



2016 Budget Analysis

(Unaudited)

Quarterly Financial Review

April 1 - June 30, 2016

Quarterly Financial Review June 30, 2016

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INTRODUCTION

In December 2015, the Illinois Tollway Board of Directors adopted the annual budget for 2016. To monitor performance against this budget, each quarter the Finance Department reviews and compares actual revenue and expenditures of the Tollway to the budget and presents the resulting analysis in this quarterly report to the Finance, Administration and Operations Committee and the Tollway Board.

The annual budget is prepared in conformance with provisions of the Tollway's Trust Indenture. This quarterly financial report is unaudited and is prepared on a basis of accounting that comports with the Trust Indenture, which is a basis of accounting other than generally accepted accounting principles. Revenue and expenditures are reported on an accrual basis net of certain allowances for bad debt. Capital expenditures are expensed in the period incurred, and no accommodation is made for depreciation of capital assets. Reimbursements for capital expenditures are treated as reduction in expenses.

Tollway revenue sources include toll revenue and evasion recovery, concessions, investment income and miscellaneous income.

- Toll revenue is collected from Tollway users either by cash or electronic toll collection for users of I-PASS and E-ZPass toll accounts, as well as other interoperable toll organizations.
- Evasion recovery revenue includes fines, fees and tolls collected from toll violators.
- Concessions revenue is generated from the Tollway's oases, where third-party vendors provide fuel, food and other conveniences to users of the Tollway.
- Investment income is primarily interest earned on Tollway funds and I-PASS escrow accounts.
- Miscellaneous revenue includes revenue from overweight truck fines, rental and easement income, tower co-location fees, rental income from fiber optic lines and other miscellaneous receipts.

This report provides an analysis of actual revenue and expenditures through the second quarter of fiscal year 2016. The purpose of this analysis is to assess the actual financial performance of the Tollway relative to the 2016 Budget. The report indicates variances from budgeted amounts. A favorable variance contributes to a higher fund balance, while an unfavorable variance reduces the fund balance.

All figures contained in this report are preliminary and unaudited and should be used for informational purposes only.

BUDGET SUMMARY

Introduction

The Illinois Tollway Board of Directors on August 25, 2011, adopted the 15-year, \$12 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*, funded by bonds and toll revenue generated through a toll rate increase for passenger vehicles in 2012 and previously approved increases for commercial vehicles beginning in 2015. The 2016 Budget, approved by the Board of Directors in December 2015, includes the maintenance and operations budget, debt service transfers and capital budget in support of the fifth year of the *Move Illinois* Program.

Budgeted Revenue 2016

The 2016 budget estimates annual revenue totaling \$1,300 million, including \$1,290 million from toll revenue and evasion recovery, \$2.0 million from investment income and \$8.0 million from concessions revenue and miscellaneous income.

The Tollway's 2016 Budget allocates \$322 million for maintenance and operations expenses, \$399 million for debt service transfers and \$579 million for the *Move Illinois* and Congestion-Relief programs and other non-roadway capital investments (deposits to the renewal/replacement and improvement accounts).

2016 Revenue Sources and Allocations

SOURCES OF REVENUE		(\$ millions)
		2016 Budget
Toll Revenue and Evasion Recovery		\$1,290
Investment Income		2
Concessions Revenue and Miscellaneous Income		8
Total Revenue		\$1,300

ALLOCATIONS OF REVENUE		(\$ millions)
		2016 Budget
Maintenance and Operations		\$322
Debt Service Transfers		399
Deposits to Renewal/Replacement and Improvement		579
Total Allocations		\$1,300

SECOND QUARTER RESULTS SUMMARY

Revenue

Revenue for the 2016 second quarter totaled \$328.9 million, which comprised 25.3 percent of the \$1,300 million annual budget. Toll and evasion recovery revenue totaled \$326.3 million, miscellaneous income totaled \$0.8 million, concessions revenue totaled \$573 thousand and investment income totaled \$1.1 million.

Revenue through June 30, 2016, totaled \$627.5 million and comprised 48.3 percent of the \$1,300 million annual revenue budget. Toll and evasion recovery revenue totaled \$622.1 million, miscellaneous income totaled \$1.9 million, concessions revenue totaled \$1.1 million and investment income totaled \$2.4 million.

Expenditures

The Tollway's 2016 second quarter operating expenditures totaled \$72.7 million, which comprised 22.6 percent of the \$321.8 million annual maintenance and operations budget. Operating expenditures through June 30, 2016, totaled \$150.4 million, which comprised 46.7 percent of the \$321.8 million annual maintenance and operations budget.

The Tollway's 2016 second quarter debt service transfers totaled \$130.3 million or \$31.6 million more than the budgeted amount. The second quarter debt service transfers comprise 32.7 percent of the \$399 million annual debt service transfers budget.

Capital program expenditures for the second quarter totaled \$281.4 million and were \$63.3 million less than projection. These capital expenditures included \$281.4 million for the *Move Illinois* Program and the Congestion-Relief Program projects and \$12.5 million for other capital projects. Other adjustments and reimbursements made during the quarter reduced expenditures by \$12.5 million.

Capital program expenditures through June 30, 2016, totaled \$487.7 million, which comprised 34.7 percent of the \$1,404 million annual capital program budget. These capital expenditures included \$489.9 million for the *Move Illinois* Program and the Congestion-Relief Program expenses and \$24.2 million for other capital project expenses. Intergovernmental agreement and fiber optic agreement reimbursements for work performed in prior periods and other adjustments reduced capital expenditures by \$26.4 million.

REVENUE SUMMARY

Budget vs. Unaudited Actual
Second Quarter 2016
(\$ thousands)

	2nd Qtr		Variance	
	Budget	Actual	\$	%
Toll Revenue and Evasion Recovery	\$331,282	\$326,320	(\$4,962)	-1.5%
Concessions	570	573	3	0.5%
Investment Income	500	1,141	641	128.2%
Miscellaneous	1,376	847	(529)	-38.4%
Total Revenue	\$333,728	\$328,881	(\$4,847)	-1.5%

Note: Numbers may not add to totals due to rounding.

Budget vs. Unaudited Actual
Year-to-Date June 30, 2016
(\$ thousands)

	YTD		Variance	
	Budget	Actual	\$	%
Toll Revenue and Evasion Recovery	\$626,979	\$622,112	(\$4,867)	-0.8%
Concessions	1,070	1,082	12	1.1%
Investment Income	1,000	2,394	1,394	139.4%
Miscellaneous	2,677	1,931	(746)	-27.9%
Total Revenue	\$631,726	\$627,519	(\$4,207)	-0.7%

Second Quarter Analysis

Revenue for the 2016 second quarter totaled \$328.9 million, \$4.8 million less than budgeted for the period. The second quarter revenue comprised 25.3 percent of the \$1,300 million annual revenue budget.

