the State and local governments in delivering a safe and efficient transportation system. The State strives to promote a dynamic and effective working relationship with all local agencies. As both 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.

# Agency Budget Detail: Illinois Department of Transportation

## FISCAL YEAR 2027 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The recommended fiscal year 2027 IDOT capital budget totals \$30.2 billion, including \$7.0 billion in new appropriations and \$23.2 billion in reappropriations. The \$7.0 billion proposed new appropriations include \$500 million in new bond-supported funding dedicated to downstate roads and bridges. 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.

In addition to the department's \$20.9 billion plan for roads and bridges, IDOT will deliver various multimodal improvements across the State. The proposed fiscal year 2027 budget includes several new and reappropriated multimodal transportation appropriations for mass transit, rail, aeronautics, and ports, including:

- \$4.5 billion in new and reappropriated funding to invest in mass transit, including downstate transit and the Northern Illinois Transit Authority (which will replace the Regional Transportation Authority) and downstate transit projects;
- Approximately \$2.9 billion for freight and passenger rail, which includes \$991.1 million in funding for the Chicago Region Environmental and Transportation Efficiency Program and \$425.0 million for grade crossing protection;
- \$706.1 million for aeronautics projects;
- \$145.3 million for investments in ports; and
- \$1.1 billion 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 each 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 investments being made through Rebuild Illinois and IJA. Projects included in IDOT's fiscal year 2026-2031 proposed highway & multimodal improvement program were identified based on the principles of asset management and include a reappropriation of \$400 million for 223 local projects, with special consideration given to economically distressed communities. The fiscal year 2027 annual improvement plan totals \$5.6 billion, with \$5.3 billion from pay-as-you-go funds and \$283 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.

In total, 15,895 miles of state highways and 7,890 bridges make interstate routes accessible across the entire State. Between fiscal year 2020 and the second quarter of fiscal year 2026, IDOT invested \$22.5 billion across 21,833 lane miles, 864 bridges, and 1,326 additional safety improvements, ranging from routine maintenance projects and minor resurfacings to extensive interstate and bridge reconstructions.

### INTERSTATE 80 FROM RIDGE ROAD TO U.S. 30

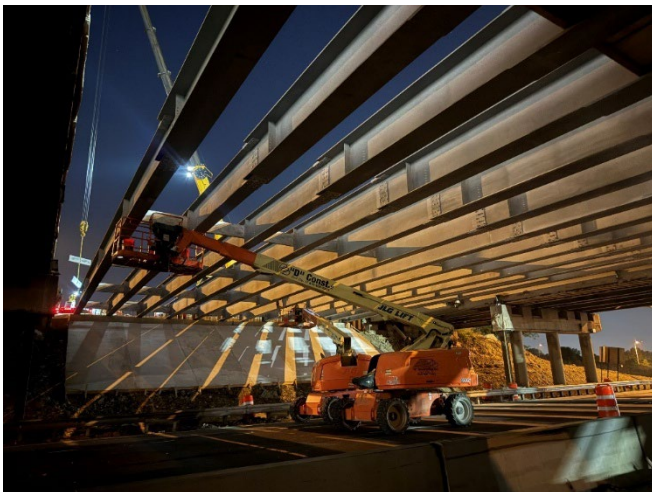
The I-80 project is replacing infrastructure that is more than 50-years-old along a booming corridor for logistics and freight, adding multiple safety and capacity enhancements. It is also improving quality of life and creating thousands of construction and other permanent jobs while positioning the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

# Agency Budget Detail: Illinois Department of Transportation

Much has been completed since corridor construction began in 2021. The bridges carrying both directions of the interstate over Hickory Creek, Richards Street, and Rowell Avenue/Canadian National Railroad were completed in 2024. This \$96 million investment initiated the overall improvements to I-80. Overpasses at Shepley Road, River Road, Briggs Street, and Wheeler Avenue have been rebuilt, and a new diverging diamond interchange added at Houbolt Road. Interchange improvements at Larkin Avenue (Illinois 7) and Richards Street were completed in 2025, along with mainline interstate reconstruction from Ridge Road to River Road and from Rowell Avenue to U.S. 30, delivering \$320 million in improvements to the corridor.

In 2026, projects rebuilding I-80 from River Road to Wheeler Avenue and adding the new I-55 interchange will wrap up. New projects to rebuild the Center Street interchange, the Chicago Street (U.S. 52/Illinois 53) interchange, and the bridges over the Des Plaines River will begin.

Once 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 have been 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 eastbound I-80. More than 30 bridges will have been rehabilitated or replaced, including improved sidewalk and bicycle accommodations for people who walk, bike, or roll. New noise barrier walls at residential areas will have been installed with new and improved intelligent transportation systems along the highway to monitor road and traffic conditions.



Beams being set for the new I-80 bridge over I-55. Joliet.



I-57/74 Interchange. Champaign.

## INTERSTATE 57/74 INTERCHANGE

Governor Pritzker broke ground in 2021 on a new-and-improved I-57/74 interchange in Champaign-Urbana. At \$251.8 million, it is the largest highway project in central Illinois and a cornerstone of Rebuild Illinois. The new interchange will feature two flyover ramps: eastbound I-74 to northbound I-57 and westbound I-74 to southbound I-57. To increase capacity, a third lane is being added in both directions of I-74 between Prospect Avenue and Duncan Road. Upon substantial completion at the end of 2026, the new interchange will improve traffic performance, reduce travel times, and result in fewer conflicts between vehicles. The remaining work includes pavement reconstruction on I-57/74, and the completion of the I-74 bridge over I-57.

## INTERSTATE 270 BRIDGES OVER THE MISSISSIPPI RIVER

Construction is underway to replace the bridge that carries I-270 over the Mississippi River, known locally as the “Chain of Rocks Bridge”, connecting the Metro East Region in Illinois and St. Louis in Missouri. The I-270 project consists of constructing new dual bridges in partnership with the Missouri Department

