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ANNUAL  
COMPREHENSIVE  
FINANCIAL  
REPORT

For the Year Ended  
December 31, 2024



THE ILLINOIS STATE TOLL  
HIGHWAY AUTHORITY  
A Component Unit of  
the State of Illinois

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**THE ILLINOIS STATE  
TOLL HIGHWAY AUTHORITY**

**A Component Unit of the State of Illinois**

**ANNUAL COMPREHENSIVE  
FINANCIAL REPORT**

**For the Year Ended December 31, 2024**

**The mission of the Illinois Tollway is  
to provide and promote a safe and efficient system of highways  
while ensuring the highest possible level of service to our customers.**

**Prepared by the Finance Department**

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**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois

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# **INTRODUCTORY SECTION**



July 14, 2025

Board of Directors  
Illinois State Toll Highway Authority  
2700 Ogden Avenue  
Downers Grove, IL. 60515

Directors:

The Annual Comprehensive Financial Report (ACFR) of the Illinois State Toll Highway Authority (the Tollway), for the year ended December 31, 2024, is hereby submitted. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests with the Tollway. The Tollway has established a comprehensive framework of internal controls which provide a reasonable basis to assert that to the best of our knowledge and belief, the enclosed data are accurate in all material respects and are reported in a manner designed to present fairly the financial position and results of operations of the Tollway. Because a system of internal controls should not exceed the benefits derived, the objective is to provide reasonable, rather than absolute assurance, that the financial statements are free of material misstatements. All disclosures necessary to enable the reader to gain an understanding of the Tollway's financial activities have been included. Please see the Independent Auditors' Report, which provided an unmodified opinion on the Tollway's financial statements.

The Illinois Tollway is a user-financed administrative agency of the State of Illinois. The Illinois State Toll Highway Authority was created by the Toll Highway Act ("Act") to provide for the construction, operation, regulation and maintenance of a system of toll highways within the State of Illinois. The Illinois Tollway currently operates 294 miles of tollroads in Northern Illinois that are used by passenger and commercial vehicles.

As discussed more fully in the Management Discussion and Analysis section of the report, the Tollway posted favorable operating results for 2024.

We believe that this report provides a full understanding of the Tollway's 2024 financial and operating activities and describes how the Tollway is prepared to meet its financial and operational responsibilities in the years to come.

Respectfully submitted,

*Cassandra Rouse*

Cassandra Rouse  
Executive Director

*Cathy Williams*

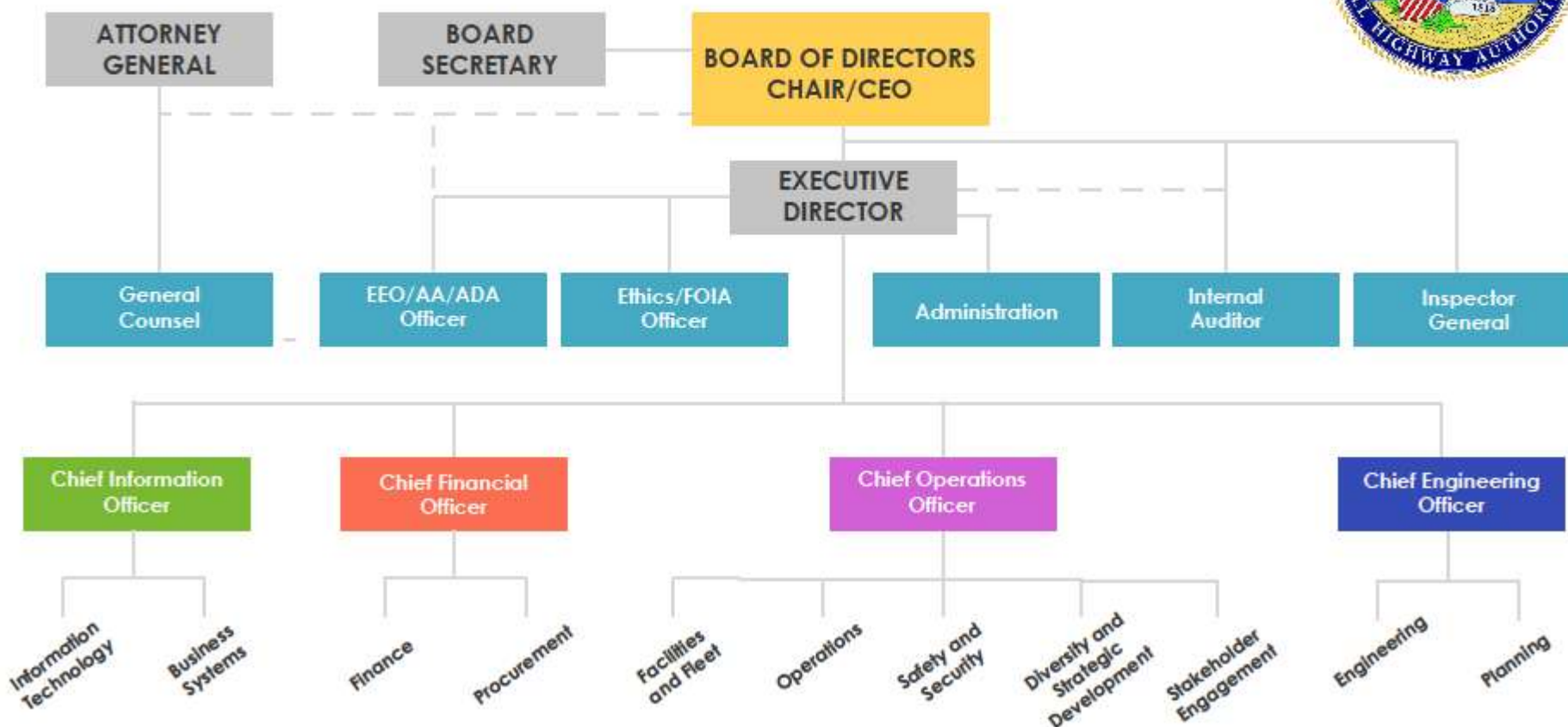
Cathy Williams  
Chief Financial Officer

*Patricia J. Pearn*

Patricia J. Pearn  
Controller



# Illinois Tollway Table of Organization



**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
**FOR THE YEAR ENDED DECEMBER 31, 2024**  
**AND THROUGH THE DATE OF THIS REPORT**  
**Board of Directors**

	<b>Term Expires</b>
JB Pritzker, Governor, State of Illinois	Ex-Officio
Omer Osman, Secretary, Illinois Department of Transportation	Ex-Officio*
Arnaldo Rivera, Chairman .....	3/1/2025*
James Connolly, Vice Chair.....	3/1/2027
Jacqueline Gomez Fuentes.....	3/1/2027
Karen McConnaughay.....	3/1/2025*
Melissa Neddermeyer .....	3/1/2025*
Scott Paddock.....	3/1/2025*
Gary Perinar.....	3/1/2025*
James Sweeney.....	3/1/2027
Mark Wright .....	3/1/2027

\* See Subsequent Events Note 20.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

## Annual Comprehensive Financial Report Overview of Organization, Background, and Functions For the Year Ended December 31, 2024

### ***Profile of the agency***

The Illinois State Toll Highway Authority (the Tollway) is a user-financed administrative agency of the State of Illinois. The Illinois State Toll Highway Authority was created by the Toll Highway Act ("Act") to provide for the construction, operation, regulation and maintenance of a system of toll highways within the State of Illinois (Tollway system). Under the Act, the Tollway assumed all of the obligations, powers, duties, functions, and assets of its predecessor agency, The Illinois State Toll Highway Commission. The Tollway is empowered to enter into contracts to: acquire, own, use, lease, operate and dispose of personal and real property, including rights-of-way, franchises and easements; establish and amend resolutions, by-laws, rules, regulations and to fix and revise toll rates; acquire, construct, relocate, operate, regulate and maintain the Tollway system; exercise the power of eminent domain; and contract for services and supplies for the various customer service areas on the Tollway system. The Tollway system currently consists of 294 miles of toll roads.

The Tollway is governed by an 11 member Board of Directors that includes the Governor of Illinois, ex-officio, and the Secretary of the Illinois Department of Transportation, ex-officio. Nine directors are appointed by the Governor, with the advice and consent of the Illinois Senate, from the State at large with the goal of maximizing representation from the areas served by the Tollway system. No more than five directors may be from the same political party.

The Tollway Board of Directors appoints an Executive Director without approval from the state legislature. The Tollway employs other personnel to administer the Tollway system and implement the policies of the Board of Directors. The Tollway's organizational structure consists of 16 departments, as outlined in the organization chart presented in this document.

### ***Local economy***

The Tollway is an important component of the transportation network in Northern Illinois, with roads running through 12 counties. The Tollway serves both commuter and commercial traffic, with approximately 87.0% of traffic consisting of passenger vehicles. A large number of Fortune 500 companies are in close proximity to the Tollway; therefore, the traffic is impacted by the local economy and unemployment rates.

### ***Long term financial planning and major initiatives***

The Tollway has adopted a 15 year, \$12.2 billion capital program, which was subsequently increased to \$15.2 billion, called "*Move Illinois: The Illinois Tollway Driving the Future*" which began in 2012 and extends through 2027. The following is a sample of some of the projects included in this program:

- Reconstruct the central Tri-State Tollway (I-294) from 95th Street to Balmoral Avenue.
- Construct the Elgin O'Hare Western Access Project near and around O'Hare International Airport.
- Preserve the Ronald Reagan (I-88) and Veterans Memorial (I-355) Tollways.
- Rebuild and widen the Jane Addams Memorial Tollway (I-90) from the Tri-State Tollway (I-294) to the I-39 Interchange in Rockford.
- Construct a new interchange at the Tri-State Tollway (I-294) and I-57.

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- Bridge, pavement and interchange improvements.
- Fleet additions and other program support activities.

This program is being funded by a passenger vehicle toll increase that went into effect in 2012, a commercial vehicle toll increase that was phased in from 2015-2017, an annual Consumer Price Index adjustment to be applied to commercial vehicles beginning in 2018, and the issuance of approximately \$6.3 billion of revenue bonds. As of December 31, 2024, \$4.8 billion of revenue bonds had been issued to fund the capital program.

The Tollway's capital program also includes environmental initiatives, such as wetland and endangered species mitigation, fuel consumption reduction and "green" construction materials and practices, and integration of new intelligent transportation systems.

***Services Provided***

The Tollway offers a number of convenience and safety services to its customers.

**Oases**

Six oases serve the Tollway system. The Tollway has entered into leases with two private companies to operate restaurants, stores, and fuel stations at these sites. These facilities contain fuel stations, car washes, food and retail services, restroom facilities, I-PASS Customer Service Centers, and other traveler-related conveniences, although services provided vary by site. The oases are open 24-hours a day, 365 days a year.

**Tollway Maintenance**

Providing Tollway customers with a safe and well-maintained highway is a task assigned to the Maintenance and Traffic Division of the Department of Engineering. Personnel assigned to the 12 maintenance sites, spaced at approximately 25-30 mile intervals along the road, a sign making shop plus 4 satellite salt domes keep the Tollway in safe, convenient, and comfortable driving condition. In winter, maintenance personnel clear the roadway of snow and ice. Year-round they respond to incidents that can disrupt traffic flow.

The Tollway has continued to deploy Intelligent Transportation System (ITS), CCTV cameras, traffic sensors and dynamic message signs to enable the Traffic Operations Center to proactively manage traffic and incidents throughout the Tollway system. Traffic sensors provide full system coverage. These efforts continue to demonstrate improved incident detection, confirmation, resource deployment, and clearance, resulting in minimal lane blockage and reduced secondary crashes.

# **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

## **Annual Comprehensive Financial Report Overview of Organization, Background, and Functions For the Year Ended December 31, 2024**

### **Telecommunications System**

The Tollway owns and maintains a microwave and fiber optic voice, data, and video communications network. This communications system supports mobile radios, telephones, alarms, CCTV, and computer data transmissions for toll plaza operations, roadway maintenance, Illinois State Police, public safety, emergency vehicles, and security.

### **Illinois State Police**

Relative to the Tollway, the Illinois State Police (ISP) provide policing services under an intergovernmental agreement to enforce traffic laws on the 294 miles of the Tollway system, which covers 12 different counties. ISP troopers are employees of the Illinois State Police department, which has exclusive control over their performance of policing services on the Tollway's toll roads. ISP has a long history of achieving the highest standards possible in its service to citizens and commuters, and it remains vigilant in ensuring that its areas of responsibility are safe and secure.

### **Patron Emergency Services**

Formal agreements are maintained with public and private service providers along each toll road to provide towing and road service, if needed, and public safety, fire and ambulance response. In addition, the Tollway also supports the \*999 Cellular Motorist Assistance Program in the Chicago Metropolitan area.

Since 1997, the Tollway has operated the Highway Emergency Lane Patrol (H.E.L.P.) program as a service to motorists and to further enhance safety and facilitate traffic flow. Specially equipped trucks operated by trained Maintenance and Traffic Division personnel patrol the entire Tollway system during peak traffic periods to assist motorists who may be disabled, stranded or otherwise in need. Geico is the exclusive sponsor of the H.E.L.P. program. For the calendar year 2024, H.E.L.P. trucks assisted 28,649 Tollway customers, driving 1,107,544 miles and dispensing 2,036 gallons of fuel.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
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Annual Comprehensive Financial Report  
Overview of Organization, Background, and Functions  
For the Year Ended December 31, 2024

***Financial Information***

Management of the Tollway is responsible for establishing and maintaining an internal control structure designed to ensure that Tollway assets are protected from loss, theft, or misuse and to ensure adequate accounting data are compiled to allow for the preparation of financial statements in conformity with accounting principles generally accepted in the United States of America (GAAP). An effective internal control structure should provide reasonable, but not absolute, assurance that these objectives are met. The concept of reasonable assurance recognizes that: (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

**Accounting Systems**

The Tollway's accounting systems are organized and operated on an "enterprise fund" basis. The accounting practices of the Tollway are more fully described in the summary of significant accounting policies included in the notes to its financial statements in the Financial Section of this report.

**Management's Discussion and Analysis**

The Financial Section includes a discussion and analysis of the Tollway's financial performance that provides readers with a narrative overview of its financial activities and the changes in its financial position for the years ended December 31, 2024 and 2023.

**Notes to Financial Statements**

The notes provided in the Financial Section of this report should be considered an integral and essential part of adequate disclosures and fair presentation of this financial report. The notes include a summary of significant accounting policies of the Tollway and other necessary disclosures of pertinent matters relating to its financial position. The notes provide additional informative disclosures not reflected on the face of the financial statements.

**Budgetary Controls**

The Tollway is required by its Trust Indenture to prepare a tentative budget for the ensuing fiscal year on or before October 31 of each fiscal year and to adopt the annual budget for such fiscal year on or before January 31 of such fiscal year. The adopted budget is used for control of operating and capital expenses and for financial planning and is prepared in accordance with provisions of the Trust Indenture, not on the basis of accounting principles generally accepted in the United States of America. The budget is approved by the Tollway Board of Directors, but does not require the approval of the State legislature.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
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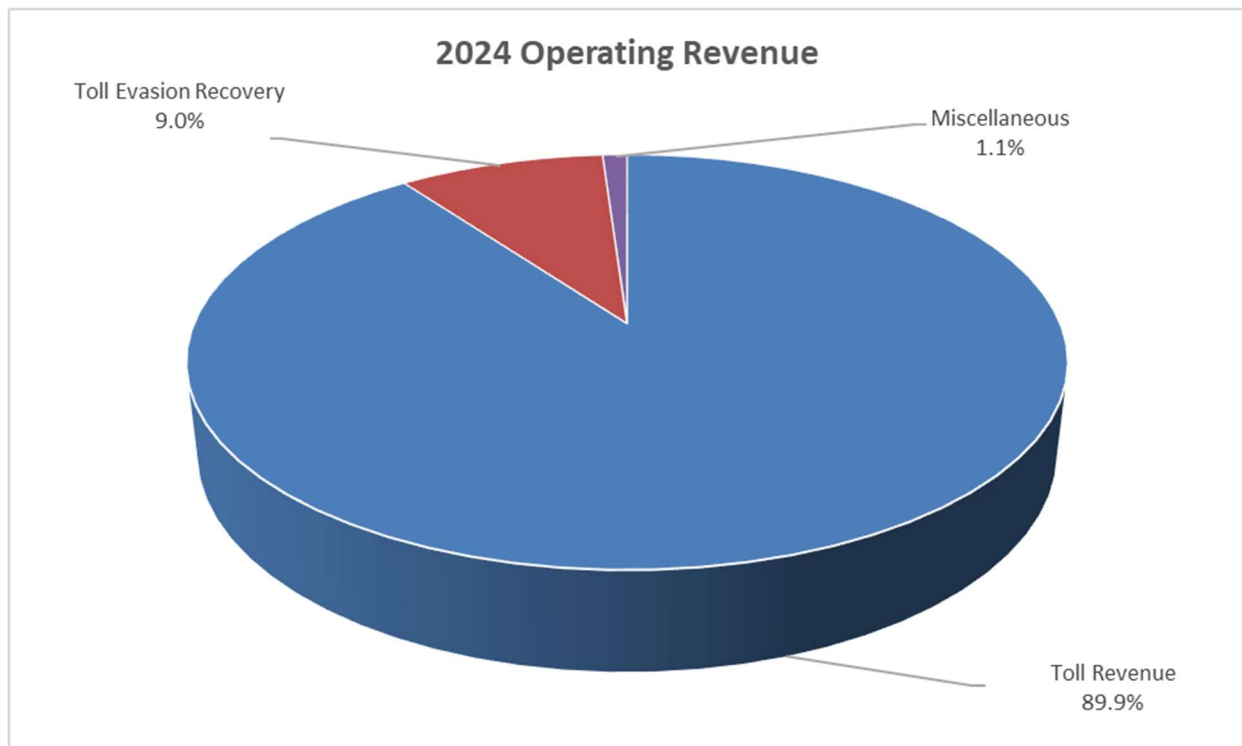
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**Basis of Accounting and Measurement**

The Tollway employs accounting principles generally accepted in the United States of America similar to those used by private business enterprises with the accrual basis of accounting as its foundation. Under the accrual basis of accounting, revenues are recognized in the periods in which they are earned, and expenses are recognized in the periods in which they are incurred. The Tollway provides supplementary information on a “Trust Indenture Basis”- in conformance with the Trust Indenture, but not in conformity with accounting principles generally accepted in the United States of America.

