ILLINOIS STATE TOLL HIGHWAY AUTHORITY

Quarterly Financial Review

Second Quarter 2026

Preliminary and Unaudited

Publication Date: August 2026

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1. Executive Summary

This Quarterly Financial Review presents the financial performance of the Illinois Tollway for the second quarter and year-to-date period ending June 30, 2026. All figures are preliminary and unaudited and have been prepared in accordance with the requirements of the Tollway's Trust Indenture.

Year-to-date through June 30, 2026, the Tollway reported revenues above budget, maintained operating expenditures under budget, and continued moving forward with major capital initiatives.

Total revenue for the second quarter was $476.5 million, which was $15.1 million above budget, bringing June year-to-date total revenue to $879.2 million, which was $12.6 million above budget. Toll and evasion recovery revenue year-to-date totaled $841.9 million, while concessions and miscellaneous revenue totaled $1.2 million. Investment income year-to-date totaled $36.1 million, reflecting higher than projected investment balances and relatively stable short-term interest rates during the first half of the year.

Operating expenditures for the second quarter totaled $104.0 million, while June year-to-date operating expenditures totaled $215.2 million, which was $9.7 million below budget. The favorable variance resulted from lower payroll and related costs due to the timing of filling open positions, continued operational efficiencies in contractual services, adoption of self-service tools, a reimbursement of bank charges, and lower-than-expected Security and Safety costs. These savings were partially offset by higher group insurance expenses driven by large medical claims in the first quarter that stabilized in the second quarter.

Revenue allocated to the Debt Service Account totaled $141.5 million for the second quarter and $277.1 million June year-to-date, which was $5.9 million below budget. The primary factors reducing the amount of revenues allocated to the Debt Service Account are accumulated investment earnings within the account and the lower than projected interest rate on the Series 2025A Bonds realized from the December 2025 issuance.

In addition, in accordance with Tollway's financial policy relative to the maintenance of its operating reserve, the Tollway is increasing its operating reserve by $3 million per quarter in 2026, representing a $6 million increase year-to-date to ensure sufficient liquidity for daily financial needs.

Capital program expenditures for the second quarter totaled $243.2 million, bringing the June year-to-date total to $467.0 million, ending the six-month period $59.7 million above budget after reimbursements and adjustments. The variance was driven primarily by greater-than-expected construction progress on the Central Tri-State Tollway (I-294) and the Elgin O'Hare Western Access (I-490) Project, including accelerated work on mainline roadway and bridge reconstruction, pipeline relocation, wall construction, and interchange construction at I-490/IL 390 and I-490/Franklin Avenue.

Overall, the Tollway concluded the second quarter and first half of 2026 in a stable financial position. Higher-than-budgeted year-to-date revenues along with favorable operating results and lower-than-budgeted debt service allocations, while higher capital expenditures reflected the pace of major construction activities.

2. Introduction

In December 2025, the Illinois Tollway Board of Directors adopted the Fiscal Year 2026 Budget. The Finance Department prepares quarterly financial reviews to provide the Board of Directors and the public with timely information on the Tollway's financial performance relative to the adopted budget. This report presents an analysis of revenue, operating expenditures, debt service allocations, and capital program activity through the first quarter of 2026.

The report is prepared on a basis consistent with the Tollway's Trust Indenture, which differs from generally accepted accounting principles. Revenue and expenditures are reported on an accrual basis, net of allowances for uncollectible accounts. Capital expenditures are expensed in the period incurred, and depreciation is not recorded under the Trust Indenture basis of reporting. Reimbursements, including bond proceeds, are treated as reductions of expenses.

The Tollway's revenue is derived from several sources. Toll revenue is collected from users through cashless tolling, including transponder and sticker-tag systems such as I-PASS and E-ZPass, as well as through the Pay-By-Plate online service or mailed payment within fourteen days. Evasion recovery revenue consists of invoiced unpaid tolls and associated fees, net of provisions for bad-debt expense, and includes violation notices with fines as they are collected. Concessions revenue is generated primarily from rental income at the Tollway's oases, where third-party vendors provide fuel, food, and other services to Tollway users. Investment income consists largely of accrued interest earnings on Tollway fund balances and I-PASS escrow accounts. Miscellaneous revenue includes overweight truck fines, rental and easement income, tower co-location fees, fiber-optic rental income, and other miscellaneous receipts.

These revenue sources support the Tollway's operating needs, debt service obligations, and long-term capital investments.

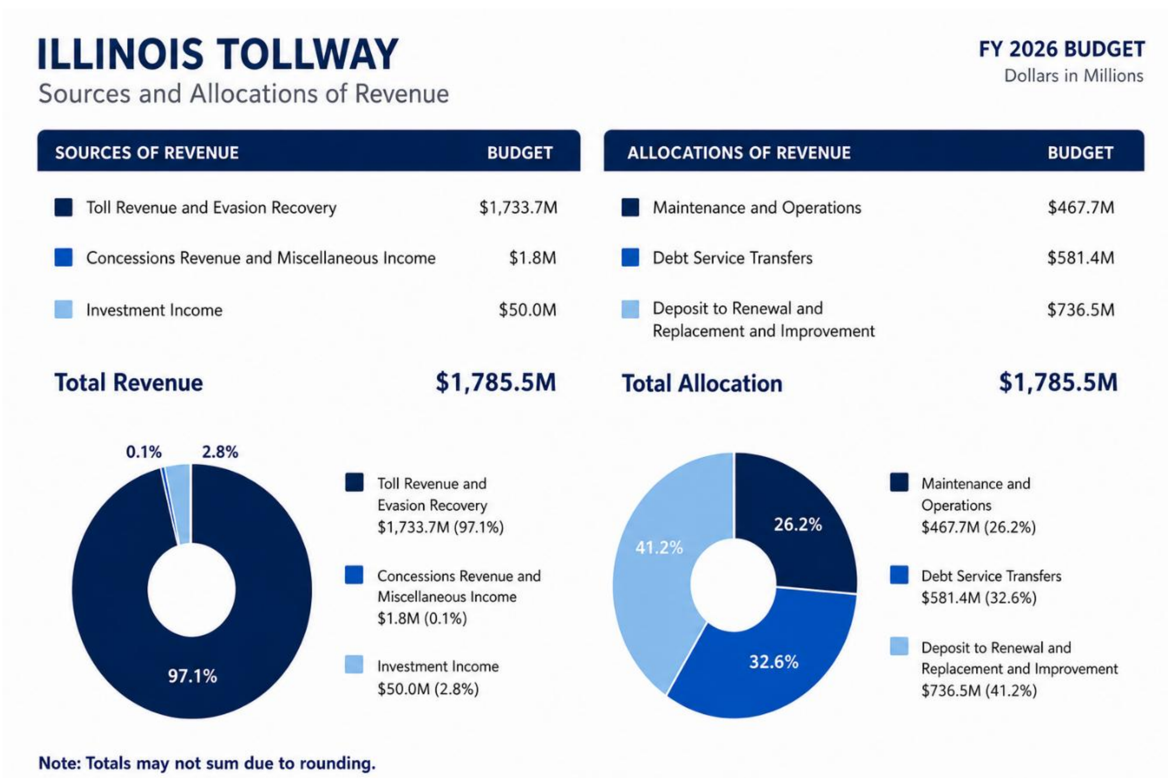
3. Budget Summary

The 2026 Budget was developed in accordance with the Trust Indenture and approved by the Board of Directors in December 2025. The budget supports Tollway's operating needs, debt service obligations, and capital program commitments, including the *Move Illinois* Program and the Bridging the Future capital plan.