Toll and evasion recovery revenue totaled \$326.3 million, \$5.0 million less than budget.

Toll transactions for all vehicle classes increased 2.2 percent compared to the same period in 2015 and less than the second quarter projection by 0.7 percent. Second quarter passenger car transactions grew 2.3 percent from second quarter 2015 and were 0.7 percent less than projected. Second quarter commercial vehicle transactions grew 1.9 percent from second quarter 2015 and were 1.2 percent less than projected.

Investment income totaled \$1.1 million, or \$641 thousand more than budget. Concessions revenue tracked to budget and totaled \$573 thousand. Miscellaneous income totaled \$0.8 million, or \$529 thousand less than budget.

MAINTENANCE AND OPERATIONS SUMMARY

Budget vs. Unaudited Actual

Second Quarter 2016

(\$ thousands)

	2nd Qtr		Variance	
	Budget	Actual	\$	%
Payroll and Related Costs	\$41,245	\$38,797	\$2,448	5.9%
Group Insurance	9,184	8,442	742	8.1%
Contractual Services	16,811	15,461	1,350	8.0%
Materials/Operational Supplies/Other Expenses	1,684	1,057	628	37.3%
Utilities	2,002	1,820	182	9.1%
All Other Insurance	2,954	2,604	350	11.9%
Parts and Fuel	1,324	682	642	48.5%
Equipment/Office Rental and Maintenance	4,168	4,378	(211)	-5.1%
Other Miscellaneous Expenses	234	179	55	23.4%
Recovery of Expenses	(620)	(717)	97	15.6%
Total Maintenance and Operations Expenditures	\$78,985	\$72,703	\$6,282	8.0%

Budget vs. Unaudited Actual

Year-to-Date June 30, 2016

(\$ thousands)

	YTD		Variance	
	Budget	Actual	\$	%
Payroll and Related Costs	\$83,137	\$80,613	\$2,524	3.0%
Group Insurance	18,009	16,804	1,205	6.7%
Contractual Services	32,464	30,860	1,604	4.9%
Materials/Operational Supplies/Other Expenses	3,169	2,719	450	14.2%
Utilities	4,006	3,641	365	9.1%
All Other Insurance	5,881	5,355	526	8.9%
Parts and Fuel	2,465	1,634	831	33.7%
Equipment/Office Rental and Maintenance	8,168	9,708	(1,540)	-18.9%
Other Miscellaneous Expenses	504	418	86	17.0%
Recovery of Expenses	(1,096)	(1,324)	228	20.8%
Total Maintenance and Operations Expenditures	\$156,707	\$150,428	\$6,279	4.0%

Note: Numbers may not add to totals due to rounding.

Analysis

The Tollway's 2016 second quarter operating expenditures totaled \$72.7 million, representing a favorable variance of \$6.3 million. The second quarter expenditures comprised 46.7 percent of the \$321.8 million annual maintenance and operations budget.

The variances to budget during the second quarter of 2016 are explained below:

Payroll and related costs for the second quarter totaled \$38.8 million, \$2.4 million under budget. This favorable variance is mainly attributable to unfilled vacancies, both in the salaries and wages.

Group insurance expenses totaled \$8.4 million, \$741 thousand less than budget due to less claims than anticipated in the second quarter.

Contractual services for the second quarter totaled \$15.5 million, \$1.4 million under budget. The favorable variance is mainly attributable to lower than anticipated credit card charge volumes and contracts that are either not being renewed or starting later than anticipated in Engineering and Diversity Departments.

Materials/operational supplies/other expenses totaled \$1.1 million during the second quarter, \$627 thousand under budget. This variance is mostly the result of delayed purchases for operational materials and supplies.

Utilities, which include electricity, natural gas, water and telephone expenses, totaled \$1.8 million, \$182 thousand under budget for the second quarter. This favorable variance was in natural gas/electricity category where usage was lower than anticipated due to a mild spring.

All other insurance expenses totaled \$2.6 million, \$350 thousand under the second quarter budget. This category includes expenses for property and liability insurance, as well as amounts allocated to the workers' compensation claim fund. The favorable variance is mainly attributable to less property and liability claims.

Parts and fuel expenses totaled \$0.7 million, \$642 thousand under the second quarter budget. This favorable variance is partially due to lower consumption / fuel prices. This favorable variance is partially due to lower fuel prices and reduced consumption during the quarter, as well as lower rate of usage for related replacements parts.

Equipment/office rental and maintenance expenditures totaled \$4.4 million during the second quarter, \$211 thousand over budget. This variance is mainly due to timing of expenses.

Other Miscellaneous Expenses totaled \$179 thousand, \$55 thousand under the second quarter budget. This cost category includes travel, training, dues, books, subscriptions, uniforms and accessories.

Recovery of expenses totaled \$717 thousand, a \$97 thousand favorable variance in comparison to budget. This category includes reimbursement for services (ambulances and/or fire trucks) or damage to Tollway property caused by others.

Budget Transfers

Budget to actual comparisons in this analysis are based on the 2016 maintenance and operations budget adopted by the Tollway Board. During the budget year, management approves transfers from accounts that incur surpluses to those requiring additional funds. These transfers approved by management, do not change the total dollar amount of the maintenance and operations budget approved by the Board in December 2015.

DEBT SERVICE SUMMARY

For annual budgeting and quarterly reporting purposes, debt service consists of the sum of monthly transfers from the Revenue Account to the Trustee-held Debt Service Account, in accordance with the Indenture, to provide for payment of:

- (i) interest due on outstanding bonds;
- (ii) the retirement of bond principal at maturity or redemption;
- (iii) net payments on interest rate exchange (“swap”) agreements; and
- (iv) costs of bond credit/liquidity agreements, bond remarketing agreements, and bond ratings.

For 2016 the Tollway budgeted \$399.0 million for transfers from the Revenue Account to the Debt Service Account to provide for these payments. That budgeted amount assumes an additional source of funds of \$15.1 million from federal subsidies associated with the Tollway’s Series 2009A and Series 2009B Build America Bonds.

Following are the unaudited results for the quarter ended June 30, 2016, with comparisons to budget.