**Operating Revenue and Expense**

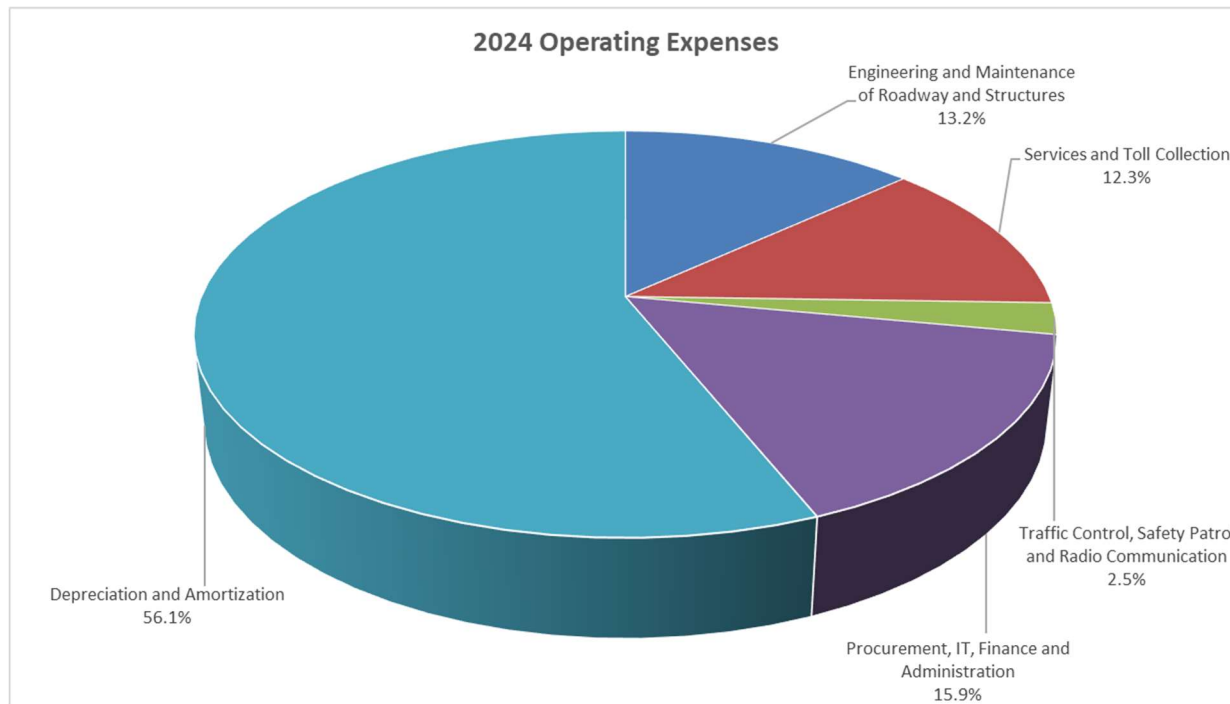
Total operating revenue increased 4.7% (by \$71.4 million) in 2024 to \$1.6 billion. Toll revenue increased 4.4% from the prior year due in part to an increase in commercial vehicle toll rates. Toll evasion recovery revenue increased to \$144.2 million from \$129.2 million in 2023.



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Total operating expenses, excluding depreciation and the OPEB adjustment, increased by approximately 1.4% in 2024. See Management's Discussion and Analysis contained within these statements for further information.



### Awards and Acknowledgements

The Tollway has received the Certificate of Achievement for Excellence in Financial Reporting awarded by the Government Finance Officers Association of the United States and Canada (GFOA) for 28 consecutive years. In order to receive this certificate, the Tollway has to publish an easily readable and efficiently organized ACFR that satisfies both accounting principles generally accepted in the United States of America and applicable program requirements.

The Tollway also received the GFOA's Distinguished Budget Presentation Award for its 2024 annual budget book for the 21<sup>st</sup> consecutive year. To qualify for the Distinguished Budget Presentation Award, the annual budget book has to be judged proficient as a policy document, a financial plan, an operations guide, and a communications device.

The preparation of this report would not have been possible without the skill, effort, and dedication of the Finance Department. We wish to extend our appreciation to all Tollway departments for their assistance in providing the data necessary to prepare this report.



THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY  
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Annual Comprehensive Financial Report  
For the Year Ended December 31, 2024

**Independent Audit**

The Trust Indenture requires an annual audit of the Tollway's books and accounts for each fiscal year. The audit is to be conducted by independent certified public accountants and commence by April 30 of each year.

In addition to an independent financial audit, the Tollway was subject to a biennial compliance examination for the years ended December 31, 2024 and 2023 which was performed by Special Assistant Auditors selected by the Office of the Auditor General of the State of Illinois.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY  
A Component Unit of the State of Illinois

Annual Comprehensive Financial Report  
For the Year Ended December 31, 2024



Government Finance Officers Association

Certificate of  
Achievement  
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in Financial  
Reporting

Presented to

**The Illinois State Toll Highway Authority**

For its Annual Comprehensive  
Financial Report  
For the Fiscal Year Ended

December 31, 2023

*Christopher P. Morill*

Executive Director/CEO

A certificate of achievement is valid for a period of one year. The Tollway believes that its current ACFR will continue to meet the Certificate of Achievement Program's requirements.

**Acknowledgments**

Appreciation is extended to the General Accounting staff and other Tollway staff for their assistance and contributions to the preparation of this financial report.

## **FINANCIAL SECTION**



## INDEPENDENT AUDITORS' REPORT

Honorable Frank J. Mautino  
Auditor General  
State of Illinois  
and  
Board of Directors  
The Illinois State Toll Highway Authority

### Report on the Audit of the Financial Statements

#### ***Opinion***

As Special Assistant Auditors for the Auditor General, we have audited the accompanying financial statements of the business-type activities of the Illinois State Toll Highway Authority (the Tollway), a component unit of the State of Illinois, as of and for the year ended December 31, 2024, and the related notes to the financial statements, which collectively comprise the Tollway's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Illinois State Toll Highway Authority as of December 31, 2024, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinion***

We conducted our audit in accordance with the auditing standards generally accepted in the United States of America (GAAS). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Tollway, and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Emphasis of Matter***

The Tollway implemented GASB Statement No. 101, *Compensated Absences*, effective January 1, 2024 as referenced in Note 1. This implementation required a change in accounting principle and resulted in the restatement of beginning net position as of January 1, 2023. Our audit opinion is not modified with respect to this matter.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Honorable Frank J. Mautino  
Auditor General  
State of Illinois  
and  
Board of Directors  
The Illinois State Toll Highway Authority

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Tollway's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

### ***Auditors' Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgement made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for purpose of expressing an opinion on the effectiveness of the Tollway's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Tollway's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Honorable Frank J. Mautino  
Auditor General  
State of Illinois  
and  
Board of Directors  
The Illinois State Toll Highway Authority

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and the required supplementary information in Schedules 1 through 3 as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Supplementary Information***

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Tollway's basic financial statements. The accompanying supplementary information in Schedules 4 and 5 and the notes to the trust indenture basis schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements.

Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, Schedules 4 and 5 are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

We also previously audited, in accordance with GAAS, the basic financial statements of the Tollway as of and for the year ended December 31, 2023 (not presented herein) and have issued our report thereon dated July 23, 2024 which contained an unmodified opinion on the basic financial statements. The supplementary information in Schedules 4 and 5 for the year ended December 31, 2023, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and related directly to the underlying accounting and other records used to prepare the 2023 financial statements. The information was subjected to the audit procedures applied in the audit of the 2023 basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare those financial statements or to those financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, Schedules 4 and 5 for the year ended December 31, 2023, are fairly stated in all material respects in relation to the basic financial statements as a whole for the year ended December 31, 2023.

Honorable Frank J. Mautino  
Auditor General  
State of Illinois  
and  
Board of Directors  
The Illinois State Toll Highway Authority

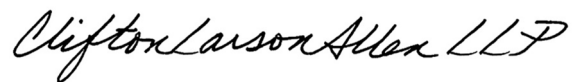
***Other Information***

Management is responsible for the other information included in the annual report. The other information comprises the introductory section and statistical section but does not include the basic financial statements and our auditors' report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

***Report on Summarized Comparative Information***

We have previously audited the Tollway's 2023 financial statements, and we expressed an unmodified audit opinion on the basic financial statements of the business-type activities in our report dated July 23, 2024. In our opinion, the summarized comparative information presented herein as of and for the year ended December 31, 2023, is consistent, in all material respects, with the audited financial statements from which it has been derived.

A handwritten signature in black ink that reads "CliftonLarsonAllen LLP". The signature is written in a cursive, flowing style.

**CliftonLarsonAllen LLP**

Oak Brook, Illinois  
July 14, 2025

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Management's Discussion and Analysis  
For the Year Ended December 31, 2024

This section offers readers a discussion and analysis of the financial performance of the Illinois State Toll Highway Authority (the Tollway), provides an overview of its financial activities, and identifies changes in the Tollway's financial position as of and for the year ended December 31, 2024. Readers should use this section of this report in conjunction with the Tollway's basic financial statements.

### Financial Highlights

- In August 2011, the Tollway's Board of Directors approved a \$12.2 billion capital program, called "*Move Illinois: the Illinois Tollway Driving the Future*", which defined a program of infrastructure investments to be made by the Tollway in 2012 through 2026.
- In April 2017, the Tollway's Board of Directors approved a modification of the "*Move Illinois*" capital program, increasing the funding by \$2.1 billion, to \$14.3 billion, to provide for enhancements to the central portion of the Tri-State Tollway (Central Tri-State). On December 14, 2023, the Tollway's Board of Directors increased the "*Move Illinois*" program budget to \$15.2 billion and extended the anticipated substantial completion date to 2027.
- To help fund the capital outlays approved for "*Move Illinois*," the Tollway's Board of Directors set new toll rates for passenger vehicles using the Tollway system and these higher rates were effective January 1, 2012. The Tollway also affirmed a previously approved increase in commercial vehicle toll rates which was phased in over 2015-2017, with a Consumer Price Index adjustment applied beginning January 1, 2018, and annually each January 1<sup>st</sup> thereafter.
- In December 2024, the Board of Directors approved "Bridging the Future, a \$2 billion, seven-year capital plan. This plan provides for planning, design and construction services that complement infrastructure investments already underway. Bridging the Future establishes a path forward for 2025-2031, allowing the Tollway to continue modernization of its infrastructure and address maintenance needs across the Tollway system. In addition, the new plan lays a foundation for advance work to support a future capital program and provide consistent delivery of infrastructure investment in the region.
- A total of \$4.8 billion of revenue bonds have been issued since 2013 to fund the capital program.
- During 2024, construction and professional engineering services contracts with a combined value of \$815.0 million were awarded under this program, bringing total "*Move Illinois*" contract awards to \$11.6 billion.
- The Tollway's toll revenue totaled \$1.4 billion for 2024, which was comparable to the 2023 toll revenue.
- Amounts on deposit on behalf of I-PASS account holders remained fairly stable at \$202.8 million; approximately 86.2% of toll transactions are paid via I-PASS.

### Basic Financial Statements

The Tollway accounts for its operations and financial transactions in a manner similar to that used by private business enterprises: the accrual basis of accounting. In these statements, revenue is recognized in the period in which it is earned, and an expense is recognized in the period in which it is incurred, regardless of the timing of its related cash flow.



## **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Management's Discussion and Analysis  
For the Year Ended December 31, 2024

### **Overview of the Financial Statements**

This discussion and analysis is intended to serve as an introduction to the Tollway's basic financial statements. For each fiscal year, the Tollway's basic financial statements are comprised of the following:

- Statement of net position
- Statement of revenues, expenses and changes in net position
- Statement of cash flows
- Notes to the financial statements

The statement of net position presents information on all of the Tollway's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference between these items reported as net position. Increases or decreases in net position, over time, may serve as a useful indicator of whether the financial position of the Tollway is improving or deteriorating.

The statement of revenues, expenses and changes in net position presents revenue and expense information and the change in the Tollway's net position during the measurement period as a result of these transactions.

The statement of cash flows presents sources and uses of cash for the fiscal year, displayed in the following categories: cash flows from operating activities, cash flows from capital and related financing activities, and cash flows from investing activities.

The notes provide additional information that is essential to a full understanding of the data provided in the basic financial statements. They are an integral part of the basic financial statements.

## **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

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### **Financial Analysis**

#### ***2024 Results Compared to 2023***

##### **Operating Revenue**

The Tollway's 2024 operating revenues, totaling \$1.6 billion, increased \$71.4 million, or 4.7%, from the previous year. This increase was mainly attributable to an increase in toll revenue. In 2024, toll revenue totaled \$1.4 billion, higher than 2023, by \$60.3 million or 4.4%. Revenue from toll evasion recovery increased to \$144.2 million (from \$129.2 million in 2023).

Concession and miscellaneous revenue decreased in 2024, due to decreases in transponder replacement revenue and an increase in miscellaneous bad debt expense.

##### **Operating Expenses**

Operating expenses, excluding depreciation, amortization and the OPEB adjustment, increased in 2024, to \$423.7 million, or 1.4%, from \$418.0 million in 2023. This was mainly due to wage increases under collective bargaining agreements.

Depreciation and amortization expense increased by 3.7% to \$542.4 million, from \$523.0 million in 2023.

##### **Nonoperating Revenues (Expenses)**

Nonoperating revenue increased by \$15.9 million, due to a legal settlement received by the Tollway and an increase in revenue from intergovernmental agreements. Again, this year the Tollway earned interest rebates from the U.S. Department of the Treasury relating to bonds which were issued as Build America Bonds. The 2024 rebates totaled \$13.6 million, substantially the same as 2023.

Nonoperating expenses decreased by \$21.4 million, due to decreased interest and amortization of financing costs and a net loss on the disposal of property in 2023.

The net nonoperating expenses decreased this year by 15.5% from \$240.6 million in 2023 to \$203.2 million for 2024, due to the variances noted above.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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## Summary of Changes in Net Position

	<u>2024</u>	<u>Restated 2023</u>
<b>REVENUES:</b>		
Operating revenues:		
Toll revenue	\$ 1,439,338,699	\$ 1,379,065,079
Toll evasion recovery	144,190,005	129,247,095
Concessions	56,766	67,672
Miscellaneous	17,172,972	20,995,990
Nonoperating revenues:		
Investment income	88,037,217	86,808,342
Revenues under intergovernmental agreements	9,303,216	3,223,091
Net gain on disposal of property	466,770	-
Miscellaneous	8,111,697	-
Bond interest subsidy (Build America Bonds)	13,628,616	13,571,260
Total revenues	<u>1,720,305,958</u>	<u>1,632,978,529</u>
<b>EXPENSES:</b>		
Operating expenses:		
Engineering and maintenance of roadway and structures	127,598,933	118,048,701
Services and toll collection	118,835,548	121,600,180
Traffic control, safety patrol, and radio communications	23,967,878	39,321,822
Procurement, IT, finance and administration	153,261,387	139,044,398
Depreciation & Amortization	542,389,714	523,032,656
OPEB expense recovery	(66,820,130)	(73,821,501)
Nonoperating expenses:		
Expenses under intergovernmental agreements	9,303,216	3,223,091
Net loss on disposal of property	-	9,758,803
Miscellaneous	360	360
Interest expense and amortization of financing costs	313,431,785	331,181,464
Total expenses	<u>1,221,968,691</u>	<u>1,211,389,974</u>
Increase in net position	<u>498,337,267</u>	<u>421,588,555</u>
Net position, beginning of year, as originally stated	4,226,759,739	3,807,230,569
Restatement of January 1, 2023 net position	-	(2,059,385)
Net position, beginning of year, as restated	-	3,805,171,184
Net position, end of year	<u>\$ 4,725,097,006</u>	<u>\$ 4,226,759,739</u>

## Changes in Net Position

Net operating income increased in 2024 by \$39.4 million to \$701.5 million. After deducting this year's net nonoperating expense of \$203.2 million, the Tollway posted an increase in net position for the year of \$498.3 million compared to \$421.6 million increase in net position for 2023. After this year's result, the Tollway's net position totaled \$4.7 billion.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
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## Summary of Net Position

	December 31,	
	2024	2023 (Restated)
<b>ASSETS</b>		
Current and other assets	\$ 2,306,879,561	\$ 2,612,304,714
Capital assets - net	12,348,115,113	11,850,831,427
Total Assets	14,654,994,674	14,463,136,141
<b>DEFERRED OUTFLOWS OF RESOURCES</b>		
Net loss on bond refundings	136,836,045	160,964,755
Pension related	87,903,571	80,190,573
OPEB related	42,641,751	30,393,991
Total Deferred Outflows of Resources	267,381,367	271,549,319
<b>LIABILITIES</b>		
Current debt outstanding	162,715,000	155,025,000
Long-term debt outstanding	7,795,421,249	8,090,415,355
Other liabilities	1,905,160,580	1,908,360,759
Total Liabilities	9,863,296,829	10,153,801,114
<b>DEFERRED INFLOWS OF RESOURCES</b>		
Net gain on bond refundings	74,917,848	-
Pension related	62,478,199	98,304,711
OPEB related	183,727,006	240,032,554
Lease related	12,859,153	15,787,342
Total Deferred Inflows of Resources	333,982,206	354,124,607
<b>NET POSITION</b>		
Net investment in capital assets	4,095,687,678	3,407,367,616
Restricted under trust indenture agreements	659,158,112	654,763,787
Unrestricted	(29,748,784)	164,628,336
Total Net Position	\$ 4,725,097,006	\$ 4,226,759,739

## Statement of Net Position

The Tollway's capital assets of \$12.3 billion consisting of land, buildings, infrastructure, equipment, and right to use lease assets constitutes 82.7% of total assets and deferred outflows of resources. The largest liabilities are revenue bonds totaling \$8.0 billion, (inclusive of unamortized premiums), total pension liability and related deferred inflows of \$857.5 million and total other postemployment benefits (OPEB) liability and related deferred inflows of \$422.8 million, which together constitute 90.6% of total liabilities and deferred inflows of resources.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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The restricted net position balance, totaling \$659.2 million, consists of resources subject to external restrictions or legislation as to their use. The remaining portion, unrestricted net position, consists of the net amount of assets, deferred outflows, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

The Tollway's assets increased by 1.3% to \$14.7 billion, from \$14.5 billion as of December 31, 2023. This increase was due mainly to an increase in capital assets.

Total liabilities decreased by 2.9% to \$9.9 billion, from \$10.2 billion as of December 31, 2023. This decrease was mainly due to the refunding of bonds in 2024.