# Agency Budget Detail: Illinois Department of Transportation

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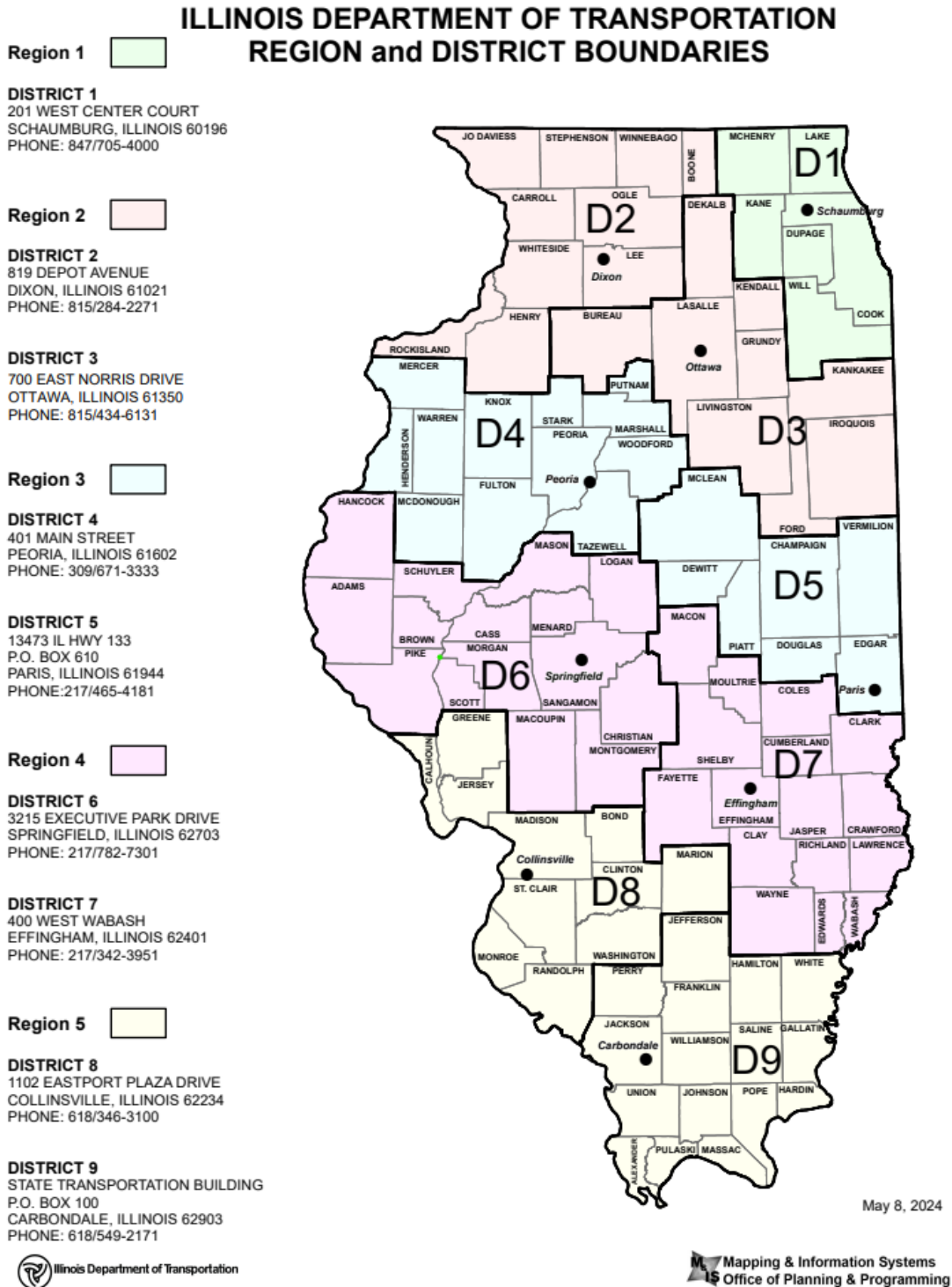
of Transportation (MoDOT), one directly south of the existing Chain of Rocks Bridge and one on the same alignment as the existing bridge. The total cost of the project is \$531.7 million, with IDOT providing \$306.3 million and MoDOT providing \$225.4 million. Upon completion, the new bridges will accommodate up to three lanes in each direction and will include wider shoulders. The project also includes a modification of the interchange at I-270 and Riverview Drive in St. Louis and an extension of the three lanes in each direction of I-270 on the Illinois side near the Illinois 3 interchange.

In 2022, \$496.2 million was awarded for construction of dual bridges. One of the bridges was completed in 2024 and is currently carrying both directions of I-270 while construction of the second bridge is underway and on track to wrap up in late 2026.

# 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 2026 AND CONTINUING PROJECTS

- Reconstruction of I-190 from Bessie Coleman Drive to I-90 in Cook County.
- Improved interchanges on 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 Chicago.
- 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 Road and Houbolt Road 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 on Illinois 50 from 43rd Street to the Chicago Sanitary and Ship Canal in Cook County. This project includes railroad grade separation on Illinois 43 at 65th Street/BRC Railroad in Cook County.

### REGION 2

#### FY 2026 AND CONTINUING PROJECTS

- Interchange redesign and reconstruction at I-39/U.S. 20 (Harrison Avenue) in Winnebago County.
- Reconstruction of Illinois 81 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 I-39 from Mulford Road to Harrison Avenue in Winnebago County.
- Reconstruction of Illinois 2 from Latham Road to Roscoe Road in Winnebago County.
- Reconstruction of Illinois 84 from the Rock River to U.S. 6 in Henry County.
- Reconstruction, resurfacing, and bridge replacement along Business U.S. 20 from State Street to U.S. 20 in Boone County.
- Bridge replacement on I-80 over the Mississippi River in Rock Island County.
- Reconstruction of U.S. 20 from Shaw Road to State Street in Belvidere, Boone County.
- Replacement of the Illinois 75 bridge over the Rock River in Winnebago County.
- Replacement of the Illinois 251 bridges over Dry Creek and Kinnikinnick Creek in Winnebago County.
- Reconstruction of Illinois 2 from Byron to Rockford in Winnebago County.
- Resurfacing I-80 from just east of Illinois 351 to west of Illinois 178 in La Salle County.
- Additional lanes and reconstruction along Illinois 47 between Kennedy Drive and Galena Road in Yorkville, Kendall County.
- Numerous bridge and culvert rehabilitations/replacements on I-57 from about a mile south of U.S. 24 to approximately 4 miles north of U.S. 24 in Iroquois County.
- Bridge replacements on I-57 over the Big Four Ditch south of Illinois 9 in Ford County.
- Bridge replacement on U.S. 52 over the Fox River in La Salle County.
- Deck replacement on Illinois 23 over the Vermilion River and BNSF Railroad south of Streator.
- Superstructure replacement on Illinois 47 over the CSX Railroad south of U.S. 6 in Morris.

# Agency Budget Detail: Illinois Department of Transportation

## REGION 3

### FY 2026 AND CONTINUING PROJECTS

- Interchange reconstruction and bridge replacement on Illinois 8/116 over the Tazewell & Peoria Railroad and Illinois 29 in East Peoria.
- Bridge replacement on Illinois 9 over the Spoon River in Fulton County.
- Bridge replacement on Seminary Street over U.S. 34 in Galesburg.
- Resurfacing and accessibility improvements on Illinois 41 in McDonough County.
- Resurfacing on Illinois 94 from the Henderson Creek overflow to Old U.S. 34 in Biggsville, Henderson County.
- Bridge replacement on Illinois 29 over Senachwine Creek in Putnam County.
- Resurfacing and accessibility improvements on Illinois 40 (Knoxville Avenue) from north of Timber Lane to south of Donovan Park in Peoria.
- Resurfacing on eastbound I-74 from east of Illinois 97 to the Spoon River in Knox County.
- Bridge replacement on Clouson Road over I-474 in Peoria County.
- Resurfacing, accessibility improvements, and traffic signal modernization on Illinois 9 from North Main Street to East Empire Street in Bloomington.
- Reconstruction, resurfacing, and accessibility improvements on U.S. 150 from Clayton Street to Veterans Parkway in Bloomington.
- Resurfacing, accessibility improvements, and traffic signal modernization on U.S. 150 from Marketview Drive to Illinois 10 (Springfield Avenue) in Champaign.
- Bridge replacements on West Church Street and University Avenue over the Canadian National Railroad and Copper Slough, just west of County Fair Drive in Champaign.
- Reconstruction of the I-57/74 interchange in Champaign.
- Bridge removal on I-74 at Perrysville Road and Bowman Avenue and intersection construction on Bowman Avenue at Texas Avenue in Danville.
- Resurfacing on Illinois 9 from Illinois 1 in Hoopston to the Indiana state line.
- Resurfacing and accessibility improvements on U.S. 150 from Moss Road to just south of Gibson Drive south of Paris.