The 2026 revenue budget totaled $1,785.5 million**,** including $1,733.7 million from toll revenue and evasion recovery, $50.0 million from investment income, and $1.8 million from concessions and miscellaneous revenue.

On the expenditure side, the budget allocated $467.7 million for maintenance and operations, $581.4 million for debt service transfers, and $736.5 million for capital program funding.

These budget allocations reflect the Tollway's ongoing commitment to maintaining a financially sustainable operating structure while supporting long-term capital investment needs.



4. Revenue Analysis

Revenue for the second quarter totaled $476.5 million, exceeding the budget by $15.1 million. Toll and evasion recovery revenue for the quarter totaled $457.1 million. Concessions and miscellaneous revenue, which includes rental income from oases vendors along with various smaller sources such as overweight-truck fines, utility easements, fiber-optic leases, and other service fees, totaled $0.8 million. Investment income totaled $18.5 million, which was $6 million above budget due to higher short-term interest rates and cash balances.

For the year-to-date period ending June 30, 2026, total revenue reached $879.2 million, exceeding the budget by $12.6 million. Toll and evasion recovery revenue totaled $841.9 million. Concessions and miscellaneous revenue totaled $1.2 million. Investment income totaled $36.1 million, reflecting the performance of the interest rate environment throughout the first half of the year.

Second-quarter toll transactions were 2.2 percent above the second quarter of 2025 and were in line with the budget. Passenger car transactions increased by 2.4 percent compared to the second quarter of 2025 and were even with the budget. Commercial vehicle transactions increased by 0.6 percent compared to the second quarter of 2025 and were 0.5 percent below budget.

REVENUE **Budget vs. Unaudited Actuals – Q2 2026**	**Budget**	**Actual**	**$ Change**	**% Change**
Toll Revenue and Evasion Recovery	$448.4M	$457.1M	$8.7M	1.9%
Concessions and Miscellaneous	$0.5M	$0.9M	$0.4M	92.9%
Investments	$12.5M	$18.5M	$6.0M	48.1%
Total Revenue	**$461.4M**	**$476.5M**	**$15.1M**	**3.3%**

Notes: Green indicates financially favorable performance and red indicates financially unfavorable performance. Favorability is determined by financial impact: higher revenue improves results. "% Change" reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

REVENUE **Budget vs. Unaudited Actuals – YTD Jun 30, 2026**	**Budget**	**Actual**	**$ Change**	**% Change**
Toll Revenue and Evasion Recovery	$840.7M	$841.9M	$1.2M	0.1%
Concessions and Miscellaneous	$0.9M	$1.2M	$0.3M	30.2%
Investments	$25.0M	$36.1M	$11.1M	44.6%
Total Revenue	**$866.6M**	**$879.2M**	**$12.6M**	**1.5%**

Notes: Green indicates financially favorable performance and red indicates financially unfavorable performance. Favorability is determined by financial impact: higher revenue improves results. "% Change" reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

5. Expenditure Analysis

Budget to actual comparisons in this section are based on the 2026 maintenance and operations budget adopted by the Tollway Board in December 2025. During the budget year, management may approve transfers from accounts with surpluses to those requiring additional funds due to shortfalls. These transfers do not change the total dollar amount of the maintenance and operations budget approved by the Board.

Operating expenditures for the second quarter of 2026 totaled $104.0 million, which was $7.4 million less than budgeted. For the first half of the year, year-to-date operating expenditures totaled $215.2 million, or $9.7 million below budget.

Payroll and related costs for the second quarter totaled $40.9 million, which was $1.8 million less than budgeted. Year-to-date payroll and related costs totaled $85.7 million, or $1.9 million below budget. The variance reflects the timing of filling open positions across departments. The budget includes FICA and retirement contributions for all positions, whether filled or vacant, and the timing in hiring reduced the related payroll-tax and retirement expenditures, contributing to the variance.

Contractual services for the second quarter totaled $37.1 million, which was $3.7 million less than budgeted. Year-to-date contractual services totaled $70.5 million, or $7.0 million below budget. The variance reflects continued operational efficiencies, stronger adoption of self-service tools, a reimbursement of bank charges resulting from a vendor billing correction, lower-than-expected costs within Security and Safety, and the timing of planned Business Systems projects, which are now expected to begin later this year and continue into next year.

Group insurance expenditures for the second quarter totaled $9.7 million, which was in line with budget. Year-to-date group insurance costs totaled $24.0 million, or $1.5 million above budget. The variance resulted primarily from higher-than-expected large medical claims in the first quarter, which have since stabilized in the second quarter.

All other insurance expenditures totaled $2.9 million in the second quarter, which was in line with budget. Year-to-date expenditures totaled $6.1 million, or $529 thousand below budget. The variance resulted primarily due to an adjustment to workers' compensation reserve from the actuarial study due to lower claims experience.

Other expense categories totaled $13.5 million in the second quarter, which was $1.8 million less than budgeted. Year-to-date expenditures totaled $28.7 million, or $1.8 million below budget. The variance reflects the timing of spending on maintenance contracts and other miscellaneous expenses, including travel, training, dues, subscriptions, equipment maintenance.

MAINTENANCE AND OPERATIONS EXPENSE Budget vs. Unaudited Actuals – Q2 2026	Budget	Actual	$ Change	% Change
Payroll and Related Costs	$42.7M	$40.9M	($1.8M)	(4.3%)
Contractual Services	$40.9M	$37.1M	($3.7M)	(9.2%)
Group Insurance	$9.7M	$9.7M	$0.0M	0.0%
Equipment Maintenance	$7.9M	$7.4M	($0.6M)	(7.2%)
All Other Insurance	$2.9M	$2.9M	($0.0M)	(0.3%)
Materials/Operational Supplies/Other Expenses	$1.9M	$2.0M	$0.1M	4.7%
Utilities	$2.4M	$2.1M	($0.3M)	(14.4%)
Parts and Fuel	$2.9M	$2.2M	($0.7M)	(23.9%)
Other Miscellaneous Expenses	$0.6M	$0.4M	($0.3M)	(42.3%)
Recovery of Expenses	($0.4M)	($0.5M)	($0.0M)	11.2%
Total Maintenance and Operations Expense	**$111.4M**	**$104.0M**	**($7.4M)**	**(6.6%)**

Notes: Green indicates financially favorable performance and red indicates financially unfavorable performance. Favorability is determined by financial impact: lower expenses improve results, while higher recovery of expenses also improves results. “% Change” reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

MAINTENANCE AND OPERATIONS EXPENSE Budget vs. Unaudited Actuals – YTD Jun 30, 2026	Budget	Actual	$ Change	% Change
Payroll and Related Costs	$87.7M	$85.7M	($1.9M)	(2.2%)
Contractual Services	$77.4M	$70.5M	($7.0M)	(9.0%)
Group Insurance	$22.5M	$24.0M	$1.5M	6.8%
Equipment Maintenance	$15.3M	$14.6M	($0.7M)	(4.5%)
All Other Insurance	$6.7M	$6.1M	($0.5M)	(8.0%)
Materials/Operational Supplies/Other Expenses	$5.6M	$5.4M	($0.2M)	(3.9%)
Utilities	$4.6M	$4.2M	($0.4M)	(8.6%)
Parts and Fuel	$5.0M	$4.8M	($0.2M)	(4.3%)
Other Miscellaneous Expenses	$1.1M	$0.7M	($0.4M)	(33.8%)
Recovery of Expenses	($0.9M)	($0.9M)	$0.0M	(4.3%)
Total Maintenance and Operations Expense	**$224.9M**	**$215.2M**	**($9.7M)**	**(4.3%)**

Notes: Green indicates financially favorable performance and red indicates financially unfavorable performance. Favorability is determined by financial impact: lower expenses improve results, while higher recovery of expenses also improves results. “% Change” reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

6. Debt Service

6.1 Debt Service Summary

For annual budgeting and quarterly reporting purposes, debt service consists of the monthly allocations of revenues to the Trustee-held Debt Service Account, in accordance with the Trust Indenture. These allocations provide for payment of:

(i) interest on outstanding bonds;
(ii) the retirement of bond principal at maturity or through sinking fund redemptions; and
(iii) other annual bond-related costs.