## Capital Assets and Debt Administration

### CAPITAL ASSETS 2024 and 2023

	January 1, 2024 Net Balance	2024 Net Activity	2024 Depreciation and Amortization	December 31, 2024 Net Balance
Land	\$ 1,036,739,548	\$ 82,752,970	\$ -	\$ 1,119,492,518
Construction in progress	2,439,159,562	(79,838,744)	-	2,359,320,818
Buildings	20,959,830	309,827	(1,847,215)	19,422,442
Temporary Easement	3,265,712	98,370	(1,223,610)	2,140,472
Infrastructure	8,173,548,252	997,711,951	(501,586,422)	8,669,673,781
Machinery and equipment	173,656,689	33,267,180	(35,194,925)	171,728,944
Lease Asset-GASB 96	3,501,834	5,371,846	(2,537,542)	6,336,138
Total	<u>\$ 11,850,831,427</u>	<u>\$ 1,039,673,400</u>	<u>\$ (542,389,714)</u>	<u>\$ 12,348,115,113</u>

	January 1, 2023 Net Balance	2023 Net Activity	2023 Depreciation and Amortization	December 31, 2023 Net Balance
Land	\$ 1,033,067,855	\$ 3,671,693	\$ -	\$ 1,036,739,548
Construction in progress	2,287,145,988	152,013,574	-	2,439,159,562
Buildings	20,085,837	2,643,048	(1,769,055)	20,959,830
Temporary Easement	4,318,484	701,258	(1,754,030)	3,265,712
Infrastructure	7,888,295,713	767,500,688	(482,248,149)	8,173,548,252
Machinery and equipment	195,085,647	14,544,473	(35,973,431)	173,656,689
Lease Asset-GASB 87	335,426	-	(335,426)	-
Lease Asset-GASB 96	-	4,454,399	(952,565)	3,501,834
Total	<u>\$ 11,428,334,950</u>	<u>\$ 945,529,133</u>	<u>\$ (523,032,656)</u>	<u>\$ 11,850,831,427</u>

## Capital Assets

Capital assets continue to represent the largest category of Tollway assets, totaling \$12.3 billion at year-end (\$11.9 billion at 12/31/2023) comprising 82.7% of total Tollway assets and deferred outflows of resources. As the Tollway continues the "Move Illinois" capital program to expand and rebuild the Tollway system, land and infrastructure assets continue to increase. See the accompanying Notes to the Financial Statements – Notes 1(h), 5 and 6 – for further information about capital assets.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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## Long-Term Debt

The following table lists, as of December 31, 2024, the Tollway's bond series and the current and noncurrent principal amounts outstanding. Amounts presented in this table do not include any unamortized original issue premiums associated with such bonds.

	December 31, 2024		
	Noncurrent	Current	Total
Revenue bonds payable:			
Issue of 2009 Series A	\$ 400,000,000	-	\$ 400,000,000
Issue of 2009 Series B	280,000,000	-	280,000,000
Issue of 2014 Series C	400,000,000	-	400,000,000
Issue of 2014 Series D	-	1,000,000	1,000,000
Issue of 2015 Series A	400,000,000	-	400,000,000
Issue of 2015 Series B	400,000,000	-	400,000,000
Issue of 2016 Series A	333,060,000	-	333,060,000
Issue of 2016 Series B	300,000,000	-	300,000,000
Issue of 2017 Series A	300,000,000	-	300,000,000
Issue of 2018 Series A	396,300,000	46,330,000	442,630,000
Issue of 2019 Series A	300,000,000	-	300,000,000
Issue of 2019 Series B	188,575,000	36,670,000	225,245,000
Issue of 2019 Series C	612,840,000	78,715,000	691,555,000
Issue of 2020 Series A	500,000,000	-	500,000,000
Issue of 2021 Series A	700,000,000	-	700,000,000
Issue of 2023 Series A	500,000,000	-	500,000,000
Issue of 2024 Series A	873,710,000	-	873,710,000
Total revenue bonds payable	<u>\$ 6,884,485,000</u>	<u>\$ 162,715,000</u>	<u>\$ 7,047,200,000</u>

At year-end 2024, as compared to year-end 2023, the long-term portion of revenue bonds payable, inclusive of total unamortized original issue premium, decreased by \$295.0 million, from \$8,090.4 million to \$7,795.4 million. This decrease resulted from a January 4, 2024 issuance of \$873.7 million of refunding bonds plus \$136.9 million original issue premium on such refunding bonds net of \$1,000.0 million of refunded bonds, \$142.8 million amortization of original issue premium during 2024, and \$162.7 million of revenue bonds becoming currently payable.

All Tollway bonds outstanding as of December 31, 2024, were issued under the Amended and Restated Trust Indenture effective as of March 31, 1999, amending and restating a Trust Indenture dated as of December 1, 1985 (as amended, restated, and supplemented, the Trust Indenture) from the Tollway to The Bank of New York Mellon Trust Company, N.A., as successor Trustee (the Trustee). The Trustee serves as a fiduciary for bondholders. The amount of additional senior bonds that the Tollway may issue at any time is limited by the Trust Indenture requirement that the projected Net Revenues are sufficient to meet the estimated Net Revenue Requirement for each full fiscal year through five years after the date

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the project being financed is estimated to be placed in service, after giving effect to the debt service attributable to such additional senior bonds. The Net Revenue Requirement is the amount necessary to cure deficiencies, if any, in the debt service and debt reserve accounts established under the Trust Indenture, plus the greater of (i) the sum of Aggregate Debt Service on Senior Bonds, the Junior Bond Revenue Requirement, and the Renewal and Replacement Deposit for such period, and (ii) 1.3 times the Aggregate Debt Service on Senior Bonds for such period (all capitalized terms as defined in the Trust Indenture). Under the terms of the Trust Indenture the revenue bond debt service coverage ratio for 2024 was 2.47.

### Factors Impacting Future Operations

During 2024, the Tollway continued to progress on the "*Move Illinois*" capital program. Land acquisition, design and construction work continued for the Elgin-O'Hare Western Access Project and for the widening of the Central Tri-State Tollway. The Tollway forecasts approximately 56.4% of the "*Move Illinois*" Program's total remaining costs are expected to be funded by revenue. The Tollway forecasts that 100% of the "Bridging the Future" program's costs are expected to be funded by revenue, and the remainder is expected to be bond-financed.

The Tollway forecasts that 100% of the costs of its \$2 billion intermediate-term "Bridging the Future" capital program, scheduled to begin in 2025, is expected to be funded by revenue.

The Tollway is in the process of assessing its capital needs for purposes of establishing its next long-term capital program, and in connection therewith is evaluating its toll rate structure.

### Contacting the Tollway's Financial Management

This financial report is designed to provide our customers, bondholders, employees and other stakeholders with an overview of the Tollway's finances and to demonstrate the Tollway's accountability for the funds it receives and deploys. Questions concerning this report or requests for additional financial information should be directed to the Controller, The Illinois State Toll Highway Authority, 2700 Ogden Avenue, Downers Grove, Illinois 60515.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
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Statement of Net Position  
For the Year Ended December 31, 2024  
(With Comparative Totals for the year ended December 31, 2023)

	<b>2024</b>	<b>Restated 2023</b>
<b>Assets</b>		
Current assets:		
Current unrestricted assets:		
Cash and cash equivalents	\$ 985,062,943	\$ 1,269,496,747
Accounts receivable, less allowance for doubtful accounts of \$1,448,998,626	128,789,264	127,780,740
Intergovernmental receivables	49,470,613	45,656,598
Accrued interest receivable	3,384,158	5,263,403
Risk management cash and cash equivalents	13,945,289	15,000,335
Prepaid expenses	13,740,335	8,921,256
Lease Receivable	2,724,913	2,657,027
Total current unrestricted assets	<u>1,197,117,515</u>	<u>1,474,776,106</u>
Current restricted assets:		
Cash and cash equivalents - debt service	233,932,010	333,616,109
Investments - debt service	94,276,000	-
Cash and cash equivalents - I-PASS accounts	202,781,896	211,111,667
Prepaid expenses restricted for debt service	206,897	206,897
Accrued interest receivable	10,706,216	6,219,478
Total current restricted assets	<u>541,903,019</u>	<u>551,154,151</u>
Total current assets	<u>1,739,020,534</u>	<u>2,025,930,257</u>
Noncurrent unrestricted assets:		
Capital assets:		
Land, improvements and construction in progress	3,478,813,336	3,475,899,110
Other capital assets, net of accumulated depreciation/amortization	8,869,301,777	8,374,932,317
Total capital assets	<u>12,348,115,113</u>	<u>11,850,831,427</u>
Other noncurrent unrestricted assets:		
Intergovernmental receivable less current portion	70,512,000	82,074,336
Prepaid expenses less current portion	2,307,656	1,635,376
Lease Receivable less current portion	10,786,586	13,631,081
Total noncurrent unrestricted assets	<u>83,606,242</u>	<u>97,340,793</u>
Noncurrent restricted assets:		
Cash and cash equivalents - debt reserve	5,804,509	19,378,492
Investments - debt reserve	477,000,000	468,000,000
Prepaid expenses - debt reserve	1,448,276	1,655,172
Total noncurrent restricted assets	<u>484,252,785</u>	<u>489,033,664</u>
Total assets	<u>14,654,994,674</u>	<u>14,463,136,141</u>
<b>Deferred Outflows of Resources</b>		
Deferred outflows - Net loss on bond refundings	136,836,045	160,964,755
Deferred outflows of resources - Pension related	87,903,571	80,190,573
Deferred outflows of resources - OPEB related	42,641,751	30,393,991
Total deferred outflows of resources	<u>\$ 267,381,367</u>	<u>\$ 271,549,319</u>

See accompanying notes to the financial statements.



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Statement of Net Position  
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	<b>2024</b>	<b>Restated 2023</b>
<b>Liabilities</b>		
Current liabilities:		
Payable from unrestricted current assets:		
Accounts payable	\$ 15,816,944	\$ 7,910,060
Accrued liabilities	234,844,582	261,181,060
Accrued compensated absences	9,800,000	9,500,000
Intergovernmental agreement payable	82,381,975	83,530,711
Risk management claims payable	6,752,913	6,649,774
Deposits and retainage	99,379,394	101,077,811
Unearned revenue, net of accumulated amortization of \$3,726,744	580,036	319,609
Total OPEB liability - current	9,131,893	10,152,399
Lease Liabilities	1,648,673	975,603
Total current liabilities payable from unrestricted current assets	<u>460,336,410</u>	<u>481,297,027</u>
Payable from current restricted assets:		
Current portion of revenue bonds payable	162,715,000	155,025,000
Accrued interest payable	164,215,796	174,312,361
Deposits and unearned revenue – I-PASS accounts	202,781,896	211,111,667
Total current liabilities payable from current restricted assets	<u>529,712,692</u>	<u>540,449,028</u>
Total current liabilities	<u>990,049,102</u>	<u>1,021,746,055</u>
Noncurrent liabilities:		
Revenue bonds payable, less current portion	7,795,421,249	8,090,415,354
Accrued compensated absences	2,108,068	2,713,990
Risk management claims payable	8,998,527	10,364,321
Total pension liability	794,976,616	774,204,380
Total OPEB liability, less current portion	229,912,109	227,158,425
Lease Liabilities	2,519,345	611,307
Unearned revenue, net of accumulated amortization of \$17,582,758	39,311,813	26,587,282
Total noncurrent liabilities	<u>8,873,247,727</u>	<u>9,132,055,059</u>
Total liabilities	<u>9,863,296,829</u>	<u>10,153,801,114</u>
<b>Deferred Inflows of Resources</b>		
Deferred inflows of resources - Net gain on bond refundings	74,917,848	-
Deferred inflows of resources - Pension related	62,478,199	98,304,711
Deferred inflows of resources - OPEB related	183,727,006	240,032,554
Deferred inflows of resources - Lease related	12,859,153	15,787,342
Total deferred inflows of resources	<u>333,982,206</u>	<u>354,124,607</u>
<b>Net Position</b>		
Net position:		
Net investment in capital assets	4,095,687,678	3,407,367,616
Restricted under the Trust Indenture	659,158,112	654,763,787
Unrestricted	(29,748,784)	164,628,336
Total net position	<u>\$ 4,725,097,006</u>	<u>\$ 4,226,759,739</u>

See accompanying notes to the financial statements.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
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Statement of Revenues, Expenses and Changes in Net Position  
For the Year Ended December 31, 2024  
(With Comparative Totals for the year ended December 31, 2023)

	<b>2024</b>	<b>Restated 2023</b>
Operating revenues:		
Toll revenue	\$ 1,439,338,699	\$ 1,379,065,079
Toll evasion recovery	144,190,005	129,247,095
Concessions	56,766	67,672
Miscellaneous	17,172,972	20,995,990
Total operating revenues	<u>1,600,758,442</u>	<u>1,529,375,836</u>
Operating expenses:		
Engineering and maintenance of roadway and structures	127,598,933	118,048,701
Services and toll collection	118,835,548	121,600,180
Traffic control, safety patrol and radio communications	23,967,878	39,321,822
Procurement, IT, finance and administration	153,261,387	139,044,398
Depreciation and amortization	542,389,714	523,032,656
OPEB expense recovery	(66,820,130)	(73,821,501)
Total operating expenses	<u>899,233,330</u>	<u>867,226,256</u>
Operating income	<u>701,525,112</u>	<u>662,149,580</u>
Nonoperating revenues (expenses):		
Revenues under intergovernmental agreements	9,303,216	3,223,091
Expenses under intergovernmental agreements	(9,303,216)	(3,223,091)
Net Gain/(Loss) on disposal of property	466,770	(9,758,803)
Interest (expense) and amortization of financing costs	(313,431,785)	(331,181,464)
Bond interest subsidy (Build America Bonds)	13,628,616	13,571,260
Miscellaneous revenue (expense)	8,111,337	(360)
Investment income	88,037,217	86,808,342
Total nonoperating revenues (expenses), net	<u>(203,187,845)</u>	<u>(240,561,025)</u>
Change in net position	<u>498,337,267</u>	<u>421,588,555</u>
Net position, beginning of year, as originally stated	4,226,759,739	3,807,230,569
Restatement of January 1, 2023 net position	-	(2,059,385)
Net position, beginning of year, as restated	-	3,805,171,184
Net position, end of year	<u>\$ 4,725,097,006</u>	<u>\$ 4,226,759,739</u>

See accompanying notes to the financial statements.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Statement of Cash Flows  
For the Year Ended December 31, 2024  
(With Comparative Totals for the year ended December 31, 2023)

	<b>2024</b>	<b>2023</b>
Cash flows from operating activities:		
Cash received from sales and services	\$ 1,601,227,504	\$ 1,543,607,522
Cash payments to suppliers	(258,300,852)	(241,240,450)
Cash payments to employees	(210,850,450)	(179,653,444)
Net cash provided by operating activities	<u>1,132,076,202</u>	<u>1,122,713,628</u>
Cash flows from capital and related financing activities:		
Acquisition and construction of capital assets	(1,049,717,206)	(946,338,132)
Cash received related to capital assets	18,159,495	8,569,330
Proceeds from sale of property	1,420,435	646,746
Bond proceeds	1,007,842,659	556,673,637
Principal paid on revenue bonds	(1,155,025,000)	(45,925,000)
Bond subsidy (Build America Bonds)	13,628,616	9,489,202
Interest expense and issuance costs paid on revenue bonds	(365,727,325)	(346,914,595)
Net cash (used in) capital and related financing activities	<u>(1,529,418,326)</u>	<u>(763,798,812)</u>
Cash flows from investing activities:		
Proceeds from sales and maturities of investments	66,000,000	214,000,000
Purchase of investments	(169,276,000)	(226,000,000)
Interest on investments	85,429,724	81,097,619
Legal Settlement related to investment activities	8,111,697	-
Net cash provided by (used in) investing activities	<u>(9,734,579)</u>	<u>69,097,619</u>
Net (decrease) increase in cash and cash equivalents	<u>(407,076,703)</u>	<u>428,012,435</u>
Cash and cash equivalents at beginning of year	<u>1,848,603,350</u>	<u>1,420,590,915</u>
Cash and cash equivalents at end of year	<u><u>\$ 1,441,526,647</u></u>	<u><u>\$ 1,848,603,350</u></u>
Reconciliation of cash and cash equivalents:		
Cash and cash equivalents	\$ 985,062,943	\$ 1,269,496,747
Risk management reserved cash and cash equivalents	13,945,289	15,000,335
Cash and cash equivalents restricted for debt service and debt reserve	239,736,519	352,994,601
Cash and cash equivalents – IPASS accounts	202,781,896	211,111,667
Total cash and cash equivalents at end of year	<u><u>\$ 1,441,526,647</u></u>	<u><u>\$ 1,848,603,350</u></u>

See accompanying notes to the financial statements.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Statement of Cash Flows  
For the Year Ended December 31, 2024  
(With Comparative Totals for the year ended December 31, 2023)

	<u>2024</u>	<u>Restated 2023</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 701,525,112	\$ 662,149,580
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	542,389,714	523,032,656
Provision for bad debt	392,788,474	400,707,992
Amortization of unearned revenue	(2,917,405)	(2,226,615)
Pension adjustment	(22,767,274)	(24,058,133)
Other post employment benefits adjustment	(66,820,130)	(73,821,501)
Cash paid out Local Fund	(886,747)	(446,724)
GASB 87 Expense	-	(345,443)
GASB 87 Revenue	(151,581)	(205,402)
SBITA Expense	(2,790,738)	(2,867,489)
Effects of changes in operating assets and liabilities:		
(Increase) in accounts receivable	(385,324,468)	(382,018,828)
(Increase) in intergovernmental receivables	(7,045,992)	(2,601,326)
(Increase) decrease in prepaid expenses	(4,580,586)	2,379,048
Increase (decrease) in accounts payable	444,845	(1,084,184)
Increase (decrease) in accrued liabilities	(17,081,461)	21,240,591
(Decrease) in accrued compensated absences	(784,911)	(368,769)
Increase in intergovernmental agreement payable	124,927	1,886,276
Increase (decrease) in deposits - I-PASS	(8,329,772)	1,019,717
Increase in unearned revenue	15,349,989	2,086,657
(Decrease) in risk management claims payable	(1,065,794)	(1,744,475)
Net cash provided by operating activities	<u>\$ 1,132,076,202</u>	<u>\$ 1,122,713,628</u>
Noncash capital and related financing activities:		
Increase (decrease) in capital asset obligation accounts payable	\$ (3,846,387)	\$ 8,313,141
Increase in SBITA Asset	2,834,303	3,501,834
Increase in SBITA Liabilities	2,581,108	1,586,910

See accompanying notes to the financial statements.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Financial Statements  
For the Year Ended December 31, 2024

### **(1) Summary of Significant Accounting Policies**

The accounting policies and financial reporting practices of The Illinois State Toll Highway Authority (the Tollway) conform to accounting principles generally accepted in the United States of America (GAAP), as promulgated by the Governmental Accounting Standards Board (GASB).

#### **(a) Financial Reporting Entity**

The Tollway, a component unit of the State of Illinois, was created by an Act of the General Assembly of the State of Illinois – the Toll Highway Act, 605 ILCS 10/1 *et seq.*, as amended (the Act) – for the purpose of constructing, operating, regulating, and maintaining a toll highway or a system of toll highways and, in connection with the financing of such projects, is authorized to issue revenue bonds which shall be retired from revenues derived from the operation of the Tollway. Under the provisions of the Act, no bond issue of the Tollway, or any interest thereon, is an obligation of the State of Illinois. In addition, the Tollway is empowered to issue refunding bonds for the purpose of refunding any revenue bonds issued under the provisions of the Act.