## REGION 4

### FY 2026 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.
- Reconstruction and additional lanes on Sixth Street from I-72 to Stevenson Drive in Sangamon County.
- Four-lane expressway construction on Illinois 97 from Veterans Parkway (Illinois 4) to Lincoln Trail/Old Covered Bridge Lane in Sangamon County.
- Resurfacing of Illinois 10 from Lincoln to the DeWitt County line in Logan County.
- Bridge deck overlay on the Bayview Bridge (westbound U.S. 24) over the Mississippi River in Quincy, Adams County.
- Resurfacing Stevenson Drive from Sixth Street to just east of I-55 in Springfield.
- Resurfacing Illinois 111/267 from just south of Illinois 16 to north of City Limits Road in Brighton, Macoupin County.
- Bridge replacements and interchange reconstruction on I-57 at the Illinois 16 interchange in Coles County.
- Bridge replacements on 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.
- Bridge replacement on the CSX Railroad over I-70 east of Illinois 1, northeast of Marshall, Clark County.
- Bridge replacement at Illinois 32/33 over I-57/70 in Effingham.
- Bridge superstructure replacement on Illinois 130/33 at Embarras River east of Newton, Jasper County.
- Resurfacing of Illinois 1 from the Edgar County line to just south of Grand Turn Road in Clark County.
- Resurfacing of U.S. 45 from Illinois 37 to Bible Grove Lane and resurfacing of Old U.S. 45 from U.S. 45 to just south of Bible Grove Lane in Effingham and Clay counties.
- Resurfacing of Illinois 15 from the Jefferson County line to just west of Wayne County Road 870 E north of Sims.
- Resurfacing of I-70 from west of Brownstown to the Effingham County line in Fayette County.
- Pavement reconstruction of northbound Business U.S. 51 (Water Street) from Illinois 121 to U.S. 36 in Decatur, Macon County.

## REGION 5

### FY 2026 AND CONTINUING PROJECTS

- Bridge replacement on I-270 over the Mississippi River in Madison County.
- Resurfacing I-255 from Illinois 157 in Sauget to Illinois 3 in Columbia in St. Clair and Monroe counties.
- Resurfacing I-70 from the Madison County line to west of Sugar Loaf Road in Bond County.
- Resurfacing I-270 from Illinois 111 to I-55/70 in Madison County.
- Bridge replacement on Illinois 4/15 over the Kaskaskia River in St. Clair County.
- Resurfacing U.S. 51 from south of Texas Avenue in Sandoval to north of Central City, Marion County.
- Resurfacing Illinois 100 from Illinois 16 to Illinois 96 in Calhoun County.
- Superstructure replacement on Illinois 3 over the Army Depot railroad yard in Madison County.
- Resurfacing Illinois 140 from the Madison County line to Illinois 127 in Bond County.
- Pavement replacement on Illinois 111 from Poag Road to Denham Drive in Madison County.

# Agency Budget Detail: Illinois Department of Transportation

## REGION 5

### FY 2026 AND CONTINUING PROJECTS

- 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 in St. Clair County.
- Roundabout 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 Washington County Highway 11.
- 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 Williamson, Franklin, and Jefferson counties.
- Interchange reconstruction at I-57 and Illinois 15 in Jefferson County.
- Bridge replacement on I-64 over the Union Pacific Railroad and Casey Fork Creek just east of Illinois 37 in Jefferson County.
- Pavement replacement on westbound Illinois 13 between Wall Street and Marion Street 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 37 and Long Street in Marion.
- Reconstruction of Illinois 152 from Illinois 127 to U.S. 51 in Du Quoin.

## 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 rail gateway in the country, 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 a \$225 million Chicago-to-Quad Cities passenger rail expansion, \$275 million for the Chicago-to-Rockford passenger rail expansion, \$100 million for capacity improvements to improve reliability and performance on the existing Chicago-to-Carbondale corridor, and \$122 million to support the Springfield Rail Improvements Project, which recently received an additional \$157 million federal award to complete the project.

### 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 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 program. Since its inception, more than \$2.6 billion in funding has been allocated to CREATE from federal, state, local, and private sources. Of the 70 projects in CREATE, 34 are complete, 5 are under construction, 7 are in the final engineering phase, 8 are in the preliminary engineering phase, and 14 will begin in the future.

Highlights include:

- The Forest Hill Flyover, a \$380.0 million project to eliminate a rail bottleneck that impacts more than 60 trains daily. The project is substantially operational, with some minor work continuing in 2026.
- Westside Gateway/Ogden Junction, a \$204.2 million investment with construction set to begin in

# Agency Budget Detail: Illinois Department of Transportation

- 2026, which will improve almost 2 miles of the Union Pacific line and modernize several viaducts.
- The 65th Street, 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 and is currently in the design phase.
- The 80th Street Junction replacements that recently received National Infrastructure Project Assistance and Infrastructure for Rebuilding America grants totaling \$291.2 million, which are currently in design and will make improvements along a 3-mile elevated rail corridor on Chicago's South Side.

## NORTHEASTERN ILLINOIS TRANSIT

Governor Pritzker signed Public Act 104-0457 into law in December 2025. The new legislation provided additional capital and operating funding to transit agencies statewide and instituted a new governance structure for the Northern Illinois Transit Authority (NITA). Northeastern Illinois transit is expected to receive as much as \$180 million annually from investment income from state transportation accounts to be used for capital projects. NITA (which will replace the Regional Transportation Authority) oversees the transit service boards in Northeastern Illinois: the Chicago Transit Authority (CTA), Metra, Pace Suburban Bus, and Pace ADA Paratransit. The overall 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.

## CHICAGO TRANSIT AUTHORITY

Rebuild Illinois provides \$11 million in fiscal year 2027 to support the modernization of CTA's rail fleet. The 9000 Series Rail Car Purchase project encompasses the design, construction, delivery, and warranty services required to procure 300 base model rail cars. This large-scale fleet replacement effort will advance CTA's state of good repair objectives by replacing aging rail cars with new ones that will enhance service reliability, reduce maintenance costs, improve energy efficiency, and offer modern amenities to improve the passenger experience.

## METRA

Rebuild Illinois provides \$21 million in fiscal year 2027 to support the Zero-Emission Trainsets Program, a transformative initiative that advances Metra's commitment to sustainability, innovation, and the decarbonization of commuter rail service in the Chicago region. This investment will fund the introduction of zero-emission trainsets into Metra's fleet, replacing aging diesel locomotives and improving environmental performance, reliability, and efficiency.

The new trainsets will utilize battery-electric technology to eliminate tailpipe emissions and reduce greenhouse gas output. Metra estimates that replacing one old diesel locomotive with a zero-emission locomotive will reduce nitrogen oxide emissions by more than 30 tons per year. In addition to providing environmental benefits, these trainsets will improve passenger comfort, reduce noise pollution, and lower long-term maintenance and operating costs.

Metra's Zero-Emission Trainsets Program aligns with regional and national goals to transition public transportation systems toward cleaner, more energy-efficient technologies. Once implemented, the project will serve as a model for sustainable commuter rail operations across the country and position Metra as a leader in advancing zero-emission mobility.

## PACE SUBURBAN BUS

IDOT is supporting Pace, the suburban bus division of the Northern Illinois Transit 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, serving tens of thousands of riders daily. It is

# Agency Budget Detail: Illinois Department of Transportation

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one of the largest bus services in North America and covers 3,677 square miles.

Pace's North Division Garage requires significant expansion and modernization to effectively support its existing fleet and prepare for the transition to battery electric bus operations. The North Division Facility Improvement Project will comprehensively upgrade and expand the facility to meet future service demands and align with Pace's long-term sustainability goals.