The 2026 annual budget, adopted in December 2025, included $581.4 million of revenues allocated to the Debt Service Account to provide for the payments described above. The budgeted amount assumes an additional source of funds of $13.6 million from federal subsidies associated with the Tollway's Series 2009A and Series 2009B Build America Bonds. The $581.4 million annual budgeted amount does not assume the allocation of any Debt Service Account investment income. Following are the unaudited transfers for debt service for the quarter ended June 30, 2026, with comparison to the 2026 budget.

DEBT SERVICE Budget Vs. Unaudited Actual*	Budget	Actual*	$ Change	% Change
Second Quarter 2026	$141.5M	$141.5M	$0.0M	0.0%
YTD as of Jun, 30 2026	$283.0M	$277.1M	($5.9M)	(2.1%)

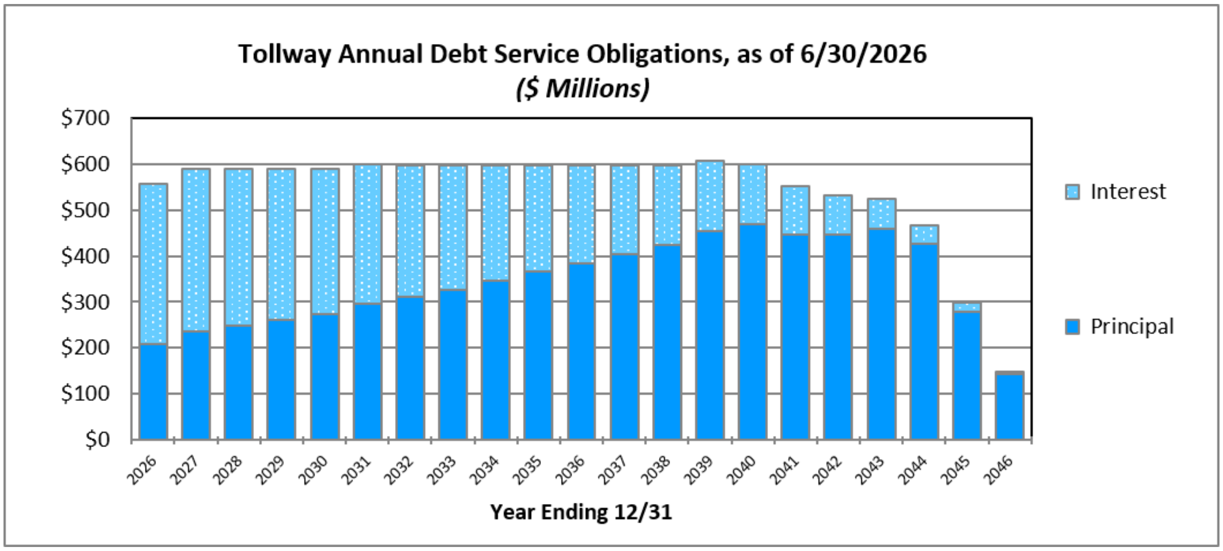
** Tollway revenues allocated to the Debt Service Account consist of the monthly transfers from the Treasurer (as Tollway custodian) to the Bond Trustee's Debt Service Account, plus investment earnings that accrue in such Debt Service Account, plus investment earnings in the Debt Reserve Account that are transferred to the Debt Service Account.*

Notes: Green indicates financially favorable performance and red indicates financially unfavorable performance. Favorability is determined by financial impact: higher revenue and recovery of expenses improve results and lower expenses and costs improve results. "% Change" reflects the variance between Actual and Budget and is color-coded based on financial favorability.

6.2 Debt Service Analysis

Actual revenue allocations to the Debt Service Account during the second quarter and year to date totaled $141.5 million and $277.1 million, respectively, which was in line with budget and $5.9 million (2.1%) below budget, respectively. The variance year to date was driven primarily by (i) accumulated investment earnings in the Debt Service Account, which reduced the amount of revenues required to be transferred; and (ii) a lower interest rate on the Series 2025A Bonds as a result of the bond sale when compared to the interest rate projected at the time the budget was prepared. Investment income accrued in the Debt Service Account is included as “transferred” revenue.

As of June 30, 2026, the Tollway had $7.2 billion of outstanding senior-lien revenue bonds, all of which carry fixed interest rates. The debt service schedule by fiscal year reflects the Tollway’s long-term obligations associated with these issuances.



6.3 Authorizations to Issue Additional Debt

As of June 30, 2026, the Tollway was authorized to issue up to $1.0 billion in additional fixed-rate, senior-lien revenue bonds to fund a portion of the *Move Illinois* Program. Current expectations call for approximately $500 million to be issued in the second half of 2026 and approximately $500 million in 2027. No additional revenue bond authorization is expected to be necessary to fund the remaining costs of the *Move Illinois* Program.

At its December 2024 meeting, the Board authorized $2 billion of additional capital spending under the Bridging the Future capital plan, primarily covering the years 2026 through 2031. The Tollway projects the Bridging the Future capital plan to be funded with net revenues and no revenue bond proceeds.

The Tollway is also authorized to issue up to $1.8 billion in additional fixed-rate, senior-lien revenue bonds to refund its Series 2014C, 2015A, 2015B, 2016A, and 2016B bonds for the purpose of reducing debt service obligations. The timing of such refunding issuances is dependent upon market conditions and other factors. All expectations regarding future bond issuance remain subject to change.

7. Capital Program

7.1 Capital Program Overview

The Tollway's capital program supports major roadway reconstruction, systemwide improvements, and long-term infrastructure modernization. The 2026 Capital Budget allocated $1,104.4 million to fund the fifteenth year of the *Move Illinois* Program and $155.7 million for the Bridging the Future capital plan.

On August 25, 2011, the Illinois Tollway Board of Directors adopted *Move Illinois: The Illinois Tollway Driving the Future*, a 15-year, $12 billion capital program. The Board expanded the program in 2017 to $14 billion and, in 2023, authorized an update extending the program to 16 years with a total investment of $15 billion. The program is funded by toll revenue, including a 2012 passenger vehicle toll rate increase and previously approved commercial vehicle toll rate increases phased in from 2015 through 2017, followed by annual CPI-based adjustments beginning in 2018, as well as other revenues and bond proceeds.