The enabling legislation empowers the Tollway's Board of Directors with duties and responsibilities which include, but are not limited to, the ability to approve and modify the Tollway's budget, the ability to approve and modify toll rates and fees charged for use of the Tollway system, the ability to employ and discharge employees as necessary in the judgment of the Tollway, and the ability to acquire, own, use, hire, lease, operate, and dispose of personal property, real property, and any interest therein.

Component units are separate legal entities for which the primary government is legally accountable. The Tollway is a component unit of the State of Illinois for financial reporting purposes because exclusion would cause the State's financial statements to be incomplete. The governing body of the Tollway is an 11 member Board of Directors of which nine members are appointed by the Governor of Illinois with the advice and consent of the Illinois Senate. The Governor and the Secretary of the Illinois Department of Transportation are also ex-officio members of the Tollway's Board of Directors. Information from these financial statements is included in the State's annual comprehensive financial report. The Tollway itself does not have any component units.

#### **(b) Basis of Accounting**

The Tollway accounts for its operations and financing in a manner similar to a private business enterprise; the intent is that costs of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges.

Accordingly, the Tollway is accounted for as a proprietary fund (enterprise fund) using the economic resources measurement focus and the accrual basis of accounting. Under this measurement focus, all assets and all liabilities associated with the Tollway's operations are included in the statement of net position. Revenue is recognized in the period in which it is earned, and expenses are recognized in the period in which incurred.

Nonexchange transactions, in which the Tollway receives value without directly giving equal value in return, include fines for toll evasion.

## **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

### **(c) Cash and Cash Equivalents**

With the exception of \$58.4 million in locally held funds and cash on hand at December 31, 2024, all cash and cash equivalents are held for the Tollway either by the Illinois State Treasurer (the Treasurer) as custodian or by the Trustee under the Tollway's Trust Indenture.

For purposes of the statement of net position and the statement of cash flows, the Tollway considers overnight repurchase agreements, money market funds, and the Illinois Funds local government investment pool (LGIP), as cash equivalents.

### **(d) Investments**

The Tollway reports investments at fair value or amortized cost in its statement of net position with the corresponding changes in fair value being recognized as an increase or decrease to nonoperating revenue in the statement of revenues, expenses and changes in net position. All investments are held for the Tollway either by the Treasurer as custodian or by the Trustee under the Tollway's Trust Indenture.

The primary objective in the investment of Tollway funds is preservation of principal. Additional objectives are managing liquidity to meet the financial obligations of the Tollway and investment return.

Investments in the Illinois Funds LGIP, sponsored by the Treasurer in accordance with Illinois state law and that is rated AA+mmf by Fitch Ratings, are reported at amortized cost which is equal to the value of the pool shares. Other funds held for the Tollway by the Treasurer are invested in U.S. Treasury and agency issues which are valued at fair value or par. Repurchase agreements held for the Tollway by the Treasurer are recorded at face value which approximates fair value. State statute requires that all investments comply with the Illinois Public Funds Investment Act.

The Trust Indenture authorizes the Tollway to invest in U.S. Treasury and agency issues, money market funds comprised of U.S. Treasury and agency issues, repurchase agreements thereon, time deposits, and certificates of deposit. All funds held by the Tollway's Trustee were held in compliance with these restrictions for the year ended December 31, 2024.

### **(e) Accounts Receivable**

The Tollway's accounts receivable consist of various toll charges and amounts due from individuals and commercial, governmental, and other entities. A provision for doubtful accounts has been recorded for the estimated amount of uncollectible accounts.

### **(f) Prepaid Expenses and Inventory**

Certain payments made to vendors reflect costs applicable to future accounting periods and are recorded as prepaid expenses. The Tollway's inventory items consist mostly of consumable supplies that are quickly turned over and therefore the payments for such are directly expensed.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

### **(g) Noncurrent Cash and Investments**

Cash and investments that are externally restricted for reserve funds or for the purchase or construction of capital or other noncurrent assets are classified as noncurrent assets in the statement of net position.

### **(h) Capital Assets**

Capital assets include the historical cost of land and improvements, easements, roadway and transportation structures (infrastructure), buildings and related improvements, machinery, equipment and software with a cost exceeding \$2,500 (\$5,000 prior to 2023). (Projects whose individual components are less than \$2,500 but in their entirety are greater than \$2,500 may be capitalized at the discretion of the Tollway). Most expenses for the maintenance and repairs to the roadway and transportation structures, buildings, and related improvements are charged to operations when incurred. Capital assets also include right to use lease assets, capitalized per GASB 87 and right to use subscription assets capitalized per GASB 96. All expenses for land, buildings, infrastructure, and construction in progress that increase the value or productive capacities of assets are capitalized. Capital assets are depreciated or amortized using the straight-line method of depreciation over the asset's useful life, as follows:

Buildings	20 Years
Infrastructure	5 to 40 Years
Machinery, equipment, software	3 to 20 Years

### **(i) Long-Term Accounts Receivable**

In the course of business, the Tollway may enter into contracts with various parties that call for payments to the Tollway to be made at a date more than one year in the future. These receivables are classified as long-term. See Note 3 for a description of these receivables.

### **(j) Debt Refunding**

In accordance with GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities*, the difference between the reacquisition price and the net carrying amount of the old debt is reported as a deferred outflow or inflow of resources and recognized as a component of interest expense systematically over the remaining life of the old debt or the life of the new debt, whichever is shorter.

### **(k) Unearned Revenue**

The Tollway recognizes revenue when earned. Amounts received in advance of the periods in which related services are rendered are recorded as an unearned revenue liability in the statement of net position. See Note 8.

### **(l) Pensions**

Substantially all of the Tollway's employees participate in the State Employee Retirement System (SERS), a single-employer, public employee defined benefit pension plan of the State of Illinois, as more fully described in Note 10.

In accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27*, and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date - an amendment of GASB Statement No. 68*, the total pension liability, deferred outflows of resources, deferred inflows

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Financial Statements  
For the Year Ended December 31, 2024

of resources, and pension expense have been recognized in the Tollway's financial statements.

The total pension liability is calculated as the difference between the actuarially calculated value of the projected benefit payments attributed to past periods of service and the plan's fiduciary net position. The pension expense is comprised of the service cost or actuarial present value of projected benefit payments attributed to the valuation year, interest on the total pension liability, plan administrative expenses, current year benefit changes, and other changes in plan fiduciary net position less employee contributions and projected earnings on plan investments.

Additionally, the pension expense includes the annual recognition of deferred outflows and inflows of resources related to pension assets and liabilities.

For purposes of measuring the total pension liability, deferred outflows of resources, deferred inflows of resources, expense and expenditures associated with the Tollway's contribution requirements, information about the fiduciary net position of the plan and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported within the separately issued plan financial statements. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

### **(m) Adoption of New Accounting Pronouncements**

In the year ended December 31, 2024, the Tollway adopted GASB pronouncement number 101—*Compensated Absences*. This pronouncement requires that liabilities for compensated absences be recognized for leave that has not yet been used and leave that has been used but not yet paid in cash or settled through noncash means. A liability should be recognized for leave that has not been used if the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off, otherwise paid in cash or settled through noncash means, such as the conversion to defined benefit postemployment benefits. The Tollway adopted the requirements of the guidance that was effective for periods beginning after December 15, 2023. This has been reported for prior periods presented as a change in accounting principle. See Note 21.

### **(n) Net Position**

The statement of net position presents the Tollway's assets, deferred outflows of resources, liabilities, and deferred inflows of resources, with the difference reported in three categories:

*Net investment in capital assets* consists of capital assets, net of accumulated depreciation and amortization, and reduced by outstanding balances for revenue bonds and other debt that is attributable to the acquisition, construction, or improvement of those assets.

*Restricted Net Position* results when constraints placed on net position use are either externally imposed by creditors, grantors, contributors, and the like, or imposed by law through constitutional provisions or enabling legislation.

*Unrestricted Net Position* consists of net positions that do not meet the criteria of the two preceding categories.



## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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At December 31, 2024, restrictions on net position consisted of: *Restricted under the Trust Indenture* which reflects restrictions imposed by the Tollway's Trust Indenture.

### **(o) Toll Revenue and Evasion Recovery**

Toll revenue is recognized when the transaction occurs. Effective June 25, 2020, the Tollway implemented an invoicing process for unpaid tolls. This process provides for invoice(s) for missed tolls, including an administrative fee(s). The fee amount, reduced by an estimated allowance for doubtful accounts, is recorded as evasion recovery revenue when the invoice is issued. Tolls that remain unpaid through the invoicing process become subject to additional administrative fees, which, reduced by an estimated allowance for doubtful accounts, are recorded as evasion recovery. Fines on pre-June 25, 2020 violation debt are recorded as revenue upon receipt of cash by the Tollway.

### **(p) Classification of Operating Revenues and Expenses**

The Tollway's operating revenues and expenses consist of revenues earned and expenses incurred relating to the operation and maintenance of its Tollway system, including the Tollway's allocated share of SERS' pension expense pursuant to GASB Statements No. 68 and 71 and the Tollway's allocated share of the State of Illinois' postemployment benefits liability. All other revenues and expenses are reported as nonoperating revenues and expenses or as special items.

Toll evasion recovery revenue is shown net of bad debt expense; concession revenue only includes oasis revenue.

The majority of the Tollway's expenses are exchange transactions, which GASB defines as operating expenses for financial statement presentation purposes. Nonoperating expenses include transfers under intergovernmental agreements and capital financing costs.

Employee benefits and retirement costs have been allocated to functional expense categories within these statements on the basis of gross payroll for each category of functional expense.

### **(q) Risk Management**

The Tollway has self-insured risk retention programs with stop-loss limits for current employee group health and self-insured reserves for workers' compensation claims and has provided accruals for estimated losses arising from such claims. See Note 12.

### **(r) Use of Estimates in Preparing Financial Statements**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets, deferred outflows of resources, liabilities, deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

### **(s) Summarized Comparative Information**

Comparative amounts for the prior year have been presented in the basic financial statements and have been restated to reflect a change in accounting principle due to the adoption of GASB 101 in 2024.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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Notes to the Financial Statements  
For the Year Ended December 31, 2024

The comparative amounts may be summarized in total and not at the level of detail required for presentation in conformity with generally accepted accounting principles. Accordingly, such information should be read in conjunction with the government's financial statements for the year ended December 31, 2023, from which the summarized information was derived.

## (2) Cash and Investments

### (a) Custodial Credit Risk – Deposits

Custodial credit risk is the risk that an institution holding the Tollway's deposits may fail and expose the Tollway to a loss if the Tollway's deposits cannot be returned upon maturity or demand. State law (30 ILCS 230/2C) requires that all deposits of public funds be covered by the Federal Deposit Insurance Corporation (FDIC) insurance or eligible collateral. The Tollway has no policy that would further limit the requirements under state law. As of December 31, 2024, the Tollway's deposits were covered by FDIC insurance or eligible collateral.

### (b) Schedule of Investments

As of December 31, 2024, the carrying value of the Tollway's investments (with associated maturities) is as follows:

Investment Type	Investment Maturities (in years)		
	Fair Value or Amortized Cost	Less Than 1	1 - 5
Money market funds*	\$ 1,157,987,561	\$ 1,157,987,561	\$ -
U.S. Treasuries - State and Local Government Series (SLGS)	571,276,000	228,276,000	343,000,000
Illinois Funds LGIP*	233,128,431	233,128,431	-
	<u>\$ 1,962,391,992</u>	<u>\$ 1,619,391,992</u>	<u>\$ 343,000,000</u>

\* Weighted average maturity is less than one year.

For purposes of the statement of net position, money market funds, and Illinois Funds LGIP are classified as cash equivalents.

The Tollway categorizes its fair value measurements within the fair value hierarchy established by U.S. GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs. The Tollway has no Level 1, 2 or Level 3 inputs.

Money market funds, U.S. Treasury - SLGS, and Illinois Funds LGIP are measured at amortized cost.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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### (c) Interest Rate Risk

Interest rate risk is the risk that the fair value of investments will decrease as a result of an increase in interest rates. As a means of limiting its exposure to fair value losses from rising interest rates, and as a means of managing liquidity, the Tollway's investment policy requires that the majority of Tollway funds, excluding bond proceeds, be invested in instruments with maturities of less than one year. No investment is to exceed a 10-year maturity.

### (d) Credit and Concentration Risks

Credit risk is the risk that the Tollway will not recover its investments due to the inability of the issuer to fulfill its obligation. The Tollway's investment policy limits investment of Tollway funds to: securities guaranteed by the United States government; obligations of agencies and instrumentalities of the United States; interest-bearing savings accounts, certificates of deposit, or bank time deposits with institutions which meet specified capitalization requirements; money market mutual funds registered under the Investment Company Act of 1940; the Illinois Funds LGIP; and repurchase agreements of government securities as defined in the Government Securities Act of 1986. The Tollway's investment policy further requires that the investment portfolio be diversified, as necessary to reduce the risk of loss in terms of specific maturity, specific issuer, or specific class of securities. Final maturities are limited to ten years; the majority of the Tollway's funds, excluding bond proceeds, are to be invested in maturities of less than one year. The Tollway was in compliance with these policies during 2024.

As of December 31, 2024, the Tollway's investments in debt securities were rated by Moody's Investor Services, S&P Global and Fitch Ratings, as follows. The ratings shown for United States Treasury securities include short-term ratings applicable to maturities of less than one year.

Investment Type	Fair Value or Amortized Cost	Ratings at 12/31/2024		
		Moody's Investor Services	S&P Global	Fitch Ratings
Money Market Funds	\$ 1,157,987,561	AAA-mf	AAAm	AAAmmf
U.S. Treasury SLGS	571,276,000	Aaa/P-1	AA+/A-1+	AA+/F1+
Illinois Funds LGIP	233,128,431	None	None	AAAmmf
<b>Total</b>	<b>\$ 1,962,391,992</b>			

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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Notes to the Financial Statements

For the Year Ended December 31, 2024

## (3) Accounts Receivable

The Tollway's accounts receivable consist of various toll charges and other amounts due from individuals, commercial, governmental, and other entities. A provision for doubtful accounts has been recorded for estimated uncollectible amounts. As of December 31, 2024, the Tollway's accounts receivable balance consists of the following:

	<b>Gross accounts receivables</b>	<b>Allowance for doubtful accounts</b>	<b>Net accounts receivable</b>
Tolls	\$ 23,419,095	\$ (15,643,851)	\$ 7,775,244
Toll evasion recovery	1,538,188,927	(1,422,222,958)	115,965,969
Oases & Pavillion	57,465	-	57,465
Damage claims	381,581	(157,488)	224,093
Over dimension vehicle permit	978,427	(571,046)	407,381
Fiber optic agreements	7,922,227	(7,753,834)	168,393
Other	6,840,168	(2,649,449)	4,190,719
Total non-governmental receivables	<u>1,577,787,890</u>	<u>(1,448,998,626)</u>	<u>128,789,264</u>
Various local government and other state agency	7,635,084	-	7,635,084
E-Z Pass Agency Group	41,835,529	-	41,835,529
Illinois Department of Transportation	70,512,000	-	70,512,000
Total intergovernmental receivables	<u>119,982,613</u>	<u>-</u>	<u>119,982,613</u>
Total receivables	<u>\$ 1,697,770,503</u>	<u>\$ (1,448,998,626)</u>	<u>\$ 248,771,877</u>

As of December 31, 2024, long term accounts receivable consisted of the following:

Illinois Department of Transportation	\$ <u>70,512,000</u>
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## (4) Prepaid Expenses

In the normal course of business, the Tollway pays for goods and services that will be consumed beyond the current year. These are established as prepaid expenses. As of December 31, 2024, the Tollway had \$17.7 million in prepaid expenses. These are categorized as both current and noncurrent.

## (5) Leases and Subscription-Based Information Technology Arrangements (SBITAs)

- (a) GASB Statement No. 87 – *Leases*, requires recognition of certain lease assets and liabilities for leases that were previously classified as operating leases. It establishes a single model for lease accounting based on the principle that leases are financings of the right to use the underlying asset. A lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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For the Year Ended December 31, 2024

## Lessor Activity:

The Tollway is a lessor under various long-term types of leases, as follows:

- Land leases, under which entities lease part of Tollway's property.
- Water reservoir lease, under which a local municipality leases a water reservoir owned by the Tollway.
- Oases retail and fuel station leases, under which one company leases the over the road oases pavilions to operate retail establishments and offer rest stops to Tollway patrons and another company operates fuel stations and convenience stores.
- Cell tower leases, under which companies lease space on Tollway cell towers along the Tollway's roadways to place their communication equipment.
- Fiber optic leases, under which companies lease Tollway fiber and duct lines along the Tollway's roadways.

The leases expire at various dates through 2076 and provide for various renewal options. Certain leases provide for increases in future minimum annual rental payments based on defined increases in the Consumer Price Index. Management uses the Tollway's incremental borrowing rate when interest rates are not specified in lease agreements.

Some leases require variable payments based on future performance of the lessee and are not included in the measurement of the lease receivable. These variable payments are recognized as inflows of resources in the periods in which the payments are received.

For the year ended December 31, 2024, the Tollway recognized revenue from these leases, as follows:

Lease revenue	\$ 2,661,554
Interest revenue	<u>427,939</u>
Total	\$ 3,089,493

Total future minimum lease payments to be received under lease agreements are as follows:

	Business Type Activities		
	Principal	Interest	Total
2025 \$	2,724,913	\$ 376,386	\$ 3,101,299
2026	2,497,101	302,227	2,799,328
2027	1,762,203	233,211	1,995,414
2028	1,346,909	190,134	1,537,043
2029	1,162,095	149,132	1,311,227
2030-2034	2,731,468	447,369	3,178,837
2035 and thereafter	1,286,810	210,211	1,497,021
Total minimum lease payments \$	<u>13,511,499</u>	<u>\$ 1,908,670</u>	<u>\$ 15,420,169</u>

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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Notes to the Financial Statements

For the Year Ended December 31, 2024

## Lessee Activity:

The Tollway was not a lessee under any lease in 2024 and, thus, did not have any right-to-use lease assets and liabilities.

- (b) GASB Statement No. 96 – *Subscription-Based Information Technology Arrangements (SBITAs)* was a new accounting pronouncement that was adopted by the Tollway in the year ended December 31, 2023. This statement requires recognition of right-to-use assets and liabilities related to cloud-based information technology arrangements.