Key project elements include upgrading the building's electrical infrastructure to accommodate high-capacity charging systems, expanding the bus storage area, and installing overhead pantograph chargers to support approximately 60 electric buses. The project also will enhance the structural integrity of the facility by steepening the roof and reinforcing associated building systems. In addition, modernization of office and administrative areas will improve operational efficiency and employee working conditions.

The \$310 million project scope includes architectural and engineering design services and partial construction funding for the North Division facility improvements. These investments will enable Pace to advance its transition to a zero-emission fleet, improve maintenance and operations capacity, and ensure that the facility remains a safe, efficient component of the Pace network. The State is contributing \$67 million to this project.

## DOWNSTATE TRANSIT

### REBUILD ILLINOIS TRANSIT CAPITAL GRANT PROGRAM

Rebuild Illinois provides approximately \$350 million for capital improvements to support downstate public transit systems. 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. In addition to Rebuild Illinois, Public Act 104-0457 provides up to \$20 million annually in funding to downstate transit capital projects.

Highlights include:

- Construction of the new administration and maintenance facility in Boone County, anticipated to be completed in fiscal year 2027.
- Acquisition of land for the new Sangamon Mass Transit District transfer center, with estimated completion in fiscal year 2028.

# Agency Budget Detail: Illinois Department of Transportation

## AERONAUTICS

The Illinois aeronautics system consists of more than 800 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 approximately 120 grants totaling approximately \$250 million annually.

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 due to the complexity of the planning, design, letting, and construction process for airports. IDOT distributes 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. To date, IDOT has released 62 of the 95 selected projects.

IJA funding for airports through the Federal Aviation Administration is also available for various infrastructure projects and will continue to 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.

### ST. LOUIS DOWNTOWN AIRPORT

A project to relocate the centerline of the parallel taxiway to meet FAA runway/taxiway separation standards and to accommodate heavier aircraft is currently underway at the St. Louis Downtown Airport in Sauget, Illinois. The project includes existing pavement removal, site grading, and installation of new taxiway pavement, drainage structures, airfield lighting and signage, pavement markings, and other ancillary items. Construction will be accomplished in stages over multiple years. Stage 1 was completed in 2019. Stage 2 will be completed in early 2026, with stages 3 and 4 beginning in 2026 and 2027. Total project cost for all stages is estimated at \$25 million.

### MORRIS MUNICIPAL AIRPORT

As part of the Rebuild Illinois Airport Capital Improvement Program, a new crosswind Runway 7/25 is being constructed at the Morris Municipal Airport. A general aviation airport in Grundy County hosts approximately 62 based aircraft and over 42,000 operations per year. The \$14.7 million project will relieve congestion and improve safety. The environmental assessment and design engineering is complete, and the project is expected to be constructed over two years, starting in 2026.

### EFFINGHAM COUNTY REGIONAL AIRPORT

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. During the past 10 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. Construction started in 2025 and is expected to be completed in 2026.

# Agency Budget Detail: Illinois Department of Transportation

## 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).



Illinois International Port District. Chicago.



America's Central Port District. Granite City.

The Illinois waterways system includes 20 public port districts, several public port commissions, 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. The Rebuild Illinois program included \$150 million for public port districts, demonstrating the State's commitment to support this economic driver in Illinois. The fiscal year 2027 budget also includes a new \$10 million grant program to provide operating and capital awards to port districts across Illinois.

Highlights include:

- Environmental and preliminary engineering for the dock wall replacement at Chicago Iroquois Landing will start in spring 2026 and construction is anticipated in fiscal years 2027 and 2028.
- A port master planning and feasibility study is currently underway at the Massac-Metropolis Port District and will be completed in 2026.
- Final design of a new dock wall at the Waukegan Port District is underway, with construction estimated to be complete by fiscal year 2028.
- A port master planning study is currently underway at the Rock Island Port District and will be completed in 2026.

# Agency Budget Detail: Illinois Department of Transportation

## Fiscal Year 2027 Recommended Appropriations for the Department of Transportation (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
Transportation Bond, Series A Fund	0.0	3,242,683.0	3,242,683.0
Transportation Bond, Series B Fund	0.0	1,036,161.6	1,036,161.6
Transportation Bond, Series D Fund	500,000.0	140,409.7	640,409.7
Multi-Modal Transportation Bond Fund	0.0	2,662,995.5	2,662,995.5
<b>Pay-as-you-go</b>			
Downstate Mass Transportation Capital Improvement Fund	75,022.8	130,900.0	205,922.8
Downstate Transit Improvement Fund	65,000.0	298,296.7	363,296.7
Federal High Speed Rail Trust Fund	0.0	607,393.7	607,393.7
Federal Mass Transit Trust Fund	73,000.0	188,617.1	261,617.1
Federal/State/Local Airport Fund	130,000.0	445,074.2	575,074.2
Grade Crossing Protection Fund	36,500.0	314,687.7	351,187.7
High-Speed Rail Rolling Stock Fund	1,000.0	35,000.0	36,000.0
Rail Freight Loan Repayment Fund	0.0	1,099.6	1,099.6
Road Fund	2,375,160.7	9,638,015.1	12,013,175.8
Northern Illinois Transit Authority Capital Improvement Fund	675,205.2	740,108.9	1,415,314.1
South Suburban Airport Improvement Fund	1,000.0	0.0	1,000.0
State Construction Account Fund	3,067,451.5	3,750,172.7	6,817,624.2
State Rail Freight Loan Repayment Fund	0.0	13,700.0	13,700.0
<b>Total</b>	<b>6,999,340.2</b>	<b>23,245,315.6</b>	<b>30,244,655.8</b>

# Agency Budget Detail: Illinois Department of Transportation

## Fiscal Year 2027 Recommended New Appropriations for the Department of Transportation (\$ thousands)

Project Description	FY 2027 Recommended New Appropriations
<b>Downstate Mass Transportation Capital Improvement Fund</b>	<b>75,022.8</b>
Downstate Public Transit Systems - Costs, Making Grants, and Providing Project Assistance	75,022.8
<b>Downstate Transit Improvement Fund</b>	<b>65,000.0</b>
Downstate Transit Capital Grants	60,000.0
Grant to Willard Airport	5,000.0
<b>Federal Mass Transit Trust Fund</b>	<b>73,000.0</b>
Statewide - Grants for the Federal Share of Capital, Operating, Consultant Services, and Technical Assistance	73,000.0
<b>Federal/State/Local Airport Fund</b>	<b>130,000.0</b>
Statewide - Financial Assistance to Airports (Federal and Local Share)	130,000.0
<b>Grade Crossing Protection Fund</b>	<b>36,500.0</b>
Statewide - Installation of Grade Crossing Protection or Grade Separations	36,500.0
<b>High-Speed Rail Rolling Stock Fund</b>	<b>1,000.0</b>
Costs Associated with Acquisitions, Offsets, Overhaul Fees, and Other Costs of the Rolling Stock	1,000.0
<b>Northern Illinois Transit Authority Capital Improvement Fund</b>	<b>675,205.2</b>
NITA Costs, Making Grants, and Providing Project Assistance	675,205.2
<b>Road Fund</b>	<b>2,375,160.7</b>
Chicago Department of Transportation for State Only Chicago Commitment (SOCC) Infrastructure Improvements	50,000.0
Congestion Mitigation and Air Quality (CMAQ) Enhancement	7,500.0
FHWA Congestion Relief Program Grant to CTA	18,605.6
High-Speed Rail Maintenance Costs	35,000.0
Planning Study of the Joliet Train Station	6,000.0
Ports Program	10,000.0
Purposes Described in Sections 31 and 34 of the Illinois Aeronautics Act	11,500.0
Statewide - Apportionment to Counties Under One Million in Population	36,624.0
Statewide - Apportionment to High-Growth Cities	6,720.0
Statewide - Apportionment to Needy Road Districts and Townships	16,824.1
Statewide - Disposal of Hazardous Materials	3,950.0
Statewide - Maintenance, Traffic, and Physical Research/Formal Contracts (A)	93,715.0
Statewide - Maintenance, Traffic, and Physical Research/Formal Contracts (B)	20,590.0
Statewide - Motorist Damage to Highway Structures	17,050.0
Statewide - Permanent Improvements to IDOT Facilities	160,000.0
Statewide - Road Improvements - Local Share of Road Fund/Road Program	946,021.1
Statewide - Township Bridges	60,000.0
Statewide - Transportation and Related Construction	875,060.9
<b>South Suburban Airport Improvement Fund</b>	<b>1,000.0</b>
South Suburban Airport Expenses, Including Public-Private Partnerships	1,000.0
<b>State Construction Account Fund</b>	<b>3,067,451.5</b>
Statewide - Transportation and Related Construction	3,067,451.5
<b>Transportation Bond Series D Fund</b>	<b>500,000.0</b>
Downstate - Transportation and Related Construction	500,000.0
<b>Total</b>	<b>6,999,340.2</b>