In December 2024, the Board of Directors also approved *Bridging the Future*, a $2 billion, seven-year capital plan covering 2025 through 2031. Bridging the Future establishes a long-term framework for continued modernization of the Tollway's infrastructure and supports ongoing maintenance needs across the system.

7.2 Allocation of the 2026 Capital Budget

MOVE ILLINOIS CAPITAL PROGRAM SUMMARY

The 2026 *Move Illinois* budget allocates $293.8 million for the Tri-State Tollway (I-94/I-294/I-80). Design efforts for roadway reconstruction and widening between 95th Street and Balmoral Avenue will be largely complete, with minimal design efforts planned in 2026 estimated at $5.1 million. Closeout for the reconstruction and widening of mainline roadway between North Avenue and Wolf Road will continue, while reconstruction and widening between St. Charles Road and North Avenue will continue with $41.4 million anticipated. Roadway reconstruction and widening from Flagg Creek near I-55 to Cermak Road will continue with $51.4 million planned for 2026. Construction activities for the I-290/I-88 Interchange southbound mainline reconstruction will continue for a total of $155.6 million in 2026. Construction inspection services across the corridor are expected to total $29.1 million in 2026.

The Reagan Memorial Tollway (I-88) will receive $5.2 million in the 2026 *Move Illinois* budget for York Road Bridge reconstruction totaling roughly $3.8 million, fiber-optic installation totaling approximately $0.5 million, as well as bridge repairs over the Union Pacific Railroad for approximately $0.9 million.

The Jane Addams Memorial Tollway (I-90) 2026 budget allocation is $0.1 million to complete grading improvements.

The Veterans Memorial Tollway (I-355) 2026 budget allocation is $6.0 thousand for payment for an agreement with the Will County Forest Preserve for bike path landscaping that was completed in 2025. The *Move Illinois* program includes resurfacing from I-55 to Army Trail Road. Construction began in 2013 and was completed in 2019. The program also included preservation activities at various locations that completed in 2025.

Systemwide improvements total $298.0 million. The 2026 *Move Illinois* budget allocates $35.5 million for bridge, pavement and safety improvements. Tollway systemwide facility upgrades will continue in 2026 with approximately $10.1 million budgeted for improvements to the Alsip (M-1) maintenance facility for $1.9 million, the central warehouse and sign shop facilities with approximately $4.0 million budgeted, and $2.4 million budgeted for other facility design services upon request. In addition, $199.0 million is budgeted for other capital expenditures such as fleet, General Engineering Consultant, Traffic Engineer, intelligent transportation systems (ITS) technology, traffic and incident management system, the Job Order Contracting Program and back-office system replacement. Approximately $52.1 million is anticipated to be spent on program support activities, including program management services, materials engineering services, utility relocations, support staff and land acquisition support services.

The Tri-State Tollway (I-294)/I-57 Interchange has no new 2026 budget allocation. The *Move Illinois* program includes construction of a new interchange at the Tri-State Tollway (I-294) and I-57. The first phase of construction was completed in October 2014, allowing movements from northbound I-57 to I-294 and from I-294 to southbound I-57, as well as new access at 147th Street. The second phase of interchange construction began in 2019 and was completed in September 2022.

The Elgin O'Hare Western Access Project 2026 budget allocation is $400.5 million. The 2026 *Move Illinois* budget allocates $400.5 million for the I-490 Tollway Project. Design services will continue with planned expenditures of $7.7 million. Approximately $330.1 million is anticipated to be spent on construction and inspection in 2026. Construction is continuing for the replacement of Union Pacific Railroad Bridge over Franklin Avenue, the CPKC Bensenville Yard and Metra rail, as well as construction of a new I-490 bridge crossing. Construction in 2026 will also include ongoing work for the I-490 Tollway system interchanges connecting to the Illinois Route 390 Tollway, including work on the I-490/IL 390 Interchange ramp bridges while closeout will occur on the I-490/I-90 interchange. Other I-490 efforts in 2026 include closeout of the O'Hare International Airport 10R runway approach lighting relocation, as well as construction of the new I-490/Franklin Avenue Interchange. Right-of-way acquisitions and utility relocations will also continue in support of the new I-490 Tollway.

Other emerging projects 2026 budget allocation is $106.8 million for utility conduit installations and planning studies.

BRIDGING THE FUTURE CAPITAL PROGRAM SUMMARY

The Connecting Infrastructure category 2026 budget allocation is $10.6 million. The 2026 Bridging The Future budget allocates $10.6 million for master planning for the I-355/I-88 Interchange, the Reagan Memorial Tollway (I-88) York Road Interchange and the Illinois Route 390 Lake Street (U.S. 20) Interchange.

The Preparing For Tomorrow category 2026 budget allocation is $0.4 million. The 2026 Bridging The Future budget allocates $0.4 million to program support activities for design services upon request.

The Improving Mobility category 2026 budget allocation is $59.1 million. The 2026 Bridging The Future budget allocates $59.1 million to continue construction activities for the Central Tri-State Tollway (I-294) Project including overlay and pavement marking from Flagg Creek to Cermak Road. Roadway and bridge construction will continue south of O'Hare International Airport for the I-490 Tollway Project. Design services continue for future improvements on the I-94/I-294 Tri-State Tollway (I-94/I-294) and will begin for the I-88 Reagan Memorial Tollway (I-88).

The Modernizing The System category 2026 budget allocation is $85.7 million. The 2026 Bridging The Future budget allocates approximately $85.7 million for system improvements to include $5.7 million for design services for future resurfacing work on I-90 Jane Addams Memorial Tollway (I-90) and for toll plaza improvements along the Tri-State Tollway (I-294), Reagan Memorial Tollway (I-88) and Veterans Memorial Tollway (I-355). Approximately $77.0 million is expected to be spent on construction and inspection activities in 2026 for systemwide bridge and pavement repairs.

ILLINOIS TOLLWAY

Capital Program Overview

FISCAL YEAR 2026 CAPITAL PROGRAM	2025 Forecast	2025 Expenses	2026 Budget
MOVE ILLINOIS PROGRAM			
Tri-State (I-94/I-294/I-80)	$380.0M	$373.1M	$293.8M
Reagan Memorial (I-88)	$13.2M	$11.5M	$5.2M
Jane Addams Memorial (I-90)	$1.4M	$0.2M	$0.1M
Veterans Memorial (I-355)	$0.1M	$0.1M	$0.0M
Systemwide Improvements	$280.9M	$251.5M	$298.0M
Tri-State (I-294/I-57 Interchange)	$0.1M	($0.0M)	$0.0M
Elgin O'Hare Western Access	$308.1M	$325.9M	$400.5M
Other Emerging Projects	$48.2M	$51.5M	$106.8M
Move Illinois Program Total	**$1,032.0M**	**$1,013.9M**	**$1,104.4M**
BRIDGING THE FUTURE			
Bridging the Future Capital Plan	$11.7M	$12.7M	$155.7M
Total Bridging the Future	**$11.7M**	**$12.7M**	**$155.7M**
TOTAL CAPITAL EXPENDITURES – *Move Illinois and Bridging the Future*	**$1,043.7M**	**$1,026.6M**	**$1,260.1M**
Agreement Reimbursements and Other Adjustments	($14.3M)	($29.3M)	$0.0M
CAPITAL PROGRAM TOTAL	**$1,029.4M**	**$997.3M**	**$1,260.1M**

Note: Totals may not sum due to rounding.