The Tollway has entered into various SBITAs with varying remaining contract terms. At December 31, 2024, subscription assets under SBITA are as follows:

Equipment	\$ 9,826,245
Accumulated amortization	(3,490,107)
Balance - December 31, 2024	<u>\$ 6,336,138</u>

Total future minimum subscription payments under subscription technology agreements are as follows:

	Business Type Activities		
	Principal	Interest	Total
2025	1,648,673	161,255	1,809,928
2026	1,098,280	101,206	1,199,486
2027	629,788	56,591	686,379
2028	648,370	31,726	680,096
2029	25,783	5,716	31,499
2030 -2033	117,124	12,074	129,198
Total minimum subscription technology agreement payments	<u>4,168,018</u>	<u>368,568</u>	<u>4,536,586</u>

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**(6) Capital and Lease Assets**

Changes in capital and lease assets for the year ended December 31, 2024, are as follows:

	Balance at Jan 1, 2024	Additions and transfers in	Deletions and transfers out	Balance at Dec 31, 2024
Nondepreciable capital assets:				
Land and improvements	\$ 1,036,739,548	\$ 82,752,970	\$ -	\$ 1,119,492,518
Construction in progress	2,439,159,562	877,313,075	(957,151,819)	2,359,320,818
Total nondepreciable capital assets	<u>3,475,899,110</u>	<u>960,066,045</u>	<u>(957,151,819)</u>	<u>3,478,813,336</u>
Depreciable capital assets				
Buildings	73,148,911	309,827	-	73,458,738
Temporary Easement	5,647,007	98,370	(1,034,594)	4,710,783
Infrastructure	13,338,664,815	997,711,951	(148,272,794)	14,188,103,972
Machinery and equipment	509,237,900	34,367,553	(9,922,965)	533,682,488
SBITA	4,454,399	5,371,846	-	9,826,245
Total depreciable capital and lease assets	<u>13,931,153,032</u>	<u>1,037,859,547</u>	<u>(159,230,353)</u>	<u>14,809,782,226</u>
Less accumulated depreciation and amortization				
Buildings	(52,189,081)	(1,847,215)	-	(54,036,296)
Temporary Easement	(2,381,295)	(1,223,610)	1,034,594	(2,570,311)
Infrastructure	(5,165,116,563)	(501,586,422)	148,272,794	(5,518,430,191)
Machinery and equipment	(335,581,211)	(35,194,925)	8,822,592	(361,953,544)
SBITA	(952,565)	(2,537,542)	-	(3,490,107)
Total accumulated depreciation and amortization	<u>(5,556,220,715)</u>	<u>(542,389,714)</u>	<u>158,129,980</u>	<u>(5,940,480,449)</u>
Total depreciable assets, net	<u>8,374,932,317</u>	<u>495,469,833</u>	<u>(1,100,373)</u>	<u>8,869,301,777</u>
Total capital assets, net	<u>\$ 11,850,831,427</u>	<u>\$ 1,455,535,878</u>	<u>\$ (958,252,192)</u>	<u>\$ 12,348,115,113</u>

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## (7) Revenue Bonds Payable

Changes in revenue bonds payable for the year ended December 31, 2024, are as follows:

	Balance at Jan 1, 2024*	Additions	Deletions	Balance at Dec 31, 2024	Due within one year
2009 Series A	\$ 400,000,000	\$ -	\$ -	\$ 400,000,000	\$ -
2009 Series B	280,000,000	-	-	280,000,000	-
2013 Series A	500,000,000	-	(500,000,000)	-	-
2014 Series B	500,000,000	-	(500,000,000)	-	-
2014 Series C	400,000,000	-	-	400,000,000	-
2014 Series D	140,935,000	-	(139,935,000)	1,000,000	1,000,000
2015 Series A	400,000,000	-	-	400,000,000	-
2015 Series B	400,000,000	-	-	400,000,000	-
2016 Series A	333,060,000	-	-	333,060,000	-
2016 Series B	300,000,000	-	-	300,000,000	-
2017 Series A	300,000,000	-	-	300,000,000	-
2018 Series A	455,540,000	-	(12,910,000)	442,630,000	46,330,000
2019 Series A	300,000,000	-	-	300,000,000	-
2019 Series B	225,245,000	-	-	225,245,000	36,670,000
2019 Series C	693,735,000	-	(2,180,000)	691,555,000	78,715,000
2020 Series A	500,000,000	-	-	500,000,000	-
2021 Series A	700,000,000	-	-	700,000,000	-
2023 Series A	500,000,000	-	-	500,000,000	-
2024 Series A	-	873,710,000	-	873,710,000	-
Totals	\$ 7,328,515,000	\$ 873,710,000	\$ (1,155,025,000)	\$ 7,047,200,000	\$ 162,715,000
Current portion of revenue bonds payable	(155,025,000)	(162,715,000)	155,025,000	(162,715,000)	
Unamortized bond premium	916,925,354	136,849,914	(142,839,019)	910,936,249	
Revenue bonds payable net of current portion, plus unamor- tized bond premium	<u>\$ 8,090,415,354</u>	<u>\$ 847,844,914</u>	<u>\$ (1,142,839,019)</u>	<u>\$ 7,795,421,249</u>	

\* The January 1, 2024 balances are before any payments of principal due on January 1, 2024, and before the refundings and defeasements of the Series 2013A Bonds and Series 2014B Bonds, both on January 4, 2024, which such refundings and defeasements are reflected in the Deletions column.

### (a) Build America Bonds

The American Recovery and Reinvestment Act of 2009 authorized the Tollway to issue taxable bonds known as "Build America Bonds" to finance capital expenditures for which it could issue tax-exempt bonds and to elect to receive a subsidy payment from the federal government equal to 35% of the amount of each interest payment on such taxable bonds. The receipt of such subsidy payments by the Tollway is subject to certain requirements, including the filing of a form with the Internal Revenue Service prior to each interest payment date. The subsidy payments are not full faith and credit obligations of the United States of America. As a result of the impact of sequestration, the federal government has reduced the amount of the subsidy payments



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since March 2013. The following table presents subsidies under the Build America Bonds program and the impact of sequestration thereon.

<u>Period</u>	<u>Reduction</u>	<u>% of Interest Subsidized</u>	<u>Period</u>	<u>Reduction</u>	<u>% of Interest Subsidized</u>
2009 – Feb 2013	None	35.000%	Oct 2016–Sep 2017	6.9%	32.585%
Mar 2013–Sep 2013	8.7%	31.955%	Oct 2017–Sep 2018	6.6%	32.690%
Oct 2013–Sep 2014	7.2%	32.480%	Oct 2018–Sep 2019	6.2%	32.830%
Oct 2014–Sep 2015	7.3%	32.445%	Oct 2019–Sep 2020	5.9%	32.935%
Oct 2015–Sep 2016	6.8%	32.620%	Oct 2020–Sep 2030	5.7%	33.005%

The current sequestration reduction rate of 5.7% will be applied through October 1, 2030, unless and until a law is enacted that cancels or otherwise affects the sequester, at which time the sequestration reduction rate is subject to change. (See Note 20 – Subsequent Events). The Series 2009A Bonds and Series 2009B Bonds are taxable Build America Bonds; all other Tollway bonds are federally tax-exempt bonds.

## (b) *Series 2009A Bonds*

On May 21, 2009, the Tollway issued \$500,000,000 of Toll Highway Senior Priority Revenue Bonds, Taxable 2009 Series A (Build America Bonds – Direct Payment). The Tollway made an irrevocable election to designate the bonds as Build America Bonds pursuant to the provisions of Section 54AA(g) of the Internal Revenue Code of 1986. The Tollway covenanted to apply Build America Bonds subsidy payments to the payment of debt service. This issuance was the fifth bond sale utilized to finance capital projects in the Congestion-Relief Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as two term bonds, \$100,000,000 maturing on January 1, 2024, and \$400,000,000 maturing on January 1, 2034. The term bond maturing January 1, 2024, then-outstanding in an amount of \$78,060,000, was refunded and redeemed, at a redemption price of 100% of the principal amount plus accrued interest, in connection with the issuance of the Tollway's Series 2018A Bonds on January 10, 2019. The bonds maturing January 1, 2034 bear an interest rate of 6.184%, were sold at a price of 100% of the par amount of the bonds, and are subject to optional redemption at a redemption price equal to the greater of: (i) 100% of the principal amount of the bonds to be redeemed; and (ii) the sum of the present value of the remaining scheduled payments of principal and interest to the maturity date of the bonds to be redeemed, discounted to the date on which the bonds are to be redeemed on a semi-annual basis at the yield to maturity as of such redemption date of the U.S. Treasury security with a constant maturity most nearly equal to the period from the redemption date to the

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maturity date of the bonds to be redeemed, plus 30 basis points, plus, in each case, accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(c) Series 2009B Bonds**

On December 8, 2009, the Tollway issued \$280,000,000 of Toll Highway Senior Priority Revenue Bonds, Taxable 2009 Series B (Build America Bonds – Direct Payment). The Tollway made an irrevocable election to designate the bonds as Build America Bonds pursuant to the provisions of Section 54AA(g) of the Internal Revenue Code of 1986. The Tollway covenanted to apply Build America Bonds subsidy payments to the payment of debt service. This issuance was the sixth bond sale utilized to finance capital projects in the Congestion-Relief Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. In connection with the issuance of the bonds, the Tollway deposited \$12,000,000 funds on hand into the debt service account to pay the bond interest due on June 1, 2010, and a portion of the bond interest due on December 1, 2010. The bonds mature on December 1, 2034. The bonds bear an interest rate of 5.851% and were sold at a price of 100% of the par amount of the bonds. The bonds are subject to optional redemption at a redemption price equal to the greater of: (i) 100% of the principal amount of the bonds to be redeemed; and (ii) the sum of the present value of the remaining scheduled payments of principal and interest to the maturity date of the bonds to be redeemed, discounted to the date on which the bonds are to be redeemed on a semi-annual basis at the yield to maturity as of such redemption date of the U.S. Treasury security with a constant maturity most nearly equal to the period from the redemption date to the maturity date of the bonds to be redeemed, plus 25 basis points, plus, in each case, accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(d) Series 2014C Bonds**

On December 4, 2014, the Tollway issued \$400,000,000 of Toll Highway Senior Revenue Bonds, 2014 Series C. This issuance was the third bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2039. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$53,737,539. The bonds are subject to optional redemption on or after January 1, 2025, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(e) Series 2014D Bonds**

On December 18, 2014, the Tollway issued \$264,555,000 of Toll Highway Senior Revenue Bonds, 2014 Series D (Refunding). The bonds advance refunded \$291,660,000 of Toll Highway Senior Priority Revenue Bonds, 2006 Series A-1. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2018 through 2025. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$49,884,988. The bonds are not subject to optional redemption. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in debt service between the refunding debt, if outstanding through final maturity, and the

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refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was \$38.4 million. The present value of such savings was estimated at \$33.0 million at the time of the transaction's closing.

### **(f) Series 2015A Bonds**

On July 30, 2015, the Tollway issued \$400,000,000 of Toll Highway Senior Revenue Bonds, 2015 Series A. This issuance was the fourth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2037 and a term bond maturing January 1, 2040. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$39,445,649. The bonds are subject to optional redemption on or after July 1, 2025, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2040, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2038. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(g) Series 2015B Bonds**

On December 17, 2015, the Tollway issued \$400,000,000 of Toll Highway Senior Revenue Bonds, 2015 Series B. This issuance was the fifth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2037 and a term bond maturing January 1, 2040. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$47,418,612. The bonds are subject to optional redemption on or after January 1, 2026, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2040, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2038. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(h) Series 2016A Bonds**

On January 14, 2016, the Tollway issued \$333,060,000 of Toll Highway Senior Revenue Bonds, 2016 Series A (Refunding). The bonds advance refunded \$350,000,000 of Toll Highway Senior Priority Revenue Bonds, 2008 Series B. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on December 1, 2031, bearing interest rates of 4.00% and 5.00% and December 1, 2032, bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of \$49,635,106. The bonds are subject to optional redemption on or after January 1, 2026, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was

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\$70.0 million. The present value of such savings was estimated at \$50.9 million at the time of the transaction's closing.

### **(i) Series 2016B Bonds**

On June 16, 2016, the Tollway issued \$300,000,000 of Toll Highway Senior Revenue Bonds, 2016 Series B. This issuance was the sixth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2038 and a term bond maturing January 1, 2041. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$59,573,902. The bonds are subject to optional redemption on or after July 1, 2026, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2041, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2039. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(j) Series 2017A Bonds**

On December 6, 2017, the Tollway issued \$300,000,000 of Toll Highway Senior Revenue Bonds, 2017 Series A. This issuance was the seventh bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2028 through 2039 and a term bond maturing January 1, 2042. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of \$50,071,706. The bonds are subject to optional redemption on or after January 1, 2028, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2042, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2040. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(k) Series 2018A Bonds**

On January 10, 2019, the Tollway issued \$515,250,000 of Toll Highway Senior Revenue Bonds, 2018 Series A (Refunding). The bonds refunded \$262,500,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-2, \$189,600,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-1a, and \$78,060,000 2009 Series A Bonds scheduled to mature on January 1, 2024. The bonds also financed costs of issuance and costs of terminating two variable-to-fixed interest rate exchange agreements (swaps) associated with the refunded bonds. The bonds were sold as serial bonds maturing on January 1 of each of the years 2020 through 2031 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of \$79,372,651. The bonds are subject to optional redemption on or after January 1, 2029, at a redemption price of 100% of the principal amount plus accrued interest. The purpose of the

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refunding was to reduce risks related to variable interest rates and third-party agreements. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### ***(l) Series 2019A Bonds***

On July 11, 2019, the Tollway issued \$300,000,000 of Toll Highway Senior Revenue Bonds, 2019 Series A. This issuance was the eighth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2036 through 2041 and two term bonds maturing January 1, 2044. Bonds were sold bearing interest rates ranging from 3.0% to 5.0%. The bonds were sold at yields which produced an original issue premium of \$47,215,820. The bonds are subject to optional redemption on or after July 1, 2029, at a redemption price of 100% of the principal amount plus accrued interest. The term bonds maturing January 1, 2044, are each subject to annual sinking fund redemption prior to maturity, beginning January 1, 2042. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### ***(m) Series 2019B Bonds***

On November 14, 2019, the Tollway issued \$225,245,000 of Toll Highway Senior Revenue Bonds, 2019 Series B (Refunding). The bonds refunded \$276,560,000 of Toll Highway Senior Refunding Revenue Bonds, 2010 Series A-1. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2025 through 2031 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of \$51,916,736. The bonds are subject to optional redemption on or after January 1, 2030, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was \$69.2 million. The present value of such savings was estimated at \$62.2 million at the time of the transaction's closing.

### ***(n) Series 2019C Bonds***

On December 23, 2019, the Tollway issued \$697,870,000 Toll Highway Senior Revenue Bonds, 2019 Series C (Refunding). The bonds refunded \$350,000,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-1, \$87,500,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-2d, \$189,600,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-1b, and \$94,825,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-2. The bonds also financed costs of issuance and costs of terminating five variable-to-fixed interest rate exchange agreements (swaps) associated with the refunded bonds. The bonds were sold as serial bonds maturing on January 1 of each of the years 2022 through 2031 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of \$166,652,297. The bonds are subject to optional redemption on or after January 1, 2030, at a redemption price of 100% of the principal amount plus accrued interest. The purpose of the refunding was to reduce risks related to variable interest rates

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and third-party agreements. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(o) Series 2020A Bonds**

On December 17, 2020, the Tollway issued \$500,000,000 of Toll Highway Senior Revenue Bonds, 2020 Series A. This issuance was the ninth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2036 through 2041 and a term bond maturing January 1, 2045. Bonds were sold bearing an interest rate of 5.0%. The bonds were sold at yields which produced an original issue premium of \$144,942,984. The bonds are subject to optional redemption on or after January 1, 2031, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2045, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2042. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(p) Series 2021A Bonds**

On December 16, 2021, the Tollway issued \$700,000,000 of Toll Highway Senior Revenue Bonds, 2021 Series A. This issuance was the tenth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2039 through 2043 and two term bonds maturing January 1, 2046. Bonds were sold bearing interest rates of 4.0% or 5.0%. The bonds were sold at yields which produced an original issue premium of \$172,974,010. The bonds are subject to optional redemption on or after January 1, 2032, at a redemption price of 100% of the principal amount plus accrued interest. The term bonds maturing January 1, 2046, are each subject to annual sinking fund redemption prior to maturity, beginning January 1, 2044. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(q) Series 2023A Bonds**

On May 18, 2023, the Tollway issued \$500,000,000 of Toll Highway Senior Revenue Bonds, 2023 Series A. This was the eleventh bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing January 1 of each of the years 2041 through 2045. Bonds were sold bearing interest rates of 5.00% or 5.25%. The bonds were sold at yields which produced an original issue premium of \$56,673,637. The bonds are subject to optional redemption on or after July 1, 2033, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

### **(r) Series 2024A Bonds**

On January 4, 2024, the Tollway issued \$873,710,000 of Toll Highway Senior Revenue Bonds, 2024 Series A (Refunding). The bonds, with other funds, refunded \$500,000,000 of Toll Highway Senior Revenue Bonds, 2013 Series A and \$500,000,000 of Toll Highway Senior

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Revenue Bonds, 2014 Series B. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2028 through 2039 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of \$136,849,914. The bonds are subject to optional redemption on or after July 1, 2034, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in net debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was \$192.8 million. The present value of such savings was estimated at \$151.8 million at the time of the transaction's closing.

**(s) Defeased Bonds**

The Series 2013A bonds and Series 2014B bonds were defeased on January 4, 2024, in connection with the refunding described under the preceding subsection on the Series 2024A Bonds, when a refunding escrow was established to provide funds to redeem in full such Series 2013A and 2014B bonds on April 2, 2024, which such redemption occurred as scheduled. As of December 31, 2024, no defeased Tollway bonds were outstanding.

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## (t) All Series

Details of outstanding revenue bonds as of December 31, 2024, are as follows:

Issue of 2009 Series A, 6.184% due on January 1, 2032-2034	\$	400,000,000
Issue of 2009 Series B, 5.851% due on December 1, 2034		280,000,000
Issue of 2014 Series C, 5.00% due on January 1, 2027-2039		400,000,000
Issue of 2014 Series D, 5.00% due on January 1, 2025		1,000,000
Issue of 2015 Series A, 5.00% due on January 1, 2027-2040		400,000,000
Issue of 2015 Series B, 5.00% due on January 1, 2027-2040		400,000,000
Issue of 2016 Series A, 4.00% due on December 1, 2031 and 5.00% due on December 1, 2031-2032		333,060,000
Issue of 2016 Series B, 5.00% due on January 1, 2027-2041		300,000,000
Issue of 2017 Series A, 5.00% due on January 1, 2028-2042		300,000,000
Issue of 2018 Series A, 5.00% due on January 1, 2025-2031		442,630,000
Issue of 2019 Series A, 3.00% due on January 1, 2038, 4.00% due on January 1, 2037, 2039 and 2042-2044, and 5.00% due on January 1, 2036 and 2040-2044		300,000,000
Issue of 2019 Series B, 5.00% due on January 1, 2025-2031		225,245,000
Issue of 2019 Series C, 5.00% due on January 1, 2025-2031		691,555,000
Issue of 2020 Series A, 5.00% due on January 1, 2036-2045		500,000,000
Issue of 2021 Series A, 4.00% due on January 1, 2039-2040, 2042, and 2044-2046, and 5.00% due on January 1, 2041 and 2043-2046		700,000,000
Issue of 2023 Series A, 5.00% due on January 1, 2041-2042, and 2044, 5.25% due on January 1, 2043 and 2045		500,000,000
Issue of 2024 Series A, 5.00% due on January 1, 2028-2039		873,710,000
		<hr/>
Total revenue bonds payable	\$	7,047,200,000
Less current portion*	\$	(162,715,000)
Plus unamortized bond premium		910,936,249
		<hr/>
Long-term portion of revenue bonds payable plus unamortized bond premium	\$	<u>7,795,421,249</u>

Accrued interest payable as of the year ended December 31, 2024, was \$ 164,215,796.