Budget vs. Actual (Unaudited) (\$ thousands) (#s may not add due to rounding)

	Budget	Actual	Variance	
			\$	%
Debt Service Transfers – 1 st Qtr	\$94,909	\$91,484	\$3,425	3.6%
Debt Service Transfers – 2 nd Qtr	\$98,659	\$130,277	(\$31,619)	(32.0%)
Debt Service Transfers - YTD Jun 30, 2016	\$193,567	\$221,761	(\$28,194)	(14.6%)

% of Budget Realized (Unaudited) (\$ thousands)

	Annual Budget	YTD Actual	Realized
Debt Service Transfers	\$398,957	\$221,761	55.6%

Analysis

The primary contributor to the unfavorable variances of (\$31.6 million) in the second quarter and (\$28.2 million) in the first six months was the early redemption of the \$69.2 million Series 1998B Bonds on April 28, 2016, approximately eight months prior to its January 1, 2017, scheduled due date. As a result of the April early redemption, and the early termination of the associated two swap agreements, one liquidity agreement and one remarketing agreement, \$35.8 million of costs originally expected to occur in the third and fourth quarters were incurred in the second quarter instead. There will be offsetting favorable variances in the third and fourth quarters. The early redemption reduced total 1998B costs for the year by \$431 thousand, and reduced the amount of swap and liquidity agreements (and their corresponding risks) associated with Tollway bond issues. The 1998B Bonds were redeemed at par in the amount of \$69.2 million

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and the two associated swap agreements were terminated resulting in payments totaling \$2.71 million, which consisted of \$0.79 million for accrued interest and \$1.92 million for market-based termination.

The (\$35.8 million) unfavorable variance related to the early redemption of 1998B was partially offset by the following factors: (i) reduced interest expense of approximately \$2.1 million from the Tollway's Series 2016A refunding of Series 2008B; and (ii) interest expense lower than budget by approximately \$3.1 million on the Series 2016B new money bonds, due to the issuance of the 2016B Bonds later than anticipated. Additional favorable factors were: (a) an unrealized provision for additional debt service resulting from refunding synthetic fixed rate bonds and/or incurring variable bond interest in excess of variable swap receipts; and (b) favorable variances related to the timing of monthly transfers for debt service for the Series 2007A and 2008A synthetic fixed rate bonds.

DERIVATIVES

The Tollway employed the use of interest rate exchange (swap) agreements and forward-starting interest rate exchange agreements (forward agreements) to hedge against increases in interest rates by providing synthetic fixed rates associated with the Tollway's variable rate bonds. The following chart presents information, including estimated mark-to-market valuations, on the Tollway's swap portfolio as of quarter-end June 30, 2016. The four swap agreements associated with the Series 2007A Bonds were originally entered into as forward agreements in September 2005, and became effective upon the closing of the Series 2007A Bonds on November 1, 2007. The three swap agreements associated with the Series 2008A Bonds were originally entered into in December 2007, and became effective upon the closing of the Series 2008A Bonds on February 7, 2008.

The Illinois State Toll Highway Authority						
Swap Portfolio as of June 30, 2016						
(Note: Valuations are net of accrued interest.)						
(\$ thousands)						
Series	Counterparty	Notional Amount	Fixed Rate Paid	Variable Rate Rec'd	Maturity	Valuation
2007 SERIES A-1	Citibank N.A., New York	175,000	3.9720%	SIFMA	7/1/2030	(\$52,509)
2007 SERIES A-1	Goldman Sachs Bank USA	175,000	3.9720%	SIFMA	7/1/2030	(\$52,283)
2007 SERIES A-1 TOTAL		\$350,000				(\$104,792)
2007 SERIES A-2	Bank of America, N.A.	262,500	3.9925%	SIFMA	7/1/2030	(\$79,011)
2007 SERIES A-2	Wells Fargo Bank*	87,500	3.9925%	SIFMA	7/1/2030	(\$26,831)
2007 SERIES A-2 TOTAL		\$350,000				(\$105,843)
2008 SERIES A-1	The Bank of New York	191,550	3.7740%	SIFMA	1/1/2031	(\$51,867)
2008 SERIES A-1	Deutsche Bank AG, NY Branch	191,550	3.7740%	SIFMA	1/1/2031	(\$52,068)
2008 SERIES A-1 TOTAL		\$383,100				(\$103,935)
2008 SERIES A-2	Bank of America, N.A.**	95,775	3.7640%	SIFMA	1/1/2031	(\$25,864)
2008 SERIES A-2 TOTAL		\$95,775				(\$25,864)
TOTAL		\$1,178,875				(\$340,433)

Estimated swap valuations based on valuations provided by the counterparties.

* Originally Wachovia Bank, N.A.; acquired by Wells Fargo in December 2008; name changed in March 2010.

** Originally Merrill Lynch Capital Services, Inc.; Bank of America acquired Merrill Lynch in December 2008; swap novated to Bank of America, N.A. in October 2011.

Mark-to-market valuations of the Tollway's swap agreements typically decline in value (from the Tollway's perspective) when interest rates decline and increase in value when interest rates increase. To the extent any negative valuation of the Tollway's derivatives were to become realized by a swap agreement termination, it is possible (although not certain) that such a realized loss might be mitigated by a lower cost of capital expected to be available in that lower-interest rate market.

CAPITAL PROGRAM SUMMARY

Capital Budget 2016

The majority of the expenditures for the capital program are for major capital renewal or repair projects and for improvements made to the system. Variances from year to year are due to the schedule of work and the differing values for projects included in the overall capital program.

The capital budget is comprised of two major programs. The newest program, *Move Illinois: The Illinois Tollway Driving the Future*, was approved by the Board of Directors on August 25, 2011. The *Move Illinois* Program is a 15-year program which extends from 2012 through 2026 and includes anticipated capital investments totaling an estimated \$12 billion. The fiscal year 2016 Capital Budget allocates \$1.2 billion to fund the fifth year of the *Move Illinois* Program.

The second program is the Congestion-Relief Program (CRP). The 12-year Congestion-Relief Program, which began in 2005 and will be substantially completed by 2016, is currently estimated at \$5.7 billion. The fiscal year 2016 Capital Budget allocates \$158.6 million to fund the twelfth year of the CRP. Additionally, the fiscal year 2016 Capital Budget allocates approximately \$60 million to fund "other" capital projects to support ongoing operations of the Tollway.

In April, Tollway reassessed the current status of the capital program that included review of project schedules and cost. As a result, the capital program projections for 2016 were revised downward by \$60 million, from \$1,404 million to \$1,344 million. The second quarter results presented in this report compare performance to the original budget.