7.3 Capital Program Expenditures

Capital program expenditures are reported on an accrual basis. Second-quarter unaudited capital expenditures totaled $243.2 million, bringing year-to-date unaudited capital expenditures to $467.0 million. The year-to-date total includes expenses paid to date as well as $167.0 million in work performed but not yet paid as of June 30, 2026. Intergovernmental agreement reimbursements, fiber optic agreement reimbursements for work performed in prior periods, and other adjustments reduced expenditures by $8.1 million.

This section summarizes the Second quarter and year-to-date expenditures capital expenditures for the *Move Illinois* and Bridging the Future capital programs.

Move Illinois Capital Program Expenditure Summary

Second quarter and year-to-date expenditures across the *Move Illinois* Capital Program varied by corridor, as detailed below.

Tri-State Tollway (I-94/I-294/I-80) expenditures totaled $66.1 million for the second quarter and $137.3 million year-to-date. Design services for the Central Tri-State Tollway (I-294) Project from 95th Street to Balmoral Avenue continued. Roadway reconstruction continued from St. Charles Road to North Avenue and from Cermak Road to 47th Street, while close-out activities were ongoing between the I-55 ramps and Flagg Creek. Southbound roadway and ramp construction at the I-290/I-88 Interchange continued, and closeout was completed for the toll plaza improvements at Markham Plaza 41. Second quarter expenditures were $8.2 million less than projected, mainly offsetting the greater-than-expected progress in the first quarter on construction activities for mainline roadway and bridge reconstruction, while year-to-date expenditures were $23.6 million more than projected, mainly due to greater-than-expected progress on construction activities for mainline roadway and bridge reconstruction.

Reagan Memorial Tollway (I-88) expenditures totaled $1.8 million for the second quarter and $2.7 million year-to-date. Work continued on reconstruction of the York Road Bridge over the I-88 ramps connecting to the Tri-State Tollway (I-294) while close-out continued for repairs to the I-88 bridges over the Union Pacific Railroad. Second quarter expenditures were $0.9 million less than projected, largely due to the timing of construction activities for the York Road Bridge reconstruction and bridge repairs over the Union Pacific Railroad, while year-to-date expenditures were $1.5 million less than projected for the same reasons.

On the Jane Addams Memorial Tollway (I-90) no work was performed in the second quarter or year-to-date. Second quarter expenditures were $112 thousand less than projected primarily due to the timing of utility invoicing adjustments, while year-to-date expenditures were $236 thousand less than projected due to the timing of close-out activities for grading improvements at Barrington Road and utility adjustments.

On the Veterans Memorial Tollway (I-355) no work was performed in the second quarter or year-to-date. Expenditures were $8.8 thousand more than expected for the second quarter due to the timing of invoice payments, while year-to-date expenditures were $11.8 thousand more than projected for the same reason.

Systemwide Improvements expenditures totaled $44.5 million for the second quarter and $90.4 million year-to-date. Construction continued on facility improvements at the Alsip (M-1) Maintenance Facility and Central Warehouse and Sign Shop, and for various roadway, ramp and bridge repairs, drainage improvements, and design for various systemwide roadway and facility improvements. Second quarter expenditures were $0.5 million less than projected primarily due to the timing of construction for facility improvements and bridge repairs, while year-to-date expenditures were $1.7 million less than projected for similar timing-related reasons.

Elgin O'Hare Western Access (I-490) expenditures totaled $95.1 million for the second quarter and $180.6 million year-to-date. Interchange construction continued for the I-490/IL 390 and I-490/Franklin Avenue interchanges, and construction began for roadway work between Irving Park Road and Devon Avenue. Construction also continued on the Union Pacific Railroad track relocation between Grand Avenue and Illinois Route 19, as well as on the Union Pacific Railroad and I-490 bridges over the CPKC Railroad Bensenville Yard and Metra Railroad, while close-out continued for runway lighting relocation. Construction also continued on the joint Touhy Avenue reconstruction project with the Cook County Department of Transportation and Highways, and design advanced for various portions of the new I-490 Tollway. Utility pipeline construction of the O'Hare airfield feeder relocations also progressed. Second quarter expenditures were $10.0 million more than projected primarily due to progress on the pipeline relocation and wall construction for the UP track relocation, while year-to-date expenditures were $59.7 million more than projected due to more progress than anticipated on wall construction, pipeline relocation, the I-490/IL 390 and Franklin Avenue interchanges, and the UP bridge over the CPKC Railroad at the Bensenville Yard.

Other Emerging Projects expenditures totaled $22.1 million for the second quarter and $34.6 million year-to-date. Fiber optic expansion continued on the Veterans Memorial Tollway along with toll plaza improvements across the system. Design continued for reconstruction of the Lake Cook Road Bridge over I-94, the UPRR Bridge over I-90, bridge rehabilitation across the system, and planning studies. Second quarter expenditures were $7.6 million less than projected due to the timing of construction activities for toll plaza improvements, while year-to-date expenditures were $11.0 million less than projected for the same reason.

Bridging the Future Capital Program Expenditure Summary

Second quarter and year-to-date expenditures across the Bridging the Future Program are summarized below.

Connecting Infrastructure expenditures totaled $2.5 million for the second quarter and $4.3 million year-to-date. Master planning continued for the I-355/I-88 Interchange as well as design for the Illinois Route 390 Lake Street (U.S. 20) Interchange, and design began for the I-88 interchange improvements at York Road. Second quarter expenditures were $0.2 million less than projected due to the timing of design activities for the Lake Street Interchange, while year-to-date expenditures were $0.9 million less than projected for similar timing-related reasons.

Improving Mobility expenditures totaled $5.1 million for the second quarter and $6.2 million year-to-date. Design services continued for future bridge improvements on the Tri-State Tollway (I-94/I-294) and the Reagan Memorial Tollway (I-88). Construction began on I-294 pavement and ramp reconstruction from St. Charles to North Avenue and landscape planting improvements, as well as I-490 grading and drainage improvements from Irving Park Road to Supreme Drive, while construction continued on ATM, ITS device and fiber installation from North Avenue to Wolf Road. Close-out continued for the I-294 drainage improvements at the 75th Street Interchange. Second quarter expenditures were $2.3 million less than projected due to the timing of construction for I-490 grading and drainage improvements, while year-to-date expenditures were $6.1 million less than projected due to the timing of construction for I-490 grading improvements and ITS improvements.

Modernizing the System expenditures totaled $13.7 million for the second quarter and $19.0 million year-to-date. Design services continued for future resurfacing work on I-90 and for toll plaza improvements along I-294, I-90, I-88 and I-355. Des Plaines River Valley Bridge rehabilitation continued on I-355 while bridge rehabilitation began on I-88 between Howland Creek and US 52, and between Burkett Road and Steward Creek. Work also began on lighting repairs and pavement and bridge rehabilitation across the system. Second quarter expenditures were $2.9 million less than projected due to the timing of construction on pavement and bridge rehabilitation projects, while year-to-date expenditures were $4.9 million less than projected due to the timing of construction on pavement repair, structural repair, and bridge repair and rehabilitation projects.

On Preparing for Tomorrow projects, no work was performed in the second quarter or year-to-date. Expenditures were $52 thousand less than projected in both periods primarily due to the timing of design work.