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The annual requirements to retire principal and pay interest on all bonds outstanding at December 31, 2024, all of which are fixed interest rate bonds, are as follows:

<b>Year ending December 31</b>	<b>Principal</b>	<b>Interest</b>	<b>Total Debt Service</b>
2025	162,715,000	351,459,175	514,174,175
2026	180,230,000	342,885,550	523,115,550
2027	208,560,000	333,165,800	541,725,800
2028	236,445,000	322,040,675	558,485,675
2029	248,565,000	309,915,425	558,480,425
2030	261,190,000	297,171,550	558,361,550
2031	436,945,000	283,786,175	720,731,175
2032	304,770,000	265,557,048	570,327,048
2033	139,570,000	249,377,025	388,947,025
2034	606,245,000	235,761,652	842,006,652
2035	65,625,000	208,027,125	273,652,125
2036	365,315,000	197,253,625	562,568,625
2037	383,610,000	178,550,500	562,160,500
2038	402,760,000	158,951,250	561,711,250
2039	422,755,000	138,463,375	561,218,375
2040	454,800,000	116,734,500	571,534,500
2041	457,200,000	94,034,500	551,234,500
2042	414,600,000	72,877,000	487,477,000
2043	404,500,000	53,003,875	457,503,875
2044	417,500,000	32,835,750	450,335,750
2045	353,300,000	14,106,625	367,406,625
2046	120,000,000	2,700,000	122,700,000
Total	<u>\$ 7,047,200,000</u>	<u>\$ 4,258,658,200</u>	<u>\$ 11,305,858,200</u>

## (u) Capitalized Interest

In 2018, the Tollway implemented GASB 89 – *Accounting for Interest Cost Incurred Before the End of a Construction Period* which requires that all interest costs be recognized as an expense in the current period. Prior to implementation, a portion of interest expense attributable to construction was required to be capitalized. GASB 89 changed this requirement prospectively. As of December 31, 2024, the Tollway continues to amortize previously capitalized interest with an unamortized balance of \$80.4 million.

## (v) Trust Indenture Agreement

All Tollway bonds outstanding as of December 31, 2024, were issued under the Amended and Restated Trust Indenture effective as of March 31, 1999, amending and restating a Trust

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Indenture dated as of December 1, 1985 (as amended, restated, and supplemented, the "Trust Indenture") from the Tollway to The Bank of New York Mellon Trust Company, N.A., as successor Trustee (the "Trustee"). The Trustee serves as a fiduciary on behalf of bondholders. The Trust Indenture establishes the conditions under which the Tollway may issue bonds and the security to be pledged to bondholders. The Trust Indenture establishes two funds: (i) a construction fund to account for the spending of Tollway bond proceeds; and (ii) a revenue fund to account for the deposit of Tollway revenues. The construction fund is divided into different accounts for each project under the Trust Indenture. The revenue fund is divided into six different accounts (some of which are further divided into sub-accounts) which establish an order of funding priority through which Tollway revenues flow. Revenues first fund the maintenance and operation account, which is the only account in the revenue fund in which bondholders do not have a security interest. Remaining revenues fund the other accounts of the revenue fund in the following order of priority: the debt service account, the debt reserve account, the renewal and replacement account, the improvement account, and the system reserve account. (The Trust Indenture also allows for the creation of junior lien bond accounts; to date the Tollway has never issued junior lien bonds.) All accounts of the construction fund and the debt service account and debt reserve account of the revenue fund are held by the Trustee. Trustee-held funds classified as net position restricted under the Trust Indenture is included in Note 9.

### **(w) Arbitrage Rebate**

In the 1980s, Congress determined that arbitrage rebate rules were needed to curb issuance of investment motivated tax-exempt bonds. These rules were designed to create additional safeguards against issuers obtaining an arbitrage benefit by issuing bonds either prematurely or in excess of actual need in order to benefit from an expected spread between tax-exempt borrowing cost and return on investment of bond proceeds. As a result, under certain conditions gain from arbitrage must be rebated to the United States Government. The Tollway determined that, as of December 31, 2024, no arbitrage rebate liability was owing.

### **(8) Unearned Revenue**

The Tollway's communications network includes a fiber optic system. Excess capacity on the fiber optic lines is leased to other organizations in order to offset the cost of the system. Since 2000, when the system was initially upgraded, the Tollway has entered into fiber optic system lease agreements with varying terms.

The total unearned revenue balance for the fiber optic system, after removing fully amortized agreements, was \$53,730,001 at December 31, 2024, and the amount earned was \$13,972,294 through December 31, 2024.

The Tollway also invoices annual fiber optic maintenance fees. At December 31, 2024, some of these fees had been paid in advance. These have also been recorded as unearned revenue.

On October 1, 2013, the Tollway entered into a 3-year agreement with Travelers Marketing, LLC, for sponsorship of the Tollway's Highway Emergency Lane Patrol (H.E.L.P.) trucks by its advertising sponsor/partner, Geico Insurance. In exchange for a cumulative sponsorship fee of \$6,160,250, Travelers has the exclusive right to place State Farm Insurance branding on Tollway H.E.L.P. trucks and H.E.L.P. truck operator uniforms. On October 1, 2016, this contract was extended for an additional 3 years, and on October 1, 2019, a three-month extension was executed. Additional 3-

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year agreements were executed in January 2020 and January, 2023. The sponsorship fee paid by Travelers in 2023 has been recorded as unearned revenue and is recognized as revenue as earned.

A summary of changes in unearned revenue for the year ended December 31, 2024, is as follows:

	<u>Balance at January 1</u>	<u>Current Year Activity</u>	<u>Balance at December 31</u>	<u>Current Portion</u>
Unearned revenue				
Fiber optics and co-location	\$ 38,380,174	\$ 15,349,827	\$ 53,730,001	\$ 4,172,638
Accumulated amortization	<u>(11,614,904)</u>	<u>(2,357,390)</u>	<u>(13,972,294)</u>	<u>(3,726,744)</u>
	<u>26,765,270</u>	<u>12,992,437</u>	<u>39,757,707</u>	<u>445,894</u>
Intergovernmental agreements	116,579	(7,479)	109,100	109,100
Accumulated amortization	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
	<u>116,579</u>	<u>(7,479)</u>	<u>109,100</u>	<u>109,100</u>
H.E.L.P. Truck advertising revenue	6,761,250	601,000	7,362,250	25,042
Accumulated amortization	<u>(6,736,208)</u>	<u>(601,000)</u>	<u>(7,337,208)</u>	<u>-</u>
	<u>25,042</u>	<u>-</u>	<u>25,042</u>	<u>25,042</u>
Totals				
Unearned revenue	45,258,003	15,943,348	61,201,351	4,306,780
Accumulated amortization	<u>(18,351,112)</u>	<u>(2,958,390)</u>	<u>(21,309,502)</u>	<u>(3,726,744)</u>
Net unearned revenue	<u>\$ 26,906,891</u>	<u>\$ 12,984,958</u>	<u>\$ 39,891,849</u>	<u>\$ 580,036</u>

**(9) Restricted Net Position**

As of December 31, 2024, the Tollway reported the following restricted net position:

<u>Description</u>	<u>December 31, 2024</u>
Net position restricted under Trust Indenture Agreement	<u>\$ 659,158,112</u>

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### (10) State Employees' Retirement System

#### *Plan Description*

Substantially all of the Tollway's full-time employees, as well as the State Police assigned to the Tollway who are not eligible for any other state-sponsored retirement plan, participate in the Illinois State Employees' Retirement System (SERS), which is a component unit of the State of Illinois reporting entity. SERS is a single-employer defined benefit public employee retirement system in which state employees participate, except those covered by the State Universities, Teachers, General Assembly and Judges' Retirement Systems. SERS is governed by a 13 member Board of Trustees, consisting of the Illinois Comptroller, six trustees appointed by the Governor with the advice and consent of the Illinois Senate, four trustees elected by SERS members, and two trustees appointed by SERS retirees. SERS issues a separate annual comprehensive financial report (ACFR). The financial position and results of operations for SERS for fiscal year 2024 are also included in the state's ACFR for the year ended June 30, 2024.

As of June 30, 2024, the breakdown of employees participating or benefitting from SERS, as a whole, is as follows:

Active employees	65,508
Retirees and beneficiaries currently receiving benefits	77,600
Inactive employees entitled to but not yet receiving benefits	3,675

A summary of SERS' benefit provisions, changes in benefit provisions, employee eligibility requirements including eligibility for vesting, and the authority under which benefit provisions are established are included as an integral part of the SERS' ACFR. Also included therein is a discussion of employer and employee obligations to contribute and the authority under which those obligations are established.

To obtain a copy of SERS' ACFR, write, call, or email:

State Employees' Retirement System

2101 S. Veterans Parkway

Springfield, IL 62794-9255

(217) 785-7444

[sers@mail.state.il.us](mailto:sers@mail.state.il.us)

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### **Benefit Provisions**

SERS provides retirement benefits based on the member's final average compensation and the number of years of credited service that have been established. The retirement benefit formula available to general State employees is 1.67% for each year of covered service and 2.2% for each year of noncovered service. (Covered service is defined as service time where the employee contributed to Social Security as well as SERS). Alternative formula employees have a formula of 2.5% for covered service and 3.0% for noncovered service. The maximum retirement annuity payable is 75% of final average compensation as calculated under the regular formula. The maximum retirement annuity payable is 80% of final average compensation as calculated under the alternative formula.

The minimum monthly retirement annuity payable is \$15 for each year of covered employment and \$25 for each year of noncovered employment.

Participants in SERS under the regular formula Tier 1 and Tier 2 receive the following levels of benefits based on their respective age and years of service credits:

Regular Formula Tier 1	Regular Formula Tier 2
<p>A member must have a minimum of eight years of service credit and may retire at:</p> <ul style="list-style-type: none"> <li>• Age 60, with eight years of service credit.</li> <li>• Any age, when the member's age (years and whole months) plus years of service credit (years and whole months) equal 85 years (1,020 months) (Rule of 85) with eight years of credited service.</li> <li>• Between ages 55-60 with 25-30 years of service credit (reduced 1/2 of 1% for each month under age 60).</li> </ul> <p>The retirement benefit is based on final average compensation and credited service. Final average compensation is the 48 highest consecutive months of service within the last 120 months of service.</p> <p>Under the Rule of 85, a member is eligible for the first 3% increase on January 1 following the first full year of retirement, even if the member is not age 60. If the member retires at age 60 or older, he/she will receive a 3% pension increase every year on January 1, following the first full year of retirement.</p> <p>If the member retires before age 60 with a reduced retirement benefit, he/she will receive a 3% pension increase every January 1 after the member turns age 60 and has been retired at least one full year. These pension increases are not limited by the 75% maximum.</p>	<p>A member must have a minimum of 10 years of credited service and may retire at:</p> <ul style="list-style-type: none"> <li>• Age 67, with 10 years of credited service.</li> <li>• Between ages 62-67 with 10 years of credited service (reduced 1/2 of 1% for each month under age 67).</li> </ul> <p>The retirement benefit is based on final average compensation and credited service. For regular formula employees, final average compensation is the average of the 96 highest consecutive months of service within the last 120 months of service. The retirement benefit is calculated on a maximum salary of \$106,800. This amount increases annually by 3% or one-half of the Consumer Price Index, whichever is less.</p> <p>If the member retires at age 67 or older, he/she will receive a pension increase of 3% or one-half of the Consumer Price Index for the preceding calendar year, whichever is less, every year on January 1, following the first full year of retirement. The salary limits for calendar year 2024 is \$125,774.</p> <p>If the member retires before age 67 with a reduced retirement benefit, he/she will receive a pension increase of 3% or 1/2 of the Consumer Price Index for the preceding calendar year, whichever is less, every January 1 after the member turns age 67 and has been retired at least one full year. These pension increases are not limited by the 75% maximum.</p>

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Additionally, SERS provides an alternative retirement formula for State employees in high-risk jobs, such as State policemen, fire fighters, and security employees. Employees qualifying for benefits under the alternative formula may retire at an earlier age depending on membership in Tier 1 or Tier 2. The retirement formula is 2.5% for each year of covered service and 3.0% for each year of noncovered service.

SERS also provides occupational and nonoccupational (including temporary) disability benefits. To be eligible for nonoccupational (including temporary) disability benefits, an employee must have at least eighteen months of credited service. The nonoccupational (including temporary) disability benefit is equal to 50% of the average rate of compensation of the employee on the date of removal from the payroll. Occupational disability benefits are provided when the member becomes disabled as a direct result of injuries or diseases arising out of and in the course of State employment. The monthly benefit is equal to 75% of the average rate of compensation on the date of removal from the payroll. This benefit amount is reduced by workers' compensation or payments under the Occupational Diseases Act.

Occupational and nonoccupational death benefits are also available through SERS. Certain nonoccupational death benefits vest after eighteen months of credited service. Occupational death benefits are provided from the date of employment.

### **Contributions**

Contribution requirements of active employees and the State are established in accordance with Chapter 40, section 5/14-133 of the Illinois Compiled Statutes (ILCS). Member contributions are based on fixed percentages of covered payroll ranging between 4% and 12.50%. Employee contributions are fully refundable, without interest, upon withdrawal from State employment. Tier 1 members contribute based on total annual compensation. Tier 2 members contribute based on an annual compensation rate not to exceed \$125,774 for 2024 with limitations for future years increased by the lesser of 3% or one-half of the annual percentage increase in the Consumer Price Index.

The State is required to make payment for the required departmental employer contributions, all allowances, annuities, any benefits granted under Chapter 40, Article 5/14 of the ILCS and all administrative expenses of SERS to the extent specified in the ILCS. State law provides that the employer contribution rate be determined based upon the results of each annual actuarial valuation.

For fiscal year 2024, the required employer contributions were computed in accordance with the State's funding plan. This funding legislation provides for a systematic 50-year funding plan with an ultimate goal to achieve 90% funding of the plan's liabilities. In addition, the funding plan provided for a 15-year phase-in period to allow the State to adapt to the increased financial commitment. Since the 15-year phase-in period ended June 30, 2010, the State's contribution will remain at a level percentage of payroll, recomputed annually, for the next 35 years until the 90% funded level is achieved. For State fiscal year 2024, the employer contribution rate is 52.657%. The Tollway's contribution amount for calendar year 2024 was \$71,557,774.

The Tollway has made all required contributions through December 31, 2024.

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## ***Pension Liability, Deferred Outflows of Resources, Deferred Inflows of Resources, and Expense Related to Pensions***

GASB Statement No. 68, as amended by GASB Statement No. 71, requires an allocation of total pension liability and pension expense, and to recognize proportionate shares for the primary government and component units, including the Tollway.

At December 31, 2024, the Tollway reported a liability of \$794,976,616 for its allocated share of the State's total pension liability for SERS on the statement of net position. The total pension liability was measured as of June 30, 2024 (current year measurement date), and the total pension liability was determined by an actuarial valuation as of that date. The Tollway's portion of the total pension liability was based on the Tollway's proportion of employer contributions relative to all employer contributions made to the plan during the year ended June 30, 2024. As of the current year measurement date of June 30, 2024, the Tollway's proportion was 2.4037%, which was an increase of 0.0648% from its proportion of 2.3389% measured as of the prior year measurement date of June 30, 2023.

Change in the total pension liability allocated to the Tollway for the year ended December 31, 2024, is as follows:

	Balance			Balance	Amounts due
	January 1	Additions	Deletions	December 31	within one year
Total Pension Liability	\$ 774,204,380	\$ 48,137,382	\$ 27,365,146	\$ 794,976,616	\$ -

For the year ended December 31, 2024, the Tollway recognized pension expense of \$48.1 million. This expense is less than the statutory actual contributions made by the Tollway, due to the implementation of GASB Statement No. 68. The expense decreased due to a decline in the actuarially computed unfunded pension liability because of changes in assumptions used by the actuaries.

At December 31, 2024, the Tollway reported deferred outflows and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 27,707,378	\$ -
Changes in assumptions	2,728,416	29,845,436
Net difference between projected and actual investment earnings on pension plan investments	6,063,896	-
Changes in proportion and differences between Tollway contributions and proportionate share of contributions	17,590,941	32,632,763
Tollway contributions subsequent to the measurement date	33,812,940	-
	<u>\$ 87,903,571</u>	<u>\$ 62,478,199</u>

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The \$33.8 million reported as deferred outflow of resources related to pensions resulting from Tollway contributions subsequent to the measurement date will be recognized as a reduction of the total pension liability in the year ending December 31, 2025.

Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

<u>Year Ending</u>	<u>Amount</u>
12/31/2025	\$ (22,141,966)
12/31/2026	5,323,272
12/31/2027	6,694,601
12/31/2028	1,736,525
Total	<u>\$ (8,387,568)</u>

### ***Actuarial Methods and Assumptions***

The total pension liability was determined by an actuarial valuation as of June 30, 2024, using the following actuarial assumptions, applied to all periods included in the measurement:

***Mortality:*** Pub-2010 General and Public Safety Healthy Retiree mortality tables, sex distinct, with rates projected to 2021 generational mortality improvement factors were updated to projection scale MP-2021.

***Inflation:*** 2.25%

***Investment Rate of Return:*** 6.75%

***Salary increases:*** Salary increase rates based on age related productivity and merit rates plus inflation.

***Post-Retirement increases:*** Post-retirement benefit increases of 3.00%, compounded, for Tier 1 and the lesser of 3.00% or one-half of the annual increase in the Consumer Price Index for Tier 2.

***Retirement Age:*** Experience-based table of rates specific to the type of eligibility condition. Table was last updated for the June 30, 2022, actuarial valuation pursuant to an experience study of the period July 1, 2018 to June 30, 2021.



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The long-term expected real rate of return on pension plan investments is reviewed annually by the SERS' actuary as part of the economic assumptions review. The actuarial assumptions are developed using historical data and projections employed to model future returns as provided by the Illinois State Board of Investments (ISBI) in conjunction with its investment consultant. The assumed rate of inflation which must be combined with the projected real return is 2.25%.