# Agency Budget Detail: Illinois State Toll Highway Authority

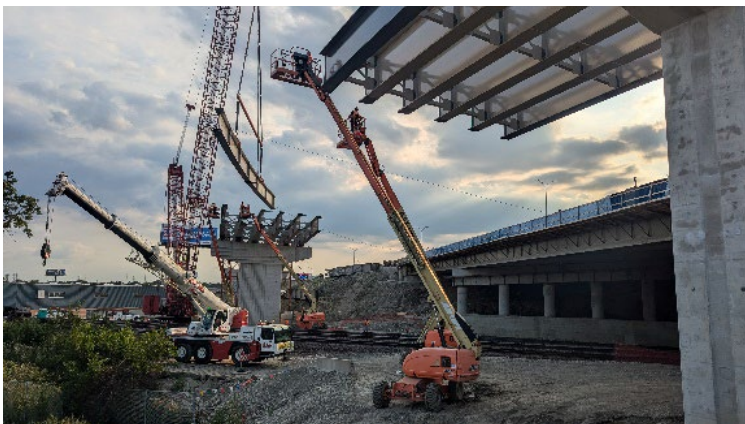
## BUDGET HIGHLIGHTS

In 2026, Tollway plans to invest approximately \$1.3 billion in capital improvements needed to support the existing system, in addition to projects that will bring regional mobility improvements and congestion relief. Tollway anticipates approximately \$1.8 billion in revenue in 2026, including \$735.9 million allocated for capital program investments. This allocation, combined with planned debt issuances, will provide the necessary funding for the 2026 capital program. Tollway does not receive state appropriations.

## AGENCY PROJECT DETAIL

The 2026 capital program addresses the needs of 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.



Beam placement for the I-490/294 Interchange. Franklin Park



Noise wall construction continues along the Central Tri-State Tollway (I-294). Westchester

## I-490 TOLLWAY PROJECT

The I-490 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 Central 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 International Airport from the west.

In 2026, Tollway expects to spend \$427.4 million to continue design and advance work, construct new interchange connections, and build portions of the new I-490/Illinois Route 390 interchange providing western access to O'Hare International Airport. Specific improvements as part of the I-490 project include:

- Continued construction for the replacement of the at-grade crossing at the Union Pacific Railroad with a new bridge over Franklin Avenue, the Canadian Pacific Railroad Bensenville Yard, and Metra rail, as well as construction of a new I-490 bridge crossing;
- Ongoing work on the I-490 interchanges connecting to the Illinois Route 390 Tollway, including work on the I-490/IL 390 interchange ramp bridges;
- Closeout of the I-490/90 interchange; and
- Closeout of the O'Hare International Airport 10R runway approach lighting relocation and construction of the new I-490/Franklin Avenue interchange.

# Agency Budget Detail: Illinois State Toll Highway Authority

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

In 2026, Tollway expects to spend \$328.9 million to continue ongoing reconstruction and widening of the Central Tri-State Tollway (I-294) to provide congestion relief and access improvements.

Project activities in 2026 will include:

- \$76.0 million for continuing construction of the I-290/88 interchange southbound mainline;
- \$51.4 million for roadway reconstruction and widening from Flagg Creek near I-55 to Cermak Road;
- \$41.4 million for ongoing reconstruction and widening between St. Charles Road and North Avenue and continued closeout of the reconstruction and widening of mainline roadway between North Avenue and Wolf Road;
- \$29.1 million for construction inspection services across the corridor; and
- \$5.1 million for continued design efforts for roadway reconstruction and widening between 95th Street and Balmoral Avenue.

## REAGAN MEMORIAL TOLLWAY (I-88)

Approximately \$6.4 million will be spent in 2026 for road work on I-88. Improvements will include York Road Bridge reconstruction, totaling roughly \$3.8 million; pavement rehabilitation from Washington Street to York Road for \$1.2 million; fiber-optic installation totaling approximately \$500,000; and bridge repairs over the Union Pacific Railroad for approximately \$900,000.

## SYSTEMWIDE

In 2026, Tollway will spend \$374 million on bridge, pavement, facility, and fleet maintenance, along with safety improvements on the existing tollway system. 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:

- \$209.1 million for fleet costs, general traffic engineering consultant services, Intelligent Traffic Systems, the Traffic and Incident Management System, the Job Order Contracting Program, and back-office system replacement;
- \$52.1 million for program support activities, including program management services, materials engineering services, utility relocations, support staff, and land acquisition support services; and
- \$10.1 million for improvements to the Alsip (M-1) 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 priorities: providing safe drinking water, modernizing wastewater systems, remediating contaminated sites, and expanding electric vehicle infrastructure. IEPA will also continue to leverage federal funding through the State's Water Revolving Programs to provide record financing for water infrastructure projects. These continued investments will help the agency meet its goals of safeguarding the State's natural resources from pollution and providing a healthy environment for residents of the State.

### FISCAL YEAR 2027 CAPITAL BUDGET

#### BUDGET HIGHLIGHTS

The recommended fiscal year 2027 budget includes \$1.5 billion in new appropriations and \$5.2 billion in reappropriations for programs, including the following:

- \$200.0 million new appropriation for the Illinois Water Works – Drinking Water Loan Program;
- \$450.0 million new appropriation for the Illinois Water Works – Wastewater Loan Program;
- \$12.0 million new appropriation for Lead Service Line Replacement (LSLR) Program planning grants;
- \$1.0 million new appropriation for the Unsewered Communities Planning Grant Program;
- \$2.5 million new appropriation for recycling-related activities;
- \$10.0 million new appropriation for PFAS grant opportunities;
- \$100.0 million new appropriation for State Revolving Fund state match;
- \$4.3 million reappropriation for the Solid Waste Infrastructure and Recycling Education Program;
- \$22.0 million reappropriation for planning grants and compliance-related activities under the Clean Water Act and the Safe Drinking Water Act;
- \$18.8 million reappropriation for the Green Infrastructure Grant Opportunities Program;
- \$45.5 million reappropriation for hazardous waste remediation; and
- \$42.1 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 2027 to implement programs focused on core IEPA priorities. IIJA funding for water infrastructure projects will provide IEPA's State Revolving Fund (SRF) program with approximately \$1.6 billion between fiscal year 2023 and fiscal year 2027. The recommended budget includes the following new appropriations and reappropriations, which reflect the anticipated fourth tranche of IIJA funding:

- \$440.0 million new appropriation and \$637.1 million reappropriation for LSLR loans;
- \$75.0 million new appropriation and \$116.4 million reappropriation for drinking water loans;
- \$37.0 million new appropriation and \$45.9 million reappropriation to address drinking water emerging contaminants;

## Agency Budget Detail: Illinois Environmental Protection Agency

- \$9.0 million new appropriation and \$23.5 million reappropriation to address wastewater emerging contaminants; and
- \$110.0 million new appropriation and \$182.9 million reappropriation for wastewater loans.