CAPITAL PROGRAM **Budget vs. Unaudited Actuals – Q2 2026**	**Budget**	**Actual**	**$ Change**	**% Change**
Tri-State (I-94/I-294/I-80)	$74.3M	$66.1M	($8.2M)	(11.0%)
Reagan Memorial (I-88)	$2.7M	$1.8M	($0.9M)	(34.1%)
Jane Addams Memorial (I-90)	$0.0M	($0.1M)	($0.1M)	N/A
Veterans Memorial (I-355)	$0.0M	$0.0M	$0.0M	N/A
Systemwide Improvements	$45.0M	$44.5M	($0.5M)	(1.1%)
Tri-State (I-294)/I-57 Interchange	$0.0M	$0.1M	$0.1M	N/A
Elgin O'Hare Western Access	$85.1M	$95.1M	$10.0M	11.7%
Other Emerging Projects	$29.7M	$22.1M	($7.6M)	(25.4%)
Move Illinois Program Total	**$236.8M**	**$229.7M**	**($7.1M)**	**(3.0%)**
Bridging the Future Capital Plan	**$26.7M**	**$21.3M**	**($5.4M)**	**(20.1%)**
Total Capital Expenditures **Move Illinois & Bridging the Future**	**$263.5M**	**$251.0M**	**($12.5M)**	**(4.8%)**
Agreement Reimbursements and Other Adjustments	$0.0M	($7.7M)	($7.7M)	N/A
Capital Program Total	**$263.5M**	**$243.2M**	**($20.3M)**	**(7.7%)**

Notes: Green indicates favorable capital spending performance and red indicates unfavorable performance. Favorability is based on financial impact: lower capital expenditures improve cash flow, while higher agreement reimbursements and other adjustments improve results. "% Change" reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

CAPITAL PROGRAM **Budget vs. Unaudited Actuals – YTD Jun 30, 2026**	**Budget**	**Actual**	**$ Change**	**% Change**
Tri-State (I-94/I-294/I-80)	$113.6M	$137.3M	$23.6M	20.8%
Reagan Memorial (I-88)	$4.1M	$2.7M	($1.5M)	(35.9%)
Jane Addams Memorial (I-90)	$0.1M	($0.1M)	($0.2M)	N/A
Veterans Memorial (I-355)	$0.0M	$0.0M	$0.0M	N/A
Systemwide Improvements	$92.1M	$90.4M	($1.7M)	(1.8%)
Tri-State (I-294)/I-57 Interchange	$0.0M	$0.1M	$0.1M	N/A
Elgin O'Hare Western Access	$120.9M	$180.6M	$59.7M	49.4%
Other Emerging Projects	$45.7M	$34.6M	($11.0M)	(24.2%)
Move Illinois Program Total	**$376.5M**	**$445.6M**	**$69.0M**	**18.3%**
Bridging the Future Capital Plan	**$41.5M**	**$29.6M**	**($11.9M)**	**(28.7%)**
Total Capital Expenditures **Move Illinois & Bridging the Future**	**$418.0M**	**$475.1M**	**$57.1M**	**13.7%**
Agreement Reimbursements and Other Adjustments	$0.0M	($8.1M)	($8.1M)	N/A
Capital Program Total	**$418.0M**	**$467.0M**	**$49.0M**	**11.7%**

Notes: Green indicates favorable capital spending performance and red indicates unfavorable performance. Favorability is based on financial impact: lower capital expenditures improve cash flow, while higher agreement reimbursements and other adjustments improve results. "% Change" reflects the variance between Actual and Budget and is color-coded based on financial favorability. Totals may not sum due to rounding.

8. Financial Summaries

8.1 2026 Second Quarter Budget vs. Actual

ILLINOIS TOLLWAY

Budget vs. Unaudited Actuals – Q2 2026

REVENUE	Budget	Actual	$ Change	% Change
Toll Revenue and Evasion Recovery	$448,402,924	$457,098,706	$8,695,782	1.9%
Concessions and Miscellaneous	$460,592	$888,319	$427,726	92.9%
Investments	$12,500,000	$18,511,157	$6,011,157	48.1%
Total Revenue	**$461,363,517**	**$476,498,181**	**$15,134,665**	**3.3%**
MAINTENANCE AND OPERATIONS EXPENSE				
Payroll and Related Costs	$42,702,424	$40,868,813	($1,833,611)	(4.3%)
Contractual Services	$40,888,612	$37,141,538	($3,747,074)	(9.2%)
Group Insurance	$9,650,000	$9,652,770	$2,770	0.0%
Equipment Maintenance	$7,925,644	$7,353,056	($572,588)	(7.2%)
All Other Insurance	$2,888,762	$2,880,583	($8,179)	(0.3%)
Materials/Operational Supplies/Other Expenses	$1,933,482	$2,023,416	$89,934	4.7%
Utilities	$2,397,283	$2,051,203	($346,080)	(14.4%)
Parts and Fuel	$2,852,255	$2,169,855	($682,400)	(23.9%)
Other Miscellaneous Expenses	$616,132	$355,563	($260,569)	(42.3%)
Recovery of Expenses	($409,793)	($455,629)	($45,836)	11.2%
Total Maintenance and Operations Expense	**$111,444,801**	**$104,041,169**	**($7,403,632)**	**(6.6%)**
Net Revenue (Revenue less Operating Expenses)	**$349,918,716**	**$372,457,012**	**$22,538,296**	**6.4%**
DEBT SERVICE TRANSFERS				
Existing Debt	$133,872,135	$135,209,706	$1,337,570	1.0%
New Debt	$7,619,792	$6,319,574	($1,300,218)	(17.1%)
Total Debt Service Transfers	**$141,491,927**	**$141,529,280**	**$37,353**	**0.0%**
Net Revenue Less Debt Service Transfers	**$208,426,789**	**$230,927,733**	**$22,500,944**	**10.8%**

ILLINOIS TOLLWAY

Budget vs. Unaudited Actuals – Q2 2026

CAPITAL PROGRAM	Budget	Actual	$ Change	% Change
Tri-State (I-94/I-294/I-80)	$74,326,901	$66,141,293	($8,185,609)	(11.0%)
Reagan Memorial (I-88)	$2,671,502	$1,760,740	($910,762)	(34.1%)
Jane Addams Memorial (I-90)	$0	($111,776)	($111,776)	N/A
Veterans Memorial (I-355)	$1,480	$10,272	$8,792	N/A
Systemwide Improvements	$44,964,472	$44,492,317	($472,154)	(1.1%)
Tri-State (I-294)/I-57 Interchange	$0	$109,413	$109,413	N/A
Elgin O'Hare Western Access	$85,144,115	$95,117,807	$9,973,692	11.7%
Other Emerging Projects	$29,697,167	$22,145,585	($7,551,582)	(25.4%)
***Move Illinois* Program Total**	**$236,805,637**	**$229,665,652**	**($7,139,985)**	**(3.0%)**
Bridging the Future Capital Plan	**$26,691,859**	**$21,313,955**	**($5,377,904)**	**(20.1%)**
Total Capital Expenditures *Move Illinois* & Bridging the Future	**$263,497,496**	**$250,979,607**	**($12,517,889)**	**(4.8%)**
Agreement Reimbursements and Other Adjustments	$0	($7,749,169)	($7,749,169)	N/A
Capital Program Total	**$263,497,496**	**$243,230,438**	**($20,267,058)**	**(7.7%)**