The target allocations and forward looking annualized geometric real rates of return for each major asset class, which are applicable for a 20-year projection period, are summarized in the following table. The 20-year projections produced an estimated annual real return of 5.55% and a standard deviation of 12.34% for the aggregate portfolio.

	<b>Asset Allocation</b>	
	<b>Target Allocation</b>	<b>20 Year Simulated Rate of Return</b>
U.S. Equity	22.0%	6.5%
Developed Foreign Equity	13.0%	7.6%
Emerging Market Equity	8.0%	7.8%
Private Equity	10.0%	8.8%
High Yield Bonds	2.0%	5.1%
Private Debt	10.0%	6.8%
Investment Grade Bonds	14.0%	2.5%
Long-Term Government Bonds	5.0%	2.8%
TIPS	3.0%	2.3%
Real Estate	10.0%	5.6%
Infrastructure	3.0%	6.1%
Total	100.0%	

### ***Discount Rate***

A discount rate of 6.59% was used to measure the total pension liability as of June 30, 2024. This rate remained the same as the rate used for the June 30, 2023 valuation.

This single discount rate was based on the June 30, 2024, expected rate of return on pension plan investments of 6.75% and a municipal bond rate of 3.97% as of June 30, 2024. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that contributions will be made at rates equal to the difference between the statutory contributions and the member rate. Based on these assumptions, the pension plan's fiduciary net position and future contributions were sufficient to finance the benefit payments through the year 2077 at June 30, 2024. As a result, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through the year 2077 and the municipal bond rate was applied to all benefit payments after that date.

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### ***Sensitivity of the Total Pension Liability to Changes in the Discount Rate***

The total pension liability for the plan was calculated using a single discount rate of 6.59%, as well as what the total pension liability would be if it were calculated using a discount rate that is 1-percentage point lower or 1-percentage point higher than the current rate as shown below:

	June 30, 2024		
	Current		
	1% decrease	Discount Rate	1% increase
	5.59%	6.59%	7.59%
Tollway's total pension liability	\$973,872,878	\$794,976,616	\$646,984,096

### ***Payables to the Pension Plan***

At December 31, 2024, the Tollway had no payable to SERS for outstanding contributions to the pension plans.

## **(11) Other Post-Employment Benefits (OPEB)**

### ***Plan description***

The State Employees Group Insurance Act of 1971 ("Act"), as amended, authorizes the Illinois State Employees Group Insurance Program ("SEGIP") to provide health, dental, vision, and life insurance benefits for certain retirees and their dependents. SEGIP includes substantially all employees of State agencies as well as retired employees of The Illinois Toll Highway Authority and the State's nine university component units. (Tollway retirees participate in SEGIP, but its active employees are covered under the Tollway's own self-insured health plan and do not participate in SEGIP). Members receiving monthly benefits from the General Assembly Retirement System ("GARS"), Judges Retirement System ("JRS"), State Employees' Retirement System of Illinois ("SERS"), Teachers' Retirement System ("TRS"), and State Universities Retirement System of Illinois ("SURS") are eligible for these other post-employment benefits ("OPEB"). Additionally, certain members covered under TRS for pension purposes are eligible for retiree healthcare benefits under the Teachers' Retirement Insurance Program ("TRIP"). Other TRS members eligible for coverage under SEGIP include: certified teachers employed by certain State agencies, executives employed by the Board of Education, regional superintendents, regional assistant superintendents, TRS employees and members with certain reciprocal service.

The Department of Central Management Services administers these benefits for annuitants with the assistance of the public retirement systems sponsored by the State (GARS, JRS, SERS, TRS and SURS). The State recognizes SEGIP OPEB benefits as a single-employer defined benefit plan. The plan does not issue a stand-alone financial report.

### ***Benefits provided***

The health, dental, and vision benefits provided to and contribution amounts required from annuitants are the result of collective bargaining between the State and the various unions representing the State's and the university component units' employees in accordance with limitations established in the Act. Therefore, the benefits provided and contribution amounts are subject to periodic change. Coverage through SEGIP becomes secondary to Medicare after

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Medicare eligibility has been reached. Members must enroll in Medicare Parts A and B to receive the subsidized SEGIP premium available to Medicare eligible participants. The Act requires the State to provide life insurance benefits for annuitants equal to their annual salary as of the last day of employment until age 60, at which time, the benefit amount becomes \$5,000.

### ***Funding policy and annual other postemployment benefit cost***

OPEB offered through SEGIP are financed through a combination of retiree premiums, State contributions and federal government subsidies from the Medicare Part D program. Contributions are deposited in the Health Insurance Reserve Fund, which covers both active State employees and retirement members. Annuitants may be required to contribute towards health and vision benefits with the amount based on factors such as date of retirement, years of credited service with the State, whether the annuitant is covered by Medicare, and whether the annuitant has chosen a managed health care plan. Annuitants who retired prior to January 1, 1998, and who are vested in the State Employee's Retirement System do not contribute toward health and vision benefits. For annuitants who retired on or after January 1, 1998, the annuitant's contribution amount is reduced 5% for each year of credited service with the State allowing those annuitants with 20 or more years of credited service to not have to contribute towards health and vision benefits. All annuitants are required to pay for dental benefits regardless of retirement date. The Director of Central Management Services shall, on an annual basis, determine the amount the State shall contribute toward the basic program of group health benefits. State contributions are made primarily from the General Revenue Fund on a pay-as-you-go basis. No assets are accumulated or dedicated to funding the retiree health insurance benefit and a separate trust has not been established for the funding of OPEB.

### ***Total OPEB liability, deferred outflows of resources, deferred inflows of resources and expense related to OPEB.***

GASB 75 requires an allocation of total OPEB liability and OPEB expense and to recognize proportionate shares for the primary government and component units, including the Tollway.

At December 31, 2024, the Tollway recorded a liability of \$239,044,002 for its allocated share of the State's total OPEB liability on the statement of net position. The total OPEB liability, as reported at December 31, 2024, was measured as of June 30, 2024, with an actuarial valuation as of June 30, 2023. The Tollway's portion of the total OPEB liability was based on the Tollway's proportion of employer contributions relative to all employer contributions made to the plan during the year ended June 30, 2023 for the Tollway's active employees and Illinois State Police Troop 15 active employees. Effective January 9, 2023, the "Act" was amended to change the method used to calculate the Tollway's annual contribution for its retired employees. Instead of requiring a specific liability to be calculated for future tollway retirees, the Tollway became required to contribute the "retiree-load" portion of SEGIP premiums for all active Tollway employees each month. Under this methodology, the Tollway will no longer be required to pay a portion of its retirees' health, dental and life premiums. The legislative change applied to any payments not yet made as of the date of the legislation. As of the current year measurement date of June 30, 2024, the Tollway's proportion was 1.1830%.

The State's unfunded OPEB liability, a portion of which is allocated to the Tollway, decreased significantly in 2022. This resulted in a Tollway recovery of OPEB expense of \$66,820,130 for 2024. Generally accepted accounting principles require that this recovery be shown as a negative operating expense that is accreted over the estimated average service life of the SEGIP members.

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At December 31, 2024, the Tollway reported deferred outflows and deferred inflows of resources, as of the measurement date of June 30, 2024, from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ 12,769,562	\$ 29,223,444
Changes in assumptions	11,152,282	92,109,065
Changes in proportion	9,588,014	62,394,497
Tollway contributions subsequent to the measurement date	9,131,893	-
	<u>\$ 42,641,751</u>	<u>\$ 183,727,006</u>

The amounts reported as deferred outflows of resources related to OPEB resulting from Tollway contributions subsequent to the measurement date will be recognized as a reduction to the OPEB liability in the year ended December 31, 2025. Other amounts reported as deferred outflows and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending	Amount
12/31/2025	\$ (68,664,078)
12/31/2026	(54,826,328)
12/31/2027	(17,965,636)
12/31/2028	(6,626,323)
12/31/2029	(2,134,783)
	<u>\$ (150,217,148)</u>

## **Actuarial methods and assumptions**

The total OPEB liability was determined by an actuarial valuation using the following actuarial assumptions, applied to all periods included in the measurement unless otherwise specified. The actuarial valuation for the SEGIP was based on GARS, JRS, SERS, TRS, and SURS active, inactive, and retiree data as of June 30, 2023, for eligible SEGIP employees, and SEGIP retiree data as of June 30, 2023.

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<b>Valuation Date</b>	June 30, 2023
<b>Measurement Date</b>	June 30, 2024
<b>Actuarial Cost Method</b>	Entry Age Normal, used to measure the Total OPEB liability
<b>Discount Rate</b>	3.97%
<b>Inflation Rate</b>	2.25%
<b>Projected Salary Increases</b>	2.50%-7.41%
<b>Healthcare Cost Trend Rates</b>	Trend rates for plan year 2025 are based on actual premium increases. For non-Medicare costs, trend rates start at 8.00% for plan year 2026 and decrease gradually to an ultimate rate of 4.25% in 2041. For MAPD costs, trend rates are based on actual premium increases for 2025, 15.00% in 2026 to 2030, and 7.00% in 2031, declining gradually to an ultimate rate of 4.25% in 2041.
<b>Retirees' Share of Benefit-Related Costs</b>	Healthcare premium rates for members depend on the date of retirement and the years of service earned at retirement. Members who retired before January 1, 1998, are eligible for single coverage at no cost to the member. Members who retire after January 1, 1998, are eligible for single coverage provided they pay a portion of the premium equal to 5% for each year of service under 20 years. Eligible dependents receive coverage provided they pay 100% of the required dependent premium. Premiums for plan years 2024 and 2025 are based on actual premiums. Premiums after 2025 were projected based on the same healthcare cost trend rates applied to per capita claim costs.

The demographic assumptions and economic assumptions used in the OPEB valuation are consistent with those used in the June 30, 2024, pension valuations for GARS, JRS, SERS, TRS, and SURS as follows:

<b>General Employees and retirees</b>	<b>Base Mortality Table</b>	<b>Male Scaling Factor</b>	<b>Female Scaling Factor</b>
Pre-retirement	Pub-2010 General Employee, sex distinct	84%	92%
Post-retirement	Pub-2010 General Healthy Retiree sex distinct	91%	115%

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

***Discount Rate***

Retirees contribute a percentage of the premium rate based on service at retirement. The State contributes additional amounts to cover claims and expenses in excess of retiree contributions. Because plan benefits are financed on a pay-as-you-go basis, the single discount rate is based on a tax-exempt municipal bond rate index of 20-year general obligation bonds with an average AA credit rating as of the measurement date. A single discount rate of 3.97% at June 30, 2024 was used to measure the total OPEB liability.

***Sensitivity of total OPEB liability to changes in the single discount rate***

The following presents the plan's total OPEB liability, calculated using a Single Discount Rate of 3.97%, as well as what the plan's total OPEB liability would be if it were calculated using a Single Discount rate that is one percentage point higher (4.97%) or lower (2.97%) than the current rate:

June 30, 2024		
Current Single Discount		
1% Decrease	Rate Assumption	1% Increase
2.97%	3.97%	4.97%
\$ 264,777,526	\$ 239,044,002	\$ 216,955,272

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# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

## ***Sensitivity of the total OPEB liability to changes in the healthcare cost trend rate***

The following presents the plans total OPEB liability, calculated using the healthcare cost trend rates as well as what the plan's total OPEB liability would be if it were calculated using a healthcare cost trend rate that is one percentage point higher or lower, than the current healthcare cost trend rates. The key trend rates are 10.02% in 2025 decreasing to an ultimate trend rate of 4.25% in 2041.

June 30, 2024		
	Healthcare Cost	
1% Decrease <sup>(b)</sup>	Trend Rates Assumption <sup>(a)</sup>	1% Increase <sup>(c)</sup>
\$ 211,888,035	\$ 239,044,002	\$ 272,044,599

(a) Current healthcare trend rates -

Pre-Medicare per capita costs: 10.02% in 2025, 8.00% in 2026, decreasing by 0.25% per year to an ultimate rate of 4.25% in 2041.

Post-Medicare per capita costs: Based on actual increase in 2025, 15.00% from 2026 to 2030, 7.00% in 2031 decreasing ratably to an ultimated trend rate of 4.25% in 2041

(b) One percentage point decrease in current healthcare trend rates -

Pre-Medicare per capita costs: 9.02% in 2025, 7.00% in 2026 decreasing by 0.25% per year to an ultimate rate of 3.25% in 2041.

Post-Medicare per capita costs: Based on actual increase in 2025, 14.00% from 2026 to 2030, 6.00% in 2031 decreasing ratably to an ultimated trend rate of 3.25% in 2041

(c) One percentage point increase in current healthcare trend rates -

Pre-Medicare per capita costs: 11.02% in 2025, 9.00% in 2026, decreasing by 0.25% per year to an ultimate rate of 5.25% in 2041.

Post-Medicare per capita costs: Based on actual increase in 2025, 16.00% from 2026 to 2030, 8.00% in 2031 decreasing ratably to an ultimated trend rate of 5.25% in 2041

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

### (12) Risk Management

The Tollway has a self-insured risk program for workers' compensation claims, and is liable to pay all approved claims. Claims liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Claims liabilities include non-incremental claims adjustment expenses. The estimated liabilities for workers' compensation claims of \$13,898,527 and incurred but not reported employee health claims of \$1,852,913 as of December 31, 2024, are included in the accompanying financial statements.

Changes in workers' compensation claims payable for the year ended December 31, 2024, are as follows:

Balance at January 1	Additions	Deletions	Balance at December 31	Current Portion
\$ 14,964,321	\$ 4,968,134	\$ (6,033,928)	\$ 13,898,527	\$ 4,900,000

Changes in health insurance claims payable for the year ended December 31, 2024, are as follows:

Balance at January 1	Additions	Deletions	Balance at December 31	Current Portion
\$ 2,049,774	\$ 22,234,962	\$ (22,431,823)	\$ 1,852,913	\$ 1,852,913

Additionally, the Tollway purchases commercial insurance policies for general liability insurance and vehicle liability insurance which have a level of retention of \$1,000,000 per occurrence for general liability and for vehicle insurance. Property insurance coverage for damages to capital assets other than vehicles includes retention of \$1,000,000 per occurrence.

The Tollway has not had significant reductions in insurance coverage during the current or prior year nor did settlements exceed insurance coverage in any of the last three years.

### (13) Compensated Absences

The accrued compensated absences liability reported in the statement of net position represents the accrued vacation that is payable upon termination or death of the employee. The payment provided shall not be allowed if the purpose of the separation from employment and any subsequent re-employment is for the purpose of obtaining such payment.

In 2024, the Tollway implemented GASB 101 – *Compensated Absences*, which requires accrued sick time that is more likely than not to be used for time off or otherwise settled through non-cash means to be recorded as a liability. However, leave that is more likely than not to be settled through conversion to defined benefit postemployment benefits should not be recorded as a compensated absence. GASB 101 specifies that a reasonable method should be used to estimate this liability. The State Employee Retirement System of Illinois publishes an Actuarial Experience Study every 3 years. The most current available is for the period of July 1, 2018 through June 30, 2021. This study indicated that an average of 0.2034 years of sick leave are converted to postemployment benefits, which is 74 days. Therefore, the Tollway assumed that 74 days of accrued sick time per employee would be converted to defined benefit postemployment benefits and recorded the remaining balance of accrued sick time as a liability.



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Notes to the Financial Statements

For the Year Ended December 31, 2024

The Tollway's liability for unused annual vacation leave and sick leave as defined above is recorded in the accompanying financial statements at the employee's pay rate.

Changes in accrued compensated absences for the year ended December 31, 2024, are as follows:

<b>Restated Balance at January 1</b>	<b>Accrued</b>	<b>Used</b>	<b>Balance at December 31</b>	<b>Due within one year</b>
<b>\$ 12,213,990</b>	<b>\$ 9,558,126</b>	<b>\$ 9,864,048</b>	<b>\$ 11,908,068</b>	<b>\$ 9,800,000</b>

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# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Financial Statements  
For the Year Ended December 31, 2024

## (14) Pledges of Future Revenues

All revenue bonds issued under the Tollway's Trust Indenture are secured by a pledge of and lien on Tollway net revenues and certain other funds (excluding amounts reserved for the payment of maintenance and operating expenses) as provided in the Trust Indenture.

Bond issue	Purpose	December 31, 2024	
		Pledged future net revenues	Term of commitment
2009 Series A Senior Priority Revenue (Build America Bonds - Direct Payment)	Congestion-Relief Program	\$ 622,341,700	2034
2009 Series B Senior Priority Revenue (Build America Bonds - Direct Payment)	Congestion-Relief Program	443,828,000	2034
2014 Series C Senior Revenue	<i>Move Illinois</i> Program	631,400,000	2039
2014 Series D (Refunding) Senior Revenue	Refund 2006A-1 Bonds	1,025,000	2025
2015 Series A Senior Revenue	<i>Move Illinois</i> Program	667,482,500	2040
2015 Series B Senior Revenue	<i>Move Illinois</i> Program	667,482,500	2040
2016 Series A (Refunding) Senior Revenue	Refund 2008B Bonds	454,499,250	2032
2016 Series B Senior Revenue	<i>Move Illinois</i> Program	505,700,000	2041
2017 Series A Senior Revenue	<i>Move Illinois</i> Program	515,935,000	2042
2018 Series A (Refunding) Senior Revenue	Refund 2008A-1a, 2007A-2a/A-2b/A-2c, and a portion of the 2009A Bonds	524,954,500	2031
2019 Series A Senior Revenue	Fund <i>Move Illinois</i> Program	546,040,000	2044
2019 Series B (Refunding) Senior Revenue	Refund 2010A-1 Bonds	263,151,875	2031
2019 Series C (Refunding) Senior Revenue	Refund 2007A-1, 2007A-2d, 2008A-1b, 2008A-2 Bonds	822,696,375	2031
2020 Series A Senior Revenue	<i>Move Illinois</i> Program	954,505,000	2045
2021 Series A Senior Revenue	<i>Move Illinois</i> Program	1,307,145,000	2046
2023 Series A Senior Revenue	<i>Move Illinois</i> Program	989,477,250	2045
2024 Series A (Refunding) Senior Revenue	Refund 2013A, 2014B Bonds	1,388,194,250	2039
		<u>\$ 11,305,858,200</u>	

Proceeds from the Tollway's outstanding bonds, identified above, provided financing or refinancing for the construction and/or improvement of the various corridors within the Tollway's toll highway system. Total remaining principal and interest payments on the outstanding bonds is approximately \$11.3 billion, which are expected to require approximately 37% of projected pledged net revenue (incorporating estimates for previously approved future commercial vehicle annual toll rate increases based on the consumer price index, such increases 5.565% in 2025 and projected at approximately 3.8% in 2026, 2.4% in 2027, 2.1% in 2028, and 2.0% thereafter). In calendar year 2024, principal and interest paid was approximately \$492.2 million, and total pledged net revenue was approximately \$1.28 billion.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Financial Statements  
For the Year Ended December 31, 2024

### (15) Commitments

At December 31, 2024, the remaining obligations against current contracts open for the “Move Illinois” capital program totaled \$1.9 billion. The Tollway plans to fund remaining payments under these contracts through revenues, accumulated cash, and bond issue proceeds.