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

- \$20.0 million new appropriation and \$70.0 million reappropriation for grants to address small and disadvantaged community emerging contaminants;
- \$2.5 million new appropriation and \$5.0 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
- \$1.8 million reappropriation for battery recycling programs.

### LOANS TO WATER SYSTEMS

#### DRINKING WATER LOANS

The fiscal year 2027 proposed budget includes \$200 million in new appropriations for drinking water infrastructure loans. 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 \$1.8 billion in funding for public water system improvements from July 1, 2019, through December 31, 2025. The demand for infrastructure improvements remains strong, and IEPA will continue to provide a low-cost alternative for financing construction.

IJA will provide approximately \$370.0 million in supplemental funding between fiscal year 2023 and fiscal year 2027 for additional drinking water infrastructure loans and approximately \$151.2 million to address emerging contaminants in drinking water, including PFAS.

#### LEAD SERVICE LINE REPLACEMENT

The fiscal year 2027 budget includes \$440 million in new funding and \$637 million in reappropriated funding for the Lead Service Line Replacement Program. Until it was outlawed, lead was commonly used in drinking water pipes. Human consumption of lead can lead to negative health effects, such as impaired neurological and physical development for children and increased risk of heart disease for adults. IEPA has expanded its Drinking Water Loan Program to include funding for the replacement of lead service lines.

IEPA will receive an allocation of federal IJA funding of approximately \$1.3 billion for lead service line replacement loans. This funding is allocated as 49 percent principal forgiveness and 51 percent traditional loans issued at zero percent interest. In fiscal year 2023, IEPA launched a program to provide \$2 million in competitive grant awards for design and engineering costs to assist communities with lead service line inventories. In response to strong, statewide demand, IEPA has launched four rounds of lead service line inventory grants totaling \$17 million. To date, \$14.3 million has been provided in LSLR inventory grant awards to 465 applicants from 387 units of local government.

#### WASTEWATER LOANS

The proposed fiscal year 2027 budget includes \$450 million in new appropriations to assist communities making improvements to their wastewater treatment facilities through the Wastewater Loan Program. This program provides municipalities with low-interest loans to address two categories of polluted water: stormwater runoff and wastewater. Stormwater runoff can contain toxic chemicals, oil, grease, pesticides, metals, and other contaminants that pose a threat to both public health and the environment. The collection and treatment of wastewater is vital to public health. Sewers collect waste from homes, businesses, and industrial operations, then deliver it to wastewater treatment facilities before it is discharged or reused.

## Agency Budget Detail: Illinois Environmental Protection Agency

IEPA assists communities with ensuring safe, compliant, efficient, and environmentally conscious water treatment. IEPA's Wastewater Loan Program provided approximately \$2.7 billion in funding for wastewater system improvements from July 1, 2019, through December 31, 2025.

IIJA will provide approximately \$497.9 million in funding between fiscal years 2023 and 2027 for additional loans to further capitalize the Wastewater Loan Program. IIJA will also provide approximately \$32.5 million during the same period to address emerging contaminants in wastewater systems.



New well and water treatment plant improvements. Gibson City.



Combined sewer rehabilitation. Lombard.

### TRANSPORTATION ELECTRIFICATION GRANT PROGRAM

IEPA has released \$70 million through three notices of funding opportunities to fund public electric vehicle (EV) chargers across Illinois, prioritizing awards in Equity Investment Eligible Communities. Since the first chargers came online in November 2024, more than 100 locations are now available to motorists across Illinois. One of those locations is in Chicago's West Garfield Park neighborhood, where 16 fast-charging stations closed a gap in the State's EV charging network.

IEPA is also working to promote the electrification of freight movement, supported by \$115 million from the State's \$430 million Climate Pollution Reduction Grant to fund vehicle and charging infrastructure grants, community and industry outreach, workforce development, and clean freight planning efforts. In partnership with public ports across Illinois, IEPA has also received \$95 million from the U.S. Environmental Protection Agency's Clean Ports Program to fund zero-emission equipment at Illinois ports and develop port sustainability plans. This funding will support electric locomotives, trucks, forklifts, material handling equipment, a passenger ferry, and associated charging infrastructure.

# Agency Budget Detail: Illinois Environmental Protection Agency

## Fiscal Year 2027 Recommended Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
Anti-Pollution Fund	100,000.0	80,795.3	180,795.3
Build Illinois Bond Fund	-	139,469.8	139,469.8
<b>Pay-as-you-go</b>			
Clean Water State Revolving Fund	581,500.0	2,064,535.2	2,646,035.2
U.S Environmental Protection Fund	23,408.0	690,010.0	713,418.0
Solid Waste Management Fund	2,500.0	2,472.4	4,972.4
Drinking Water State Revolving Fund	764,000.0	1,493,199.3	2,257,199.3
<b>Total</b>	<b>1,471,408.0</b>	<b>4,470,482.0</b>	<b>5,941,890.0</b>

## Fiscal Year 2027 Recommended New Appropriations for the Illinois Environmental Protection Agency (\$ thousands)

Project Description	FY 2027 Recommended New Appropriations
<b>U.S Environmental Protection Fund</b>	
IJJA - Small and Disadvantaged Communities Emerging Contaminants	20,000.0
All Costs Associated With the Sewer Overflow and Storm Water Reuse Municipal Grant (OSG) Program.	2,500.0
Regionalization Efforts - Village of South Wilmington	908.0
<b>Solid Waste Management Fund</b>	
For Costs Associated with Recycling-Related Activities	2,500.0
<b>Clean Water State Revolving Fund</b>	
Illinois Water Works - Wastewater Loan Program	450,000.0
IJJA - Wastewater Loan Program	110,000.0
PFAS Grant Opportunities	10,000.0
IJJA - Wastewater Emerging Contaminants	9,000.0
Grants and Contracts to Address Nonpoint Source Water Quality Issues	1,500.0
Planning Cost Grants for Wastewater Collection and/or Treatment Facilities	1,000.0
<b>Anti-Pollution Fund</b>	
Deposit into Water Revolving Funds	100,000.0
<b>Drinking Water State Revolving Fund</b>	
IJJA - Loans, Grants, and Costs of Lead Service Line Replacement	440,000.0
Illinois Water Works - Drinking Water Loan Program	200,000.0
IJJA - Drinking Water Loan Program	75,000.0
IJJA - Drinking Water Emerging Contaminants	37,000.0
LSLR Replacement Planning	12,000.0
<b>Total</b>	<b>1,471,408.0</b>

# Agency Budget Detail: Department of Military Affairs

## DEPARTMENT OF MILITARY AFFAIRS

1301 N. MacArthur Blvd.  
Springfield, IL 62702  
217.761.3747  
<https://militaryaffairs.illinois.gov/>



### MAJOR RESPONSIBILITIES AND MISSION

The Department of Military Affairs (DMA) manages the Illinois National Guard in its mission to protect both the State of Illinois and the country. DMA is responsible for planning, developing, and maintaining essential facilities such as readiness and training centers, armories, and logistics facilities that enable the Illinois National Guard to operate effectively. In addition, DMA is charged with preserving and promoting the heritage and legacy of the Illinois National Guard through stewardship of the Illinois State Military Museum.