8.2 2026 Year-to-Date Budget vs. Actual

ILLINOIS TOLLWAY

Budget vs. Unaudited Actuals – YTD Jun 30, 2026

REVENUE	Budget	Actual	$ Change	% Change
Toll Revenue and Evasion Recovery	$840,728,129	$841,901,158	$1,173,029	0.1%
Concessions and Miscellaneous	$921,185	$1,199,813	$278,629	30.2%
Investments	$25,000,000	$36,148,078	$11,148,078	44.6%
Total Revenue	**$866,649,314**	**$879,249,050**	**$12,599,736**	**1.5%**
MAINTENANCE AND OPERATIONS EXPENSE				
Payroll and Related Costs	$87,691,759	$85,747,429	($1,944,331)	(2.2%)
Contractual Services	$77,439,983	$70,485,278	($6,954,705)	(9.0%)
Group Insurance	$22,500,000	$24,028,781	$1,528,781	6.8%
Equipment Maintenance	$15,282,719	$14,597,082	($685,637)	(4.5%)
All Other Insurance	$6,654,498	$6,125,121	($529,377)	(8.0%)
Materials/Operational Supplies/Other Expenses	$5,580,582	$5,362,491	($218,091)	(3.9%)
Utilities	$4,576,222	$4,182,641	($393,581)	(8.6%)
Parts and Fuel	$5,024,115	$4,806,863	($217,252)	(4.3%)
Other Miscellaneous Expenses	$1,088,639	$720,703	($367,936)	(33.8%)
Recovery of Expenses	($942,261)	($902,044)	$40,217	(4.3%)
Total Maintenance and Operations Expense	**$224,896,256**	**$215,154,344**	**($9,741,912)**	**(4.3%)**
Net Revenue (Revenue less Operating Expenses)	**$641,753,058**	**$664,094,705**	**$22,341,648**	**3.5%**
DEBT SERVICE TRANSFERS				
Existing Debt	$267,744,271	$264,510,140	($3,234,131)	(1.2%)
New Debt	$15,239,583	$12,581,066	($2,658,517)	(17.4%)
Total Debt Service Transfers	**$282,983,854**	**$277,091,206**	**($5,892,648)**	**(2.1%)**
Net Revenue Less Debt Service Transfers	**$358,769,204**	**$387,003,500**	**$28,234,296**	**7.9%**

ILLINOIS TOLLWAY

Budget vs. Unaudited Actuals – YTD Jun 30, 2026

CAPITAL PROGRAM	Budget	Actual	$ Change	% Change
Tri-State (I-94/I-294/I-80)	$113,635,750	$137,281,568	$23,645,818	20.8%
Reagan Memorial (I-88)	$4,145,913	$2,656,378	($1,489,536)	(35.9%)
Jane Addams Memorial (I-90)	$108,520	($126,978)	($235,498)	N/A
Veterans Memorial (I-355)	$2,960	$14,802	$11,842	N/A
Systemwide Improvements	$92,074,491	$90,383,940	($1,690,551)	(1.8%)
Tri-State (I-294)/I-57 Interchange	$0	$109,413	$109,413	N/A
Elgin O'Hare Western Access	$120,865,931	$180,583,479	$59,717,548	49.4%
Other Emerging Projects	$45,693,522	$34,649,078	($11,044,444)	(24.2%)
Move Illinois Program Total	**$376,527,087**	**$445,551,680**	**$69,024,592**	**18.3%**
Bridging the Future Capital Plan	**$41,473,917**	**$29,570,482**	**($11,903,434)**	**(28.7%)**
Total Capital Expenditures Move Illinois & Bridging the Future	**$418,001,004**	**$475,122,162**	**$57,121,158**	**13.7%**
Agreement Reimbursements and Other Adjustments	$0	($8,087,863)	($8,087,863)	N/A
Capital Program Total	**$418,001,004**	**$467,034,299**	**$49,033,295**	**11.7%**

8.3 2026 Year-to-Date % of Annual Budget Realized

ILLINOIS TOLLWAY

% of Annual Unaudited Budget Realized – YTD Jun 30, 2026

REVENUE	Annual Budget	YTD Actual	% Realized
Toll Revenue and Evasion Recovery	$1,733,670,462	$841,901,158	48.6%
Concessions and Miscellaneous	$1,842,369	$1,199,813	65.1%
Investments	$50,000,000	$36,148,078	72.3%
Total Revenue	**$1,785,512,831**	**$879,249,050**	**49.2%**
MAINTENANCE AND OPERATIONS EXPENSE			
Payroll and Related Costs	$174,207,960	$85,747,429	49.2%
Contractual Services	$166,525,500	$70,485,278	42.3%
Group Insurance	$45,000,000	$24,028,781	53.4%
Equipment Maintenance	$39,153,100	$14,597,082	37.3%
All Other Insurance	$14,841,800	$6,125,121	41.3%
Materials/Operational Supplies/Other Expenses	$7,377,550	$5,362,491	72.7%
Utilities	$10,421,400	$4,182,641	40.1%
Parts and Fuel	$9,469,500	$4,806,863	50.8%
Other Miscellaneous Expenses	$2,417,350	$720,703	29.8%
Recovery of Expenses	($1,753,000)	($902,044)	51.5%
Total Maintenance and Operations Expense	**$467,661,160**	**$215,154,344**	**46.0%**
Net Revenue (Revenue less Operating Expenses)	**$1,317,851,671**	**$664,094,705**	**50.4%**
DEBT SERVICE TRANSFERS			
Existing Debt	$535,488,541	$264,510,140	49.4%
New Debt	$45,864,583	$12,581,066	27.4%
Total Debt Service Transfers	**$581,353,125**	**$277,091,206**	**47.7%**
Net Revenue Less Debt Service Transfers	**$736,498,546**	**$387,003,500**	**52.5%**

ILLINOIS TOLLWAY

% of Annual Unaudited Budget Realized – YTD Jun 30, 2026

CAPITAL PROGRAM	Budget	Actual	% Realized
Tri-State (I-94/I-294/I-80)	$293,837,824	$137,281,568	46.7%
Reagan Memorial (I-88)	$5,170,417	$2,656,378	51.4%
Jane Addams Memorial (I-90)	$108,520	($126,978)	N/A
Veterans Memorial (I-355)	$5,920	$14,802	N/A
Systemwide Improvements	$298,036,947	$90,383,940	30.3%
Tri-State (I-294)/I-57 Interchange	$0	$109,413	N/A
Elgin O'Hare Western Access	$400,471,570	$180,583,479	45.1%
Other Emerging Projects	$106,763,839	$34,649,078	32.5%
Move Illinois Program Total	**$1,104,395,036**	**$445,551,680**	**40.3%**
Bridging the Future Capital Plan	**$155,742,908**	**$29,570,482**	**19.0%**
Total Capital Expenditures Move Illinois & Bridging the Future	**$1,260,137,945**	**$475,122,162**	**37.7%**
Agreement Reimbursements and Other Adjustments	$0	($8,087,863)	N/A
Capital Program Total	**$1,260,137,945**	**$467,034,299**	**37.1%**