CAPITAL PROGRAM 2016 Approved Budget (\$ millions)

	2016 Budget
Tri-State Tollway (I-94/I-294/I-80)	\$68.0
Reagan Memorial Tollway (I-88)	105.3
Jane Addams Memorial Tollway (I-90)	577.4
Veterans Memorial Tollway (I-355)	7.7
Open Road Tolling (ORT)	5.2
Systemwide Improvements	189.7
I-294/I-57 Interchange	1.5
Elgin O'Hare Western Access	383.6
Illinois Route 53/120/Other Planning Studies	5.8
Move Illinois and CRP Subtotal	\$1,344.2
Other Capital Projects	59.7
Capital Program Subtotal	\$1,403.8
Agreement Reimbursements	-
Other Miscellaneous Adjustments	-
Total Capital Program	\$1,403.8

Allocation of Capital Budget 2016

CORRIDOR

2016 Budget

Tri-State Tollway (I-94/I-294/I-80)

\$68.0 million

The *Move Illinois* Program capital budget for the Tri-State Tollway corridor is \$65.2 million for master plan development for the reconstruction from 95th Street to Balmoral Avenue, as well as design services for reconstruction of the Mile-Long Bridge over the Des Plaines River and the BNSF Railroad Bridge over I-294.

The CRP budget for the Tri-State Tollway corridor is \$2.8 million to complete the right-of-way acquisitions for the first phase of the new I-294/I-57 Interchange has been constructed under *Move Illinois*.

Reagan Memorial Tollway (I-88)

\$105.3 million

The 2016 *Move Illinois* budget of \$3.9 million for this corridor is on design work for roadway reconstruction east of York Road, both on the connector road to the Tri-State Tollway (I-294) and the east segment ending at I-290.

The CRP budget allocates \$101.3 million to complete resurfacing and structural repairs between Illinois Route 251 and U.S. Route 30.

Jane Addams Memorial Tollway (I-90)

\$577.4 million

The *Move Illinois* Program budget allocates \$549.8 million for work on the corridor in 2016. On the east section from the Elgin Toll Plaza to the Tri-State Tollway (I-294), reconstruction and widening of the outside lanes will be completed along with reconstruction of the inside lanes. In addition, construction funds will be provided to continue several multi-year projects including reconstruction of the Fox River Bridge and interchange improvements at Illinois Route 31, Illinois Route 25, Roselle, Meacham and Barrington Roads. The installation of ITS elements will continue. Right-of-way acquisition, utility and fiber optic relocations will also be completed.

The CRP budget of \$27.6 million for this corridor is required for bridge reconstruction and improvements at Higgins Road (Illinois Route 72) and Barrington Road and the reconstruction of several crossroad bridges including Tripp, Spring Center, Garden Prairie and Anthony roads.

Veterans Memorial Tollway (I-355)

\$7.7 million

The *Move Illinois* Program capital budget for this corridor is \$4.7 million to begin design for resurfacing from I-55 to Army Trail Road, which is scheduled for construction in 2018.

The CRP budget for this corridor is \$3 million for resurfacing and widening the southbound lanes from 71st Street to 75th Street.

Open Road Tolling

\$5.2 million

The 2016 Capital Budget allocates \$5.2 million for upgrades and enhancement for the Tollway's electronic toll collection equipment - Traffic Revenue Management and Maintenance Project (TRMMP).

Systemwide

\$189.7 million

The *Move Illinois* Program capital budget allocates \$171 million on systemwide improvements including bridge, pavement and safety improvements; toll collection and IT related projects; and maintenance facility upgrades such as salt dome repairs and replacements, pavement improvements and repairs to liquid chloride storage tanks at various maintenance sites. Interchange improvements are planned on the Reagan Memorial Tollway (I-88) at Farnsworth Avenue. Additionally, funds will be spent on program support activities, including support staff, project management, materials, utility relocations, engineering and land acquisition support services.

The CRP budget allocates \$18.6 million for systemwide improvements including pavement improvements to ensure the integrity of the system, bridge improvements and environmental projects, landscaping, program management and other related projects.

Tri-State Tollway (I-294/I-57) Interchange

\$1.5 million

The 2016 budget for this corridor is to complete closeout activities for the first phase of construction of the new interchange at the Tri-State Tollway (I-294) and I-57, which was completed in 2014.

Elgin O'Hare Western Access Project

\$383.6 million

The *Move Illinois* Program 2016 budget for this corridor is \$383.6 million. In 2016, the Tollway is constructing the Illinois Route 390 Tollway east to Illinois Route 83, including construction of bridges and frontage roads to accommodate local traffic. Ongoing construction work includes toll plaza and ITS work from U.S. Route 20 to I-290, reconstruction of the I-290 Interchange and construction of the Illinois Route 390 Tollway east to Illinois Route 83, including Wood Dale Road Interchange, Illinois Route 83 Interchange, as well as other bridges and frontage roads. Ongoing construction also includes Northwest Suburban Metropolitan Joint Action Water Association (NSMJAWA) water main relocation at Elmhurst Road Interchange and the Elmhurst Road Interchange on the Jane Addams Memorial Tollway (I-90) as part of the Elgin O'Hare Western Access Project. New construction work commencing in 2016 includes Elmhurst Road/Oakton Street intersection, Illinois Route 390 Interchange advanced earthwork and south frontage roads, Franklin Park drainage improvement, and O'Hare site preparation work. Engineering work includes final design services for ITS and fiber optics east to Illinois Route 83, Illinois Route 19 widening, Illinois Route 390 Interchange, as well as select advance design elements. Right-of-way acquisitions and utility relocations will also continue throughout the year in support of the south leg and north leg segments of the new I-490 Tollway as part of the Elgin O'Hare Western Access Project.

Illinois Route 53/120 Project/Other Planning Studies

\$5.8 million

The 2016 budget for this corridor will fund planning studies, environmental surveys, and the start of phase one design services on the Illinois Route 53/120 Project from Lake Cook Road north into Lake County.

Other Capital Projects

\$60 million

In addition to the *Move Illinois* Program and CRP, other projects are needed to support ongoing operations of the Tollway and to ensure that the existing roadway network is maintained and safe for travel. While the *Move Illinois* Program and CRP are the major components of the Tollway's capital program, other elements include new technologies to manage congestion, reduce travel times and provide enhanced customer service, improvements to maintenance buildings and other structures to maintain Tollway assets and additional equipment for the

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Illinois State Police District 15 and maintenance staff to improve efficiency and enhance public safety. The Tollway anticipates spending \$60 million in 2016 for other capital projects

Capital Program Expenditures

Projection vs. Unaudited Actual

Second Quarter 2016

(\$ thousands)