### FIVE-YEAR PLAN

The department's five-year capital plan prioritizes the modernization of aging and deteriorating readiness center infrastructure. Over half of Illinois' readiness centers were built before 1960, and more than 4.2 million square feet of buildings across 47 communities statewide need significant repairs. To address this challenge, DMA's five-year plan leverages cooperative agreements with the Department of Defense to reimburse state maintenance expenditures at rates up to 100 percent, maximizing available state resources for the construction and modernization of readiness infrastructure while strengthening local economies.

## FISCAL YEAR 2027 CAPITAL BUDGET

### BUDGET HIGHLIGHTS

The recommended fiscal year 2027 budget includes \$200 million in new appropriations to address deferred maintenance projects for DMA across the State. Of this amount, \$100 million is supported by an increase in state bond authorization, and \$100 million is supported by federal match. This investment enables DMA to curb the rate of infrastructure degradation through targeted investments in facilities identified with the greatest need, as measured by a recently completed Facility Condition Index.

The recommended budget includes \$175 million in new appropriations for the renovation of the General Jones Armory. This includes \$85 million in bond funds and \$90 million in a Congressional earmark. Built in 1931, this 290,000-square-foot facility remains the Illinois National Guard's largest and most critical readiness, logistics, and storage site. This project will double occupancy for stationed units through selective demolition and expansion, making critical upgrades to HVAC, electrical, and mechanical systems while preserving the building's historic exterior. These improvements will ensure the armory meets current operational standards and will support the Illinois National Guard's needs for decades to come.

# Agency Budget Detail: Department of Military Affairs

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Historic view of General Jones Armory. Chicago.



Project rendering of General Jones Armory. Chicago.

The recommended fiscal year 2027 budget also includes \$12 million in additional funding to complete the new \$40 million Peoria Army Aviation Readiness Center and reappropriates any remaining funding to ensure timely completion. In fiscal year 2025, DMA received a \$20 million appropriation to begin the project and has since successfully secured \$8 million in competitive federal military construction (MILCON) funding. Additional funding is needed to ensure timely completion of the project.

# Agency Budget Detail: Department of Military Affairs

## Fiscal Year 2027 Recommended Appropriations for the Department of Military Affairs (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
Capital Development Fund	197,000.0	33,430.7	230,430.7
<b>Pay-as-you-go</b>			
Illinois National Guard Construction Fund	190,000.0	72,420.1	262,420.1
<b>Total</b>	<b>387,000.0</b>	<b>105,850.8</b>	<b>492,850.8</b>

## Fiscal Year 2027 Recommended New Appropriations for the Department of Military Affairs (\$ thousands)

Program Description	FY 2027 Recommended New Appropriations
<b>Capital Development Fund</b>	<b>197,000.0</b>
Deferred Maintenance at Illinois National Guard Facilities	100,000.0
General Jones Armory	85,000.0
Peoria Readiness Center	12,000.0
<b>Illinois National Guard Construction Fund</b>	<b>190,000.0</b>
Deferred Maintenance at Illinois National Guard Facilities	100,000.0
General Jones Armory	90,000.0
<b>Total</b>	<b>387,000.0</b>

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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

In fiscal year 2026, CMS received a \$300 million appropriation for the Surplus to Success Program. Funding will be used to transform unused state properties into economic development success stories through demolition and site remediation projects. The fiscal year 2027 budget recommends an additional \$50 million for the program.

The Surplus to Success Program targets surplus state-owned properties that have been vacant or unused for years. Demolishing deteriorating structures and remediating unused land will further the objectives of the Governor's five-year economic plan by creating the type of world-class, shovel-ready sites that attract site selectors and incentivize companies to choose to locate or expand in Illinois.<sup>1</sup> 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 and begun environmental site assessments at surplus properties in preparation 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
- An 87-acre section of unutilized and unimproved land that is part of the Shapiro Developmental Center campus in Kankakee. The developmental center will be unaffected.

## ILLINOIS STATE BOARD OF EDUCATION

The Illinois State Board of Education (ISBE) works with educators, families, and school districts to address the capital needs of education facilities across the State. ISBE's primary capital responsibility is 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 broadband internet access.

### SCHOOL MAINTENANCE GRANT PROGRAM

ISBE received \$240 million in capital appropriations for grants to help address the deferred maintenance needs of preK-12 facilities as part of Rebuild Illinois in fiscal year 2019. The fiscal year 2027 budget recommends a new \$50 million appropriation for additional school maintenance grants.

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 educational buildings. Any school district, cooperative high school, Type 40 Area Vocational Center, or special education cooperative may

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

## Agency Budget Detail: Other Agencies

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apply for a grant. Between fiscal years 2020 and 2025, the program provided \$171.7 million to school districts, and ISBE anticipates funding approximately \$37 million in grants in fiscal year 2026.

### 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 2027 budget includes a \$10 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. The fiscal year 2027 budget recommends a reappropriation of \$15.8 million to complete remaining upgrades. SOS is currently in the second phase of its modernization road map.

### 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 maintains the Central Computing Facility in Springfield and the Alternate Data Center in Chicago, which support the operation of hundreds of state programs and public benefit applications. DoIT also develops built-to-suit technology upgrades across agencies and coordinates the State's IT workforce.

The fiscal year 2027 budget proposes a new \$110 million appropriation and a \$9.4 million reappropriation to continue advancing statewide Enterprise Resource Planning (ERP) and other technology modernization initiatives. These projects will enhance agencies' information technology and telecommunication infrastructures, improving efficiency and service delivery.

The fiscal year 2026 budget included \$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 care of state custody and those in other state-run facilities. While both agencies have received funding for IT upgrades, these investments have only addressed part of the problem. To comply with the *Lippert* consent decree<sup>2</sup> 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 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. IHDA administers the State's allocation of federal Low-Income Housing Tax Credits (LIHTC) as well as a variety of state-funded affordable housing development and

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<sup>2</sup> *Lippert v Godinez*, No.10-CV-4603, U.S. District Court for the Northern District of Illinois.

## Agency Budget Detail: Other Agencies

stabilization programs. Rebuild Illinois provided IHDA with \$200 million for construction and rehabilitation of affordable housing, and for loans to low-income individuals and families seeking permanent housing.

The Governor’s proposed fiscal year 2027 capital budget includes \$150 million in new funding for IHDA to accelerate the production and preservation of housing for middle-income households earning 80 to 140 percent of Area Median Income (AMI), often referred to as the “missing middle.” Inadequate production and a correspondingly insufficient housing supply have put significant pressure on housing prices, which exacerbates affordability challenges for households across income tiers. This proposed funding includes:

- \$100 million for new missing middle affordable housing programs. The programs will subsidize development of starter homes and rental housing for households earning 60 to 140 percent of AMI. The programs will expand housing availability, affordability, and choice for the missing middle while also helping to preserve affordable housing, prevent homelessness, and invest in more inclusive, mixed-income communities throughout the State.
- \$50 million in new funding for down payment assistance programs, including \$25 million for Opening Doors and \$25 million for SmartBuy. Down payment assistance programs support first-time homebuyers looking to put down roots in Illinois by providing assistance with housing acquisition costs and targeted student debt relief. These programs increase home purchase accessibility, help build a new generation of wealth, and grow the middle class.