8.4 2026 vs. 2025 Second Quarter Actual

ILLINOIS TOLLWAY

2026 Unaudited Actual vs. 2025 Actual – Q2 2026

REVENUE	2026	2025	$ Change	% Change
Toll Revenue and Evasion Recovery	$457,098,706	$419,716,293	$37,382,413	8.9%
Concessions and Miscellaneous	$888,319	$2,747,969	($1,859,650)	(67.7%)
Investments	$18,511,157	$17,899,678	$611,479	3.4%
Total Revenue	**$476,498,181**	**$440,363,940**	**$36,134,241**	**8.2%**
MAINTENANCE AND OPERATIONS EXPENSE				
Payroll and Related Costs	$40,868,813	$40,419,245	$449,568	1.1%
Contractual Services	$37,141,538	$38,933,344	($1,791,806)	(4.6%)
Group Insurance	$9,652,770	$11,050,154	($1,397,384)	(12.6%)
Equipment Maintenance	$7,353,056	$6,320,521	$1,032,535	16.3%
All Other Insurance	$2,880,583	$631,314	$2,249,269	N/A
Materials/Operational Supplies/Other Expenses	$2,023,416	$1,014,390	$1,009,026	99.5%
Utilities	$2,051,203	$2,267,480	($216,277)	(9.5%)
Parts and Fuel	$2,169,855	$1,977,733	$192,123	9.7%
Other Miscellaneous Expenses	$355,563	$369,923	($14,360)	(3.9%)
Recovery of Expenses	($455,629)	($322,136)	($133,493)	41.4%
Total Maintenance and Operations Expense	**$104,041,169**	**$102,661,969**	**$1,379,200**	**1.3%**
Net Revenue (Revenue less Operating Expenses)	**$372,457,012**	**$337,701,972**	**$34,755,040**	**10.3%**
DEBT SERVICE TRANSFERS				
Existing Debt	$135,209,706	$130,609,902	$4,599,804	3.5%
New Debt	$6,319,574	$0	$6,319,574	N/A
Total Debt Service Transfers	**$141,529,280**	**$130,609,902**	**$10,919,378**	**8.4%**
Net Revenue Less Debt Service Transfers	**$230,927,733**	**$207,092,070**	**$23,835,663**	**11.5%**

ILLINOIS TOLLWAY

2026 Unaudited Actual vs. 2025 Actual – Q2 2026

CAPITAL PROGRAM	2026	2025	$ Change	% Change
Tri-State (I-94/I-294/I-80)	$66,141,293	$103,201,223	($37,059,930)	(35.9%)
Reagan Memorial (I-88)	$1,760,740	$1,448,901	$311,838	21.5%
Jane Addams Memorial (I-90)	($111,776)	$307,411	($419,187)	N/A
Veterans Memorial (I-355)	$10,272	$91,431	($81,159)	(88.8%)
Systemwide Improvements	$44,492,317	$61,753,337	($17,261,019)	(28.0%)
Tri-State (I-294)/I-57 Interchange	$109,413	($473)	$109,886	N/A
Elgin O'Hare Western Access	$95,117,807	$111,844,588	($16,726,781)	(15.0%)
Other Emerging Projects	$22,145,585	$8,844,435	$13,301,150	150.4%
Move Illinois Program Total	**$229,665,652**	**$287,490,853**	**($57,825,201)**	**(20.1%)**
Bridging the Future Capital Plan	**$21,313,955**	**$911,373**	**$20,402,582**	**N/A**
Total Capital Expenditures Move Illinois & Bridging the Future	**$250,979,607**	**$288,402,226**	**($37,422,619)**	**(13.0%)**
Agreement Reimbursements and Other Adjustments	($7,749,169)	($4,945,264)	($2,803,905)	56.7%
Capital Program Total	**$243,230,438**	**$283,456,962**	**($40,226,524)**	**(14.2%)**

8.5 2026 vs. 2025 Year-to-Date Actual

ILLINOIS TOLLWAY

2026 Unaudited Actual vs. 2025 Actual – YTD Jun 30, 2026

REVENUE	2026	2025	$ Change	% Change
Toll Revenue and Evasion Recovery	$841,901,158	$793,420,454	$48,480,704	6.1%
Concessions and Miscellaneous	$1,199,813	$7,173,975	($5,974,162)	(83.3%)
Investments	$36,148,078	$34,853,784	$1,294,294	3.7%
Total Revenue	**$879,249,050**	**$835,448,213**	**$43,800,837**	**5.2%**
MAINTENANCE AND OPERATIONS EXPENSE				
Payroll and Related Costs	$85,747,429	$84,781,597	$965,832	1.1%
Contractual Services	$70,485,278	$75,704,393	($5,219,115)	(6.9%)
Group Insurance	$24,028,781	$20,735,142	$3,293,639	15.9%
Equipment Maintenance	$14,597,082	$18,714,538	($4,117,456)	(22.0%)
All Other Insurance	$6,125,121	$4,092,409	$2,032,712	49.7%
Materials/Operational Supplies/Other Expenses	$5,362,491	$3,686,875	$1,675,616	45.4%
Utilities	$4,182,641	$4,188,298	($5,657)	(0.1%)
Parts and Fuel	$4,806,863	$4,794,934	$11,929	0.2%
Other Miscellaneous Expenses	$720,703	$764,197	($43,494)	(5.7%)
Recovery of Expenses	($902,044)	($607,409)	($294,636)	48.5%
Total Maintenance and Operations Expense	**$215,154,344**	**$216,854,974**	**($1,700,630)**	**(0.8%)**
Net Revenue (Revenue less Operating Expenses)	**$664,094,705**	**$618,593,239**	**$45,501,467**	**7.4%**
DEBT SERVICE TRANSFERS				
Existing Debt	$264,510,140	$254,721,216	$9,788,924	3.8%
New Debt	$12,581,066	$0	$12,581,066	N/A
Total Debt Service Transfers	**$277,091,206**	**$254,721,216**	**$22,369,990**	**8.8%**
Net Revenue Less Debt Service Transfers	**$387,003,500**	**$363,872,023**	**$23,131,477**	**6.4%**

ILLINOIS TOLLWAY

2026 Unaudited Actual vs. 2025 Actual – YTD Jun 30, 2026

CAPITAL PROGRAM	2026	2025	$ Change	% Change
Tri-State (I-94/I-294/I-80)	$137,281,568	$171,179,103	($33,897,535)	(19.8%)
Reagan Memorial (I-88)	$2,656,378	$4,086,851	($1,430,473)	(35.0%)
Jane Addams Memorial (I-90)	($126,978)	($155,456)	$28,478	N/A
Veterans Memorial (I-355)	$14,802	$149,038	($134,236)	(90.1%)
Systemwide Improvements	$90,383,940	$106,088,329	($15,704,389)	(14.8%)
Tri-State (I-294)/I-57 Interchange	$109,413	($473)	$109,886	N/A
Elgin O'Hare Western Access	$180,583,479	$172,671,199	$7,912,280	4.6%
Other Emerging Projects	$34,649,078	$13,605,129	$21,043,948	154.7%
Move Illinois Program Total	**$445,551,680**	**$467,623,722**	**($22,072,042)**	**(4.7%)**
Bridging the Future Capital Plan	**$29,570,482**	**$911,373**	**$28,659,110**	**N/A**
Total Capital Expenditures Move Illinois & Bridging the Future	**$475,122,162**	**$468,535,094**	**$6,587,067**	**1.4%**
Agreement Reimbursements and Other Adjustments	($8,087,863)	($14,295,463)	$6,207,600	(43.4%)
Capital Program Total	**$467,034,299**	**$454,239,631**	**$12,794,668**	**2.8%**