	2nd Qtr		Variance	
	Projection	Actual ⁽¹⁾	\$	%
Tri-State Tollway (I-94/I-294/I-80)	\$18,218	\$10,531	\$7,687	42.2%
Reagan Memorial Tollway (I-88)	30,969	19,628	11,341	36.6%
Jane Addams Memorial Tollway (I-90)	135,598	148,449	(12,850)	-9.5%
Veterans Memorial Tollway (I-355)	6	8	(2)	-32.6%
Open Road Tolling (ORT)	1,259	547	712	56.5%
Systemwide Improvements	32,307	33,284	(977)	-3.0%
Tri-State Tollway (I-294)/I-57 Interchange	359	356	3	1.0%
Elgin O'Hare Western Access	116,087	68,536	47,552	41.0%
Illinois Route 53/120/Other Planning Studies	204	88	116	56.8%
Move Illinois and CRP Subtotal	\$335,008	\$281,427	\$53,582	16.0%
"Other" Capital Projects	9,686	12,513	(2,827)	-29.2%
Capital Program Subtotal	\$344,694	\$293,939	\$50,755	14.7%
Agreement Reimbursement and other Adjustments ⁽²⁾	-	(12,497)	12,497	N/A
Total Capital Program Expenditures	\$344,694	\$281,443	\$63,251	18.3%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

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Projection vs. Unaudited Actual
Year-To-Date June 30, 2016

(\$ thousands)

	YTD		Variance	
	Projection	Actual ⁽¹⁾	\$	%
Tri-State Tollway (I-94/I-294/I-80)	\$36,538	\$21,770	\$14,769	40.4%
Reagan Memorial Tollway (I-88)	67,309	23,771	43,537	64.7%
Jane Addams Memorial Tollway (I-90)	341,242	258,935	82,307	24.1%
Veterans Memorial Tollway (I-355)	16	74	(58)	-362.3%
Open Road Tolling (ORT)	2,518	884	1,634	64.9%
Systemwide Improvements	86,591	53,000	33,590	38.8%
Tri-State Tollway (I-294)/I-57 Interchange	796	1,164	(368)	-46.2%
Elgin O'Hare Western Access	154,587	130,089	24,498	15.8%
Illinois Route 53/120/Other Planning Studies	409	253	156	38.2%
Move Illinois and CRP Subtotal	\$690,005	\$489,940	\$200,065	29.0%
"Other" Capital Projects	17,351	24,170	(6,819)	-39.3%
Capital Program Subtotal	\$707,356	\$514,110	\$193,246	27.3%
Agreement Reimbursements and Other Adjustments ⁽²⁾	-	(26,432)	26,432	N/A
Total Capital Program Expenditures	\$707,356	\$487,679	\$219,677	31.1%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

Analysis

Capital program expenditures are reported on an accrual basis. For the quarter ending June 30, 2016, unaudited capital program expenditures totaled \$281.4 million. This amount included expenses paid during the second quarter, as well as \$115.3 million of work completed during the quarter and/or in prior periods for which payments have not been made as of June 30, 2016. *Move Illinois* and CRP expenditures totaled \$281.4 million and other capital project expenditures totaled \$12.5 million. In addition, other adjustments and reimbursements made during the quarter reduced expenditures by \$12.5 million.

The second quarter expenditures for *Move Illinois* and CRP were \$53.6 million less than projected, primarily due to scheduling changes.

CORRIDOR

2016 Second Quarter Expenditures

Tri-State Tollway (I-94/I-294/I-80)

\$10.5 million

During the second quarter, master plan and design work for the Central Tri-State were ongoing.

The expenditures were \$7.7 million less than the revised projection mainly due to delayed access to parcels required to conduct bridge inspections, geotechnical and survey work as part

of the master plan development.

Reagan Memorial Tollway (I-88)

\$19.6 million

During the second quarter, construction continued on roadway resurfacing and bridge rehabilitation from U.S. Route 30 to Illinois Route 251 on the west end of the corridor. Design on the east end for reconstruction of the east-west connector ramp continued.

The corridor expenditures were less than projection by \$11.3 million and can be primarily attributed to \$6.4 million in lower than budgeted expenditures in 2nd quarter for the section between U.S. Route 52 to Illinois Route 251. Changes in pavement design due to field conditions between U.S. Route 30 and U.S. Route 52 also contributed \$2.0 million.

Jane Addams Memorial Tollway (I-90)

\$148.4 million

Landscaping began in the second quarter between Irene and Randall Roads, as did bridge and roadway repairs from Randall Road to U.S. Route 20. Closeout continued on the interchange at Genoa Road that was completed in 2015 on the west segment from Mill Road to the Elgin Toll Plaza.

Construction of retaining walls and noise walls in the east section from the Elgin Toll Plaza to the Tri-State Tollway (I-294) were completed in 2015 and continued closeout in the second quarter. Mainline reconstruction and widening of the outside lanes in that section were completed while pavement work was also underway on the inside lanes. Several mainline interchange improvements continued, including Illinois Route 31, Illinois Route 25, Roselle Road, Barrington Road and Meacham Road. Critical work for the relocation of the Northwest Suburban Metropolitan Joint Action Water Association (NSMJAWA) pipeline was also performed.

Second quarter expenditures were \$12.9 million more than projections. Construction schedule changes of \$19.4 million are related to both accelerating parts of road and bridge work between I-294 and the Fox River as well as resequencing the completion of outside lane work to allow the inside lanes to be constructed. This was partially offset by closeout savings, delayed spending on right-of-way, and other accrual delays.

Veterans Memorial Tollway (I-355)

\$8 thousand

During the second quarter, construction began to widen southbound between 71st Street and 75th Street.

Expenditures were \$2 thousand more than projected and can be attributed to minor right-of-way expenses.

Open Road Tolling (ORT)

\$547 thousand

Expenditures for the Traffic Revenue Management and Maintenance Project (TRMMP) were \$712 thousand less than the second quarter projection.

Systemwide

\$33.3 million

During the second quarter, various pavement, signage, bridge and ramp repair contracts progressed, mostly along the Tri-State Tollway (I-294/I-94). Interchange improvements began on the Reagan Memorial Tollway (I-88) at Farnsworth Avenue. Maintenance facility work continued on the new storage building at M-14 in Downers Grove as well as to closeout reconstruction of M-1 in Alsip. Program support and corridor wide services also continued,

including material engineering services and studies on hydrogeological and geochemical data and biological monitoring.

Second quarter expenditures were \$959 thousand more than projections. There was increased spending of \$2.1 million in signage and ramp repair contracts as well as \$5.5 million in Business Systems and IT contract, mostly on network infrastructure upgrades. This increased spending was mostly offset by underspending on program support and corridor wide services.

Tri-State Tollway (I-294/I-57) Interchange \$356 thousand

Closeout balancing efforts continued for right-of-way acquisition and utility and fiber optic relocations. Expenditures for the corridor during the second quarter were \$3 thousand less than projected due to ongoing land acquisition support activities.