### 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.



Conference Center – Aerial view looking east. Springfield.



Rendering of North Entry – Looking south from street level. Springfield.

The Illinois State Capitol 2050 Master Plan<sup>3</sup> is designed to provide planned, orderly growth of the Capitol Complex within the context of future development in the City of Springfield. The master plan was published in 2021 and will serve both to enhance the long-term appearance of the Capitol Complex and to protect the architectural heritage of the Capitol building and its environment. The plan will provide

<sup>3</sup> <https://oac.ilga.gov/MasterPlan/03-15-2021%20Presentation.pdf>

## Agency Budget Detail: Other Agencies

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

Exterior improvements include the removal of the half-circle driveway and parking area 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.

Capitol North Wing Renovations started in June 2021 with preliminary work in the basement and on the Capitol lawn. The Senate Chamber was completed in December 2024. The remaining work will be completed in 2026.

The OAC received an additional appropriation to hire a consultant team to design a new legislative building in fiscal year 2025. 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.

### DEPARTMENT OF PUBLIC HEALTH

The Department of Public Health (DPH) promotes health through the prevention and control of disease and injury. The fiscal year 2027 proposed budget includes reappropriations of \$280.5 million to construct a DPH laboratory in the Chicago region and to reconstruct the Carbondale laboratory. 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.

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 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.

In fiscal year 2027, the proposed budget also includes a reappropriation of \$10.6 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.

# Agency Budget Detail: Other Agencies

## Fiscal Year 2027 Recommended Appropriations for Other Agencies (\$ thousands)

Fund	New Appropriations	Reappropriations	Total
<b>Bonded</b>			
<b>Build Illinois Bond Fund</b>			
Department of Public Health	\$0.0	\$10,601.6	\$10,601.6
Illinois Housing Development Authority*	\$150,000.0	\$17,000.0	\$167,000.0
Illinois State Police	\$0.0	\$122,500.0	\$122,500.0
<b>Capital Development Fund</b>			
Central Management Services	\$50,000.0	\$289,633.6	\$339,633.6
Department of Innovation and Technology	\$110,000.0	\$74,417.6	\$184,417.6
Illinois State Board of Education	\$0.0	\$25,000.0	\$25,000.0
Office of the Architect of the Capital	\$0.0	\$95,334.7	\$95,334.7
Office of the State Comptroller	\$0.0	\$13,790.5	\$13,790.5
Office of the Secretary Of State	\$0.0	\$14,296.6	\$14,296.6
<b>Pay-as-you-go</b>			
<b>Capital Facility and Technology Modernization Fund</b>			
Office of the State Comptroller	\$0.0	\$16,206.2	\$16,206.2
<b>Rebuild Illinois Projects Fund</b>			
Office of the Secretary Of State	\$0.0	\$15,752.8	\$15,752.8
<b>School Infrastructure Fund</b>			
State Board of Education	\$50,000.0	\$40,397.0	\$90,397.0
<b>Total</b>	<b>\$360,000.0</b>	<b>\$734,930.6</b>	<b>\$1,094,930.6</b>

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

## Fiscal Year 2027 Recommended New Appropriations for Other Agencies (\$ thousands)

Project Description	FY 2027 Recommended New Appropriations
<b>Build Illinois Bond Fund</b>	
Illinois Housing Development Authority*	\$150,000.0
<b>Capital Development Fund</b>	
Central Management Services	\$50,000.0
Department of Innovation and Technology	\$110,000.0
<b>School Infrastructure Fund</b>	
State Board of Education	\$50,000.0
<b>Total</b>	<b>\$360,000.0</b>

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

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# CHAPTER 4

## GLOSSARY



*Illinois State Capital Budget Fiscal Year 2027*

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# Glossary

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**American Rescue Plan Act (ARPA)** - The federal stimulus act 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** - Enactment passed by the General Assembly and approved by the Governor granting spending authority to a specific agency from a specific fund for a specific amount, purpose, and time period.

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

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

**Bond Authorization** - Legislatively enacted dollar amount of bonds that may be issued by the State for the specific purposes of each category and subcategory of the bond acts. A bill to enact bond authorization requires a three-fifths majority vote in both chambers of the General Assembly to pass.

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

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

**Building Automation Systems (BAS)** - Use of a centralized network of hardware and software to remotely monitor and control a building's mechanical, electrical, and security systems. These systems increase efficiency and reduce costs.

**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 (CREATE) Program** - 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.

**Cleanroom** - An engineered space that maintains a very low concentration of airborne particulates, designed to keep everything from dust to airborne organisms away from whatever material is being handled inside it. These rooms are commonly needed for scientific research and in industrial production for all nanoscale processes, such as semiconductor device manufacturing.

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

**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.

**Disrepair** - In poor condition due to neglect.

# Glossary

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**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.

**Equity Investment Eligible Communities** - Geographic areas throughout Illinois that would benefit most from equitable investments by the State designed to combat discrimination. Eligible communities are Restore, Reinvest, and Renew (R3) areas as established by Section 10-40 of the Cannabis Regulation Tax Act, where residents have historically been excluded from economic opportunities, including opportunities in the energy sector; and Environmental Justice Communities, as defined by the Illinois Power Agency Act, where residents have historically been subject to disproportionate burdens of pollution, including pollution from the energy sector.

**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** - Occurs when a voucher for goods or services is submitted by an agency for approval and payment by the Comptroller.
- **At the Comptroller level** - Occurs when the Comptroller approves a voucher for payment.

**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 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** - Bonds as direct legal obligations 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** - Financial assistance that provides support to accomplish a public purpose, typically with no repayment provision. The terms grant and "award" can be used interchangeably.

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

**HVAC** - Heating, ventilation, and air conditioning.

# Glossary

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**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.

**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** - Required contribution as a condition for receiving program funds. Match can take the form of money (hard match) or services (soft match).

**Military Construction (MILCON)** - A program that enables the Department of Defense to plan, program, design, and build infrastructure including runways, piers, warehouses, barracks, schools, hospitals, child development centers, and other facilities intended to support U.S. military forces at home and abroad.

**Multimodal** - 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 healthy working conditions free from unlawful retaliation.

**Pantograph Charger** - a high-power electric vehicle charging system, primarily for e-buses, that uses an automated, overhead arm (pantograph) to connect to charging contacts on the vehicle's roof, enabling rapid charging at stops or depots.

**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 act of obtaining of supplies or goods by government.

**Quantum Computing** - A type of computing that is different from traditional computing in the way that information is processed and stored. Using qubits instead of bits, which can represent both 0 and 1 simultaneously, allows the computer to perform many calculations at the same time.

**Quantum Proving Ground** - A program established by the Defense Advanced Research Projects Agency (DARPA) that issues funding opportunities allowing entities to test and evaluate utility-scale quantum computing for economic and commercial applications.

**Reappropriation** - An unspent appropriation, either in part or in full, 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.

# Glossary

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**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** - Acquisition of land or interests therein 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, the SLFRF provide funding to state, local, and tribal governments to support their responses to 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.

**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.

**Wet Lab** - A lab space suitable for handling various types of hazardous "wet" chemicals.

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# CAPITAL BUDGET

## FISCAL YEAR 2027