Elgin O'Hare Western Access Project \$68.5 million

The second quarter of 2016 saw the successful completion of ITS/ cashless tolling activities on the new Illinois Route 390 Tollway from U.S. Route 20 to I-290. Construction continued on the new mainline of the Illinois Route 390 Tollway to the east from I-290 to Illinois Route 83 along the current Thorndale Avenue, including bridge construction and frontage roads to accommodate local traffic. Construction remains ongoing at the I-290 interchange project and the new Wood Dale Road bridge project. Significant activities along the north leg included completion of the Northwest Suburban Metropolitan Joint Action Water Association (NSMJAWA) water main relocation on I-90 and ongoing construction for the new Jane Addams Memorial Tollway (I-90) Interchange at Elmhurst Road. Additionally, right-of-way acquisitions and utility relocations were also performed to support the Elgin O'Hare Western Access Project.

Second quarter expenditures were \$47.6 million less than projections, due primarily to the timing of the right-of-way acquisition process which accounts for \$35.5 million of the total variance.

Other contributing factors include recent changes to the utility accrual process and financial accounting closeout updates and refinements that account for approximately \$10 million of the remaining \$12 million variance.

Illinois Route 53/120 Project/Other Planning Studies \$88 thousand

Feasibility studies continued in the second quarter for the possible extension of Illinois Route 53 north of Lake Cook Road. Expenditures for this corridor were \$116 thousand less than projected.

Other Capital Projects \$12.5 million

Spending in the "Other Capital Projects" category includes major items such as fleet, transponders, police equipment, general and traffic engineer consultants, traffic and incident management system (TIMS) and intelligent transportation systems (ITS). Expenses were \$2.8 million more than projection mainly due to delivery of fleet earlier than anticipated in the budget and also due to slightly higher spending on general engineering projects.

Financial Summaries

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
BUDGET vs. UNAUDITED ACTUAL				
Second Quarter Ending June 30, 2016				
	2nd Quarter		Variance	
	Budget	Actual	\$	%
REVENUE				
Toll Revenue and Evasion Recovery	\$331,282,000	\$326,320,217	(\$4,961,783)	-1.5%
Concessions	570,000	572,710	2,710	0.5%
Investment Income	500,000	1,141,015	641,015	128.2%
Miscellaneous	1,376,000	847,135	(528,865)	-38.4%
Total Revenue	\$333,728,000	\$328,881,077	(\$4,846,923)	-1.5%
Maintenance and Operations (M and O) Expenditures				
Payroll and Related Costs	\$41,244,622	\$38,796,696	\$2,447,927	5.9%
Group Insurance	9,183,900	8,442,385	741,515	8.1%
Contractual Services	16,810,999	15,460,713	1,350,286	8.0%
Materials/Operational Supplies/Other Expenses	1,684,116	1,056,540	627,576	37.3%
Utilities	2,002,277	1,820,485	181,792	9.1%
All Other Insurance	2,954,187	2,603,775	350,412	11.9%
Parts and Fuel	1,323,847	681,852	641,995	48.5%
Equipment/Office Rental and Maintenance	4,167,529	4,378,103	(210,574)	-5.1%
Other Miscellaneous Expenses	233,769	179,149	54,620	23.4%
Recovery of Expenses	(619,967)	(716,825)	96,858	15.6%
Total Maintenance and Operations Expenditures	\$78,985,279	\$72,702,874	\$6,282,405	8.0%
Net Revenue				
Revenue Less M and O Expenditures	\$254,742,721	\$256,178,204	\$1,435,483	0.6%
Debt Service Transfers				
Existing Debt	\$98,658,625	\$130,277,145	(\$31,618,520)	-32.0%
New Debt	-	-	-	N/A
Total Debt Service Transfers	\$98,658,625	\$130,277,145	(\$31,618,520)	-32.0%
Net Revenue Less Debt Service Transfers	\$156,084,096	\$125,901,059	(\$30,183,037)	-19.3%

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
PROJECTION vs. UNAUDITED ACTUAL				
Second Quarter Ending June 30, 2016				
	2nd Quarter		Variance	
	Projection	Actual ⁽²⁾	\$	%
Capital Program ⁽¹⁾				
Tri-State Tollway (I-94/I-294/I-80)	\$18,217,514	10,530,798	7,686,716	42.2%
Reagan Memorial Tollway (I-88)	\$30,968,793	19,628,139	11,340,654	36.6%
Jane Addams Memorial Tollway (I-90)	\$135,598,383	148,448,752	(12,850,369)	-9.5%
Veterans Memorial Tollway (I-355)	\$5,764	7,645	(1,881)	-32.6%
Open Road Tolling (ORT)	\$1,258,967	547,184	711,783	56.5%
Systemwide Improvements	\$32,307,299	33,283,873	(976,574)	-3.0%
Tri-State Tollway (I-294)/I-57 Interchange	\$359,484	356,011	3,473	1.0%
Elgin O'Hare Western Access	\$116,087,436	68,535,819	47,551,617	41.0%
Illinois Route 53/120/Other Planning Studies	\$204,465	88,315	116,150	56.8%
Move Illinois and CRP Subtotal	\$335,008,105	\$281,426,536	\$53,581,569	16.0%
"Other" Capital Projects	\$9,686,068	12,512,803	(2,826,735)	-29.2%
Capital Program Subtotal	\$344,694,173	\$293,939,339	\$50,754,833	14.7%
Agreement Reimbursements ⁽³⁾ and Other Adjustments	-	(12,496,506)	12,496,506	N/A
Total Capital Program Expenditures	\$344,694,173	\$281,442,833	\$63,251,339	18.3%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
BUDGET vs. UNAUDITED ACTUAL				
Year-to-Date June 30, 2016				
	Budget	YTD Actual	Variance	
			\$	%
REVENUE				
Toll Revenue and Evasion Recovery	\$626,979,000	\$622,112,322	(\$4,866,678)	-0.8%
Concessions	1,070,000	1,081,903	11,903	1.1%
Investment Income	1,000,000	2,393,827	1,393,827	139.4%
Miscellaneous	2,677,000	1,930,875	(746,125)	-27.9%
Total Revenue	\$631,726,000	\$627,518,927	(\$4,207,073)	-0.7%
Maintenance and Operations (M and O) Expenditures				
Payroll and Related Costs	\$83,136,892	\$80,612,633	\$2,524,260	3.0%
Group Insurance	18,008,901	16,803,993	1,204,908	6.7%
Contractual Services	32,464,289	30,860,283	1,604,006	4.9%
Materials/Operational Supplies/Other Expenses	3,169,392	2,719,281	450,111	14.2%
Utilities	4,006,013	3,641,013	365,000	9.1%
All Other Insurance	5,881,038	5,354,720	526,318	8.9%
Parts and Fuel	2,464,661	1,633,948	830,713	33.7%
Equipment/Office Rental and Maintenance	8,168,177	9,708,151	(1,539,974)	-18.9%
Other Miscellaneous Expenses	503,587	418,026	85,561	17.0%
Recovery of Expenses	(1,096,368)	(1,324,118)	227,750	20.8%
Total Maintenance and Operations Expenditures	\$156,706,582	\$150,427,929	\$6,278,653	4.0%
Net Revenue				
Revenue Less M and O Expenditures	\$475,019,418	\$477,090,999	\$2,071,581	0.4%
Debt Service Transfers				
Existing Debt	\$193,567,250	221,760,950.00	(\$28,193,700)	-14.6%
New Debt	-	-	-	N/A
Total Debt Service Transfers	\$193,567,250	\$221,760,950	(\$28,193,700)	-14.6%
Net Revenue Less Debt Service (Coverage)	\$281,452,168	\$255,330,049	(\$26,122,119)	-9.3%

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
PROJECTION vs. UNAUDITED ACTUAL				
Year-To-Date June 30, 2016				
	YTD		Variance	
	Projection	Actual ⁽²⁾	\$	%
Capital Program ⁽¹⁾				
Tri-State Tollway (I-94/I-294/I-80)	36,538,443	21,769,906	\$14,768,537	40.4%
Reagan Memorial Tollway (I-88)	67,308,541	23,771,484	43,537,057	64.7%
Jane Addams Memorial Tollway (I-90)	341,242,120	258,935,383	82,306,736	24.1%
Veterans Memorial Tollway (I-355)	15,913	73,560	(57,647)	-362.3%
Open Road Tolling (ORT)	2,517,934	884,310	1,633,624	64.9%
Systemwide Improvements	86,590,921	53,000,444	33,590,477	38.8%
Tri-State Tollway (I-294)/I-57 Interchange	795,736	1,163,677	(367,941)	-46.2%
Elgin O'Hare Western Access	154,586,689	130,089,042	24,497,647	15.8%
Illinois Route 53/120/Other Planning Studies	408,930	252,608	156,322	38.2%
Move Illinois and CRP Subtotal	\$690,005,226	\$489,940,413	\$200,064,813	29.0%
"Other" Capital Projects	17,350,839	24,169,695	(6,818,856)	-39.3%
Capital Program Subtotal	\$707,356,065	\$514,110,108	\$193,245,957	27.3%
Agreement Reimbursements and Other Adjustments ⁽³⁾	-	(26,431,523)	26,431,523	N/A
Total Capital Program Expenditures	\$707,356,065	\$487,678,585	\$219,677,480	31.1%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY			
Percent of Annual Budget Realized (UNAUDITED)			
Year-to-Date June 30, 2016			
	YTD		% Budget
	Budget	Actual	Realized
REVENUE			
Toll Revenue and Evasion Recovery	\$1,290,000,000	\$622,112,322	48.2%
Concessions	2,200,000	1,081,903	49.2%
Investment Income	2,000,000	2,393,827	119.7%
Miscellaneous	5,800,000	1,930,875	33.3%
Total Revenue	\$1,300,000,000	\$627,518,927	48.3%
Maintenance and Operations (M and O) Expenditures			
Payroll and Related Costs	\$166,685,500	\$80,612,633	48.4%
Group Insurance	36,442,300	16,803,993	46.1%
Contractual Services	67,031,925	30,860,283	46.0%
Materials/Operational Supplies/Other Expenses	7,777,977	2,719,281	35.0%
Utilities	8,090,500	3,641,013	45.0%
All Other Insurance	12,064,700	5,354,720	44.4%
Parts and Fuel	7,304,499	1,633,948	22.4%
Equipment/Office Rental and Maintenance	17,763,499	9,708,151	54.7%
Other Miscellaneous Expenses	970,200	418,026	43.1%
Recovery of Expenses	(2,324,500)	(1,324,118)	57.0%
Total Maintenance and Operations Expenditures	\$321,806,600	\$150,427,929	46.7%
Net Revenue			
Revenue Less M and O Expenditures	\$978,193,400	\$477,090,999	48.8%
Debt Service Transfers			
Existing Debt	\$398,957,312	\$221,760,950	55.6%
New Debt	-	-	0.0%
Total Debt Service Transfers	\$398,957,312	\$221,760,950	55.6%
Net Revenue Less Debt Service Transfers	\$579,236,088	\$255,330,049	44.1%

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY			
Percent of Projection Realized (UNAUDITED)			
Year-to-Date June 30, 2016			
	2016	YTD	% Projection
	Projection	Actual ⁽²⁾	Realized
Capital Program ⁽¹⁾			
Tri-State Tollway (I-94/I-294/I-80)	\$68,046,798	21,769,906	32.0%
Reagan Memorial Tollway (I-88)	105,263,124	23,771,484	22.6%
Jane Addams Memorial Tollway (I-90)	577,396,246	258,935,383	44.8%
Veterans Memorial Tollway (I-355)	7,726,559	73,560	1.0%
Open Road Tolling (ORT)	5,165,630	884,310	17.1%
Systemwide Improvements	189,661,994	53,000,444	27.9%
Tri-State Tollway (I-294)/I-57 Interchange	1,522,603	1,163,677	76.4%
Elgin O'Hare Western Access	383,558,036	130,089,042	33.9%
Illinois Route 53/120/Other Planning Studies	5,822,355	252,608	4.3%
Move Illinois and CRP Subtotal	\$1,344,163,345	\$489,940,413	36.4%
"Other" Capital Projects	59,683,800	24,169,695	40.5%
Capital Program Subtotal	\$1,403,847,145	\$514,110,108	36.6%
Agreement Reimbursements and Other Adjustments ⁽³⁾	-	(26,431,523)	N/A
Total Capital Program Expenditures	\$1,403,847,145	\$487,678,585	34.7%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
2016 vs. 2015 Unaudited Actual				
Second Quarter Ending June 30th				
	Second Quarter		Variance	
	2015	2016	\$	%
REVENUE				
Toll Revenue and Evasion Recovery	\$311,677,142	\$326,320,217	\$14,643,075	4.7%
Concessions	549,309	572,710	23,402	4.3%
Investment Income	453,722	1,141,015	687,292	151.5%
Miscellaneous	1,290,131	847,135	(442,996)	-34.3%
Total Revenue	\$313,970,305	\$328,881,077	\$14,910,773	4.7%
Maintenance and Operations (M and O) Expenditures				
Payroll and Related Costs	\$38,872,933	\$38,796,696	(\$76,237)	-0.2%
Group Insurance	7,904,797	8,442,385	\$537,588	6.8%
Contractual Services	15,140,031	15,460,713	\$320,681	2.1%
Materials/Operational Supplies/Other Expenses	1,843,023	1,056,540	(\$786,482)	-42.7%
Utilities	913,214	1,820,485	\$907,271	99.3%
All Other Insurance	2,764,059	2,603,775	(\$160,284)	-5.8%
Parts and Fuel	1,048,448	681,852	(\$366,596)	-35.0%
Equipment/Office Rental and Maintenance	2,449,061	4,378,103	\$1,929,042	78.8%
Other Miscellaneous Expenses	185,860	179,149	(\$6,711)	-3.6%
Recovery of Expenses	(597,321)	(716,825)	(\$119,504)	-20.0%
Total Maintenance and Operations Expenditures	\$70,524,105	\$72,702,874	\$2,178,768	3.1%
Net Revenue				
Revenue Less M and O Expenditures	\$243,446,199	\$256,178,204	\$12,732,004	5.2%
Debt Service Transfers				
Existing Debt	\$97,180,850	\$130,277,145	(\$33,096,295)	-34.1%
New Debt	-	-	-	N/A
Total Debt Service Transfers	\$97,180,850	\$130,277,145	(\$33,096,295)	-34.1%
Net Revenue Less Debt Service Transfers	\$146,265,350	\$125,901,059	(\$20,364,291)	-13.9%

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
2016 Actual vs. 2015 Unaudited Actual				
Second Quarter Ending June 30th				
	2nd Quarter		Variance	
	2015	2016	\$	%
Capital Program				
Tri-State Tollway (I-94/I-294/I-80)	140,000	10,530,798	(\$10,390,798)	NA
Reagan Memorial Tollway (I-88)	25,360,215	19,628,139	5,732,076	23%
Jane Addams Memorial Tollway (I-90)	185,347,854	148,448,752	36,899,102	20%
Veterans Memorial Tollway (I-355)	121,198	7,645	113,553	94%
Open Road Tolling (ORT)	927,698	547,184	380,514	41%
Systemwide Improvements	42,224,874	33,283,873	8,941,000	21%
Tri-State Tollway (I-294)/I-57 Interchange	5,218,842	356,011	4,862,831	93%
Elgin O'Hare Western Access	119,076,881	68,535,819	50,541,062	42%
Illinois Route 53/120/Other Planning Studies	477,281	88,315	388,966	81%
Move Illinois and CRP Subtotal	\$378,894,843	\$281,426,536	\$97,468,306	26%
"Other" Capital Projects	9,809,686	12,512,803	(2,703,117)	-28%
Capital Program Subtotal	\$388,704,528	\$293,939,339	\$94,765,189	24%
Agreement Reimbursements and Other Adjustments	(134,855)	(12,496,506)	12,361,651	NA
Total Capital Program Expenditures	\$388,569,673	\$281,442,833	\$107,126,840	28%

⁽¹⁾ Capital Program expenses are financed by funds available in the Renewal/ Replacement and Improvement accounts.

⁽²⁾ Capital Program Actual included accrued expenses for which payments have not been made as of June 30, 2016.

⁽³⁾ Intergovernmental and Fiber Optic Agreement Reimbursements were for work performed in prior periods.

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
2016 vs. 2015 Unaudited Actual				
Year-to-Date June 30, 2016				
	YTD		Variance	
	2015	2016	\$	%
REVENUE				
Toll Revenue and Evasion Recovery	\$581,028,772	\$622,112,322	\$41,083,550	7.1%
Concessions	1,029,141	1,081,903	52,761	5.1%
Investment Income	862,571	2,393,827	1,531,257	177.5%
Miscellaneous	2,690,310	1,930,875	(759,435)	-28.2%
Total Revenue	\$585,610,794	\$627,518,927	\$41,908,133	7.2%
Maintenance and Operations (M and O) Expenditures				
Payroll and Related Costs	\$79,721,958	\$80,612,633	(\$890,674)	-1.1%
Group Insurance	16,051,376	16,803,993	(752,616)	-4.7%
Contractual Services	28,068,438	30,860,283	(2,791,845)	-9.9%
Materials/Operational Supplies/Other Expenses	3,045,940	2,719,281	326,658	10.7%
Utilities	3,060,951	3,641,013	(580,062)	-19.0%
All Other Insurance	5,538,745	5,354,720	184,025	3.3%
Parts and Fuel	2,575,065	1,633,948	941,117	36.5%
Equipment/Office Rental and Maintenance	6,890,272	9,708,151	(2,817,879)	-40.9%
Other Miscellaneous Expenses	430,491	418,026	12,466	2.9%
Recovery of Expenses	(1,027,219)	(1,324,118)	296,899	28.9%
Total Maintenance and Operations Expenditures	\$144,356,017	\$150,427,929	(\$6,071,911)	-4.2%
Net Revenue				
Revenue Less M and O Expenditures	\$441,254,776	\$477,090,999	\$35,836,222	8.1%
Debt Service Transfers				
Existing Debt	\$188,560,521	\$221,760,950	(\$33,200,429)	-17.6%
New Debt	-	-	-	
Total Debt Service Transfers	\$188,560,521	\$221,760,950	(\$33,200,429)	-17.6%
Net Revenue Less Debt Service (Coverage)	\$252,694,256	\$255,330,049	\$2,635,793	1.0%

Quarterly Financial Review June 30, 2016

ILLINOIS TOLLWAY				
2016 Actual vs. 2015 Unaudited Actual				
Year-To-Date June 30th				
	2015	2016	\$	Variance %
Capital Program				
Tri-State Tollway (I-94/I-294/I-80)	203,292	21,769,906	(\$21,566,614)	NA
Reagan Memorial Tollway (I-88)	26,298,872	23,771,484	2,527,388	10%
Jane Addams Memorial Tollway (I-90)	294,848,527	258,935,383	35,913,144	12%
Veterans Memorial Tollway (I-355)	336,484	73,560	262,924	78%
Open Road Tolling (ORT)	1,830,611	884,310	946,301	52%
Systemwide Improvements	67,511,476	53,000,444	14,511,032	21%
Tri-State Tollway (I-294)/I-57 Interchange	9,091,389	1,163,677	7,927,712	87%
Elgin O'Hare Western Access	165,961,139	130,089,042	35,872,097	22%
Illinois Route 53/120/Other Planning Studies	715,372	252,608	462,764	65%
Move Illinois & CRP Subtotal	\$566,797,161	\$489,940,413	\$76,856,748	14%
"Other" Capital Projects	21,777,796	24,169,695	(2,391,899)	-11%
Capital Program Subtotal	\$588,574,958	\$514,110,108	\$74,464,849	13%
Agreement Reimbursements and Other Adjustments	(154,446)	(26,431,523)	26,277,078	NA
Total Capital Program Expenditures	\$588,420,512	\$487,678,585	\$100,741,927	17%