### (16) Pending Litigation

There are pending claims and lawsuits against the Tollway, which, among other things, seek damages arising out of alleged breaches of contract, property damage, wrongful discharge and other employment-related matters, and personal injury. Generally, the Tollway’s exposure is limited to the self-insured retention of \$1,000,000 per general liability incident. Also pending are various condemnation cases, workers’ compensation claims and Administrative Review actions in which individual parties are challenging the results of toll violation enforcement proceedings.

Management, after taking into consideration legal counsel’s evaluation of such actions, is not aware of any matters that would have a material effect on the financial position of the Tollway.

In addition, claims concerning disputed construction-related costs have been asserted. The amount at which these claims may be resolved is not known as of the date of this report.

### (17) Contingent Liabilities

A contingent liability is defined as a liability that is not sufficiently predictable to permit recording in the accounts but in which there is a reasonable possibility of an outcome which might affect financial position or results of operations. It is the opinion of management that the Tollway has no liabilities meeting this definition as of December 31, 2024.

### (18) New Governmental Accounting Standards

The Governmental Accounting Standards Board (GASB) has issued the following statements:

Statement No. 101 – *Compensated Absences* – This statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash, if the leave is attributable to services already rendered, the leave accumulates, and the leave is more likely than not to be used for time off or otherwise paid in cash or settled through noncash means. However, leave that is more likely than not to be settled through conversion to defined benefit postemployment benefits should not be included. This statement is effective for years beginning after December 15, 2023. The Tollway implemented this standard in the year ended December 31, 2024, and restated Net Position as of January 1, 2023.

Statement No. 102 – *Certain Risk Disclosures* – This statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of substantial impact. This statement is effective for years beginning after June 15, 2024. Management has not yet determined the impact this statement will have on the Tollway’s financial statements.

Statement No. 103 – *Financial Reporting Model Improvements* – The purpose of this statement is to improve reporting for the Management Discussion and Analysis section of the basic financial statements, unusual or infrequent items, proprietary fund presentation, component unit information and budgetary comparisons. This statement is effective for years beginning after June 15, 2025.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Financial Statements  
For the Year Ended December 31, 2024

Management does not anticipate a material impact to its financial statements when this statement is implemented.

Statement No. 104 – *Disclosure of Certain Capital Assets* - This statement requires separate disclosure of lease assets under GASB 87, public-private partnership assets under GASB 94, and subscription based technology arrangement assets under GASB 96. It also requires additional disclosures for assets held for sale. The effective date of this statement is for years beginning after June 15, 2025. Management does not anticipate a material impact to its financial statements when this statement is implemented.

### (19) Related Parties

The Tollway has entered into various intergovernmental agreements with the State of Illinois, through the Illinois Department of Transportation (IDOT). Intergovernmental receivables of approximately \$70.5 million are recorded at December 31, 2024, representing construction projects performed by the Tollway that pertain to the infrastructure owned by IDOT. Accrued liabilities totaling approximately \$40.8 million are recorded for amounts owed to IDOT for construction projects IDOT has performed for infrastructure assets owned by the Tollway.

### (20) Subsequent Events

On January 1, 2025, a toll rate increase took effect for commercial vehicles, reflecting an increase in the Consumer Price Index for All Urban Consumers (CPI) based on the annualized percentage change in the CPI over the 36-month period ending on June 30 of the prior year. This increase was implemented pursuant to the Tollway Board of Directors' approval in 2008 and affirmation in 2011 of annual CPI-based commercial vehicle toll rate increases beginning January 1, 2018, and each year thereafter, and approval in 2022 of a revised calculation methodology beginning January 1, 2023.

On January 1, 2025, a new intergovernmental agreement was effective with the Illinois State Police to patrol the tollways. This agreement modified the business model for funding to a fee for service model.

The Secretary of the Illinois Department of Transportation ("Secretary of IDOT") is an ex officio Board Member of the Tollway. Omer Osman's tenure as Secretary of IDOT ended December 31, 2024. Terrence Glavin was appointed Secretary of IDOT on an interim basis, and served in that position until January 13, 2025, on which date Gia Biagi's appointment as Secretary of IDOT became effective.

On April 28, 2025, the Governor of Illinois reappointed Arnaldo Rivera Chairman of the Tollway's Board of Directors, to a term ending March 1, 2029. Per the Tollway's bylaws, Chairman Rivera is also the Chief Executive Officer of the Tollway. Also, on April 28, 2025, the Governor of Illinois reappointed Melissa Neddermeyer, Scott Paddock, and Gary Perinar to the Tollway's Board of Directors, each to a term ending March 1, 2029. On July 7, 2025, the Governor of Illinois appointed Manish Mehta to a term ending March 1, 2029, filling the vacant seat previously held by Karen McConnaughy.

The 5.7% reduction in U.S. Treasury subsidies of Build America Bond interest payments for the federal fiscal year ending September 30, 2025, is expected to reduce such subsidies earned by the

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Notes to the Financial Statements

For the Year Ended December 31, 2024

Tollway for the Series 2009B semi-annual interest payment due June 1, 2025, and the Series 2009A semi-annual interest payment due July 1, 2025, by a total of \$410,160.

**(21) Restatement of Net Position**

The Tollway implemented GASB 101 – *Compensated Absences*, in the year ended December 31, 2024. This change in accounting principle was accounted for as a restatement of net position as of January 1, 2023, the earliest year for which comparative totals were presented. The functional operating expense categories for 2023 were also restated to reflect this implementation.

The restatement of net position as of January 1, 2023, was as follows:

Net position - January 1, 2023, as originally stated	\$ 3,807,230,569
Restatement to reflect implementation of GASB 101	<u>(2,059,385)</u>
Net position - January 1, 2023, as restated	<u>\$ 3,805,171,184</u>

## **REQUIRED SUPPLEMENTARY INFORMATION**

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Schedule of Tollway's Proportionate Share  
of the Total Pension Liability of the  
State Employees' Retirement System (SERS) Pension Plan  
Year ended December 31, 2024

	2024	2023	2022	SERS Fiscal Year Ended June 30,		2019	2018	2017**	2016	2015
				2021	2020					
Tollway's proportion of the total pension liability*	2.4037%	2.3389%	2.4117%	2.5815%	2.5578%	2.5568%	2.6698%	2.6999%	2.6382%	2.6261%
Tollway's proportionate share of the total pension liability, pursuant to GASB 68 reporting requirements	\$ 794,976,616	\$ 774,204,380	\$ 779,868,174	\$ 854,495,091	\$ 891,871,048	\$ 853,819,076	\$ 882,540,010	\$ 888,456,774	\$ 900,824,457	\$ 733,523,053
Tollway's covered payroll	\$ 130,981,052	\$ 119,088,611	\$ 115,611,655	\$ 118,275,046	\$ 112,876,932	\$ 115,464,445	\$ 110,352,910	\$ 111,183,988	\$ 111,478,841	\$ 112,947,877
Tollway's proportionate share of the total pension liability as a percentage of its covered payroll	606.94%	650.11%	674.56%	722.46%	790.13%	739.46%	799.74%	798.78%	808.07%	649.44%
Plan fiduciary net position as a percentage of the total pension liability	43.34%	41.37%	40.73%	41.91%	35.51%	35.64%	34.57%	33.44%	30.58%	35.27%

\* Tollway's proportion of total pension liability is estimated as the percentage of Tollway annual contributions to SERS to total annual contributions to SERS.

\*\* Effective for fiscal year 2017, GASB Statement No. 82 amends GASB Statement Nos. 67 and 68 to require the presentation of covered payroll, defined as the payroll on which contributions to a pension plan are based instead of covered-employee payroll, which is the payroll of employees that are provided with pensions through the pension plan.

No assets are accumulated in trust to fund pension related benefits.

See accompanying independent auditors' report.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
 Schedule of Contributions to SERS Pension Plan  
 Year ended December 31, 2024

<b>Year Ended June 30,</b>		<b>Actuarially Determined Contribution</b>		<b>Actual Contribution</b>	<b>Contribution Deficiency (Excess)</b>	<b>Covered Payroll</b>	<b>Actual Contribution as a % of Covered Payroll</b>
2024	\$	82,580,454	\$	68,918,560	\$ 13,661,894	\$ 137,965,809	49.95%
2023		74,165,486		63,393,852	10,771,634	118,456,007	53.52%
2022		72,108,036		64,614,356	7,493,680	118,137,448	54.69%
2021		78,630,956		65,315,580	13,315,376	117,725,621	55.48%
2020		74,525,328		61,919,610	12,605,718	115,054,947	53.82%
2019		76,600,914		59,411,115	17,189,799	113,210,062	52.48%
2018		73,135,906		55,197,741	17,938,165	110,795,575	49.82%
2017		57,493,911		55,576,566	1,917,345	111,226,982	49.97%
2016		53,283,494		50,197,749	3,085,745	111,478,841	45.03%
2015		53,713,047		48,299,509	5,413,538	112,947,877	42.76%

Actuarially determined contributions are calculated as of June 30th, which is 6 months prior to the beginning of the fiscal year.

Actual contributions and covered payroll are based on the Tollway's calendar year and were equal to the statutorily required contribution.

No assets are accumulated in trust to fund pension related benefits.

See accompanying independent auditors' report.



**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Schedule of Tollway's Proportionate Share  
of the Total OPEB Liability of the  
State's Employee Group Insurance Program (SEGIP) OPEB Plan  
For the Year Ended December 31, 2024

Last 10 Fiscal Years\*\*

	Fiscal Year Ended June 30,							
	2024	2023	2022	2021	2020	2019	2018	2017
Tollway's proportion of the total OPEB liability*	1.1830%	1.3779%	1.3384%	1.2567%	1.3706%	0.2995%	0.3495%	0.2520%
Tollway's proportionate share of the total OPEB liability	\$ 239,044,002	\$ 237,310,824	\$ 228,601,504	\$ 493,963,815	\$ 580,018,281	\$ 131,448,041	\$ 140,125,903	\$ 104,136,124
Tollway's covered-employee payroll	\$ 130,981,052	\$ 119,088,611	\$ 115,611,655	\$ 118,275,046	\$ 112,876,932	\$ 115,464,445	\$ 110,352,910	\$ 111,183,988
Proportionate share of total OPEB liability as a percentage of covered-employee payroll	182.50%	199.27%	197.73%	417.64%	513.85%	113.84%	126.98%	93.66%

\* Effective January 9, 2023, legislation was enacted that changed the methodology to compute the Tollway's allocated share of the total OPEB liability. This change requires that the Tollway's share is allocated on the basis of contributions made on behalf of future retirees. In 2020 and 2021, the Tollway's proportion of total OPEB liability was estimated based on the Tollway's specific actuarial share of the total State of Illinois liability. Prior to 2020, the Tollway's share was estimated based on actual contributions to SEGIP.

\*\* GASB 75 requires disclosure of this information over a 10 year period. However, since GASB 75 was implemented in 2017, applicable information is only available for the eight years presented.

\*\*\* No assets are accumulated in trust to fund OPEB benefits.

See accompanying independent auditors' report.

**SUPPLEMENTARY INFORMATION-TRUST INDENTURE  
AGREEMENT SCHEDULES (NON-GAAP)**

## Schedule 4

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
 Schedule of Changes in Fund Balance – by Fund  
 Trust Indenture Basis of Accounting (Non GAAP)  
 For the Year Ended December 31, 2024

	<b>Revenue fund</b>	<b>Construction fund</b>
Increases:		
Toll revenue	\$ 1,439,338,699	\$ -
Toll evasion recovery	144,190,005	-
Concessions	1,232,060	-
Interest	88,037,217	-
Miscellaneous	26,538,144	-
Total increases	<u>1,699,336,125</u>	<u>-</u>
Decreases:		
Engineering and maintenance of roadway and structures	118,009,993	-
Services and toll collection	112,822,040	-
Traffic control, safety patrol, and radio communications	26,065,277	-
Procurement, IT, finance and administration	108,616,299	-
Insurance and employee benefits	56,047,917	-
Construction	1,042,214,179	-
Bond Principal Payments	155,025,000	-
Bond Interest	355,579,671	-
Bond - Other Financing Costs	298,046	-
Build America Bond Interest Subsidy	(13,628,615)	-
Net adjustments related to refundings	(9,174,470)	-
Total decreases	<u>1,951,875,337</u>	<u>-</u>
Change in fund balance	(252,539,212)	-
Fund balance, January 1, 2024	1,695,939,271	-
Fund balance, December 31, 2024	<u>\$ 1,443,400,059</u>	<u>\$ -</u>

See accompanying independent auditors' report.

**Schedule 4**

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Schedule of Changes in Fund Balance – by Fund

Trust Indenture Basis of Accounting (Non GAAP)

For the Year Ended December 31, 2023

	<b>Revenue fund</b>	<b>Construction fund</b>
<b>Increases:</b>		
Toll revenue	\$ 1,379,065,079	\$ -
Toll evasion recovery	129,247,095	-
Concessions	1,242,966	-
Interest	84,276,236	2,532,106
Miscellaneous	7,525,752	-
Total increases	<u>1,601,357,128</u>	<u>2,532,106</u>
<b>Decreases:</b>		
Engineering and maintenance of roadway and structures	108,595,397	-
Services and toll collection	109,777,314	-
Traffic control, safety patrol, and radio communications	43,060,193	-
Procurement, IT, finance and administration	103,283,949	-
Insurance and employee benefits	51,302,936	-
Construction	951,000,840	-
Construction expense reimbursed by bond proceeds	(536,200,680)	536,200,680
Bond principal payments	45,925,000	-
Bond interest	359,831,740	-
Bond Proceeds - 2023A Series	(21,231,393)	(535,442,244)
Build America bond subsidy	(13,571,260)	
Bond - Other Financing Costs	266,647	1,773,670
Total decreases	<u>1,202,040,683</u>	<u>2,532,106</u>
Change in fund balance	399,316,445	-
Fund balance, January 1, 2023	1,266,965,861	-
Prior Period adjustment - Series 2021A Bond Proceeds	29,656,965	-
Fund balance, December 31, 2023	<u>\$ 1,695,939,271</u>	<u>\$ -</u>

See accompanying independent auditors' report.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Schedule of Changes in Fund Balance – Revenue Fund – by Account  
Trust Indenture Basis of Accounting (Non GAAP)  
For the Year Ended December 31, 2024

Revenue fund and accounts								
	Revenue account	Maintenance and operations Operating sub account	Operating reserve sub account	Debt service	Debt reserve	Renewal and replacement	Improvement	Total
Increases:								
Toll revenue	\$ 1,439,338,699	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,439,338,699
Toll evasion recovery	144,190,005	-	-	-	-	-	-	144,190,005
Concessions	1,232,060	-	-	-	-	-	-	1,232,060
Interest	15,626,534	-	-	8,769,652	15,470,708	24,041,980	24,128,343	88,037,217
Miscellaneous	26,538,144	-	-	-	-	-	-	26,538,144
Intrafund transfers	(1,625,414,126)	441,207,317	-	468,213,536	-	240,000,000	475,993,273	-
Total increases	1,511,316	441,207,317	-	476,983,188	15,470,708	264,041,980	500,121,616	1,699,336,125
Decreases:								
Engineering and maintenance of roadway and structures	-	118,009,993	-	-	-	-	-	118,009,993
Services and toll collection	-	112,822,040	-	-	-	-	-	112,822,040
Traffic control, safety patrol, and radio communications	-	26,065,277	-	-	-	-	-	26,065,277
Procurement, IT, finance and administration	-	108,616,299	-	-	-	-	-	108,616,299
Insurance and employee benefits	-	56,047,917	-	-	-	-	-	56,047,917
Construction expenses	-	-	-	-	-	235,430,755	806,783,424	1,042,214,179
Construction expenses reimbursed by bond proceeds	-	-	-	-	-	-	-	-
Bond Principal Payments	-	-	-	155,025,000	-	-	-	155,025,000
Bond Interest	-	-	-	355,579,671	-	-	-	355,579,671
Bond - Other Financing Costs	-	-	-	91,151	206,895	-	-	298,046
Build America Bond Interest Subsidy	-	-	-	(13,628,615)	-	-	-	(13,628,615)
Transfer of Excess DRA Funds	-	-	-	(13,511,149)	13,511,149	-	-	-
Net adjustments related to refundings	-	-	-	(13,743,462)	4,568,992	-	-	(9,174,470)
Total decreases	-	421,561,526	-	469,812,596	18,287,036	235,430,755	806,783,424	1,951,875,337
Change in fund balance	1,511,316	19,645,791	-	7,170,592	(2,816,328)	28,611,225	(306,661,808)	(252,539,212)
Fund balance, January 1, 2024	11,951,077	10,088,807	27,400,000	167,257,036	494,282,130	373,512,404	611,447,817	1,695,939,271
Fund balance, December 31, 2024	\$ 13,462,393	\$ 29,734,598	\$ 27,400,000	\$ 174,427,628	\$ 491,465,802	\$ 402,123,629	\$ 304,786,009	\$ 1,443,400,059

See accompanying independent auditors' report.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Schedule of Changes in Fund Balance – Revenue Fund – by Account  
Trust Indenture Basis of Accounting (Non GAAP)  
For the Year Ended December 31, 2023

Revenue fund and accounts								
	Revenue account	Maintenance and operations		Debt service	Debt reserve	Renewal and replacement	Improvement	Total
		Operating sub account	Operating reserve sub account					
Increases:								
Toll revenue	\$ 1,379,065,079	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,379,065,079
Toll evasion recovery	129,247,095	-	-	-	-	-	-	129,247,095
Concessions	1,242,966	-	-	-	-	-	-	1,242,966
Interest	17,988,791	-	-	8,773,301	9,933,094	18,038,750	29,542,300	84,276,236
Miscellaneous	7,525,752	-	-	-	-	-	-	7,525,752
Intrafund transfers	(1,548,428,542)	390,495,172	-	495,737,894	-	276,000,000	386,195,476	-
Total increases	(13,358,859)	390,495,172	-	504,511,195	9,933,094	294,038,750	415,737,776	1,601,357,128
Decreases:								
Engineering and maintenance of roadway and structures	-	108,595,397	-	-	-	-	-	108,595,397
Services and toll collection	-	109,777,314	-	-	-	-	-	109,777,314
Traffic control, safety patrol, and radio communications	-	43,060,193	-	-	-	-	-	43,060,193
Procurement, IT, finance and administration	-	103,283,949	-	-	-	-	-	103,283,949
Insurance and employee benefits	-	51,302,936	-	-	-	-	-	51,302,936
Construction expenses	-	-	-	-	-	222,936,549	728,064,291	951,000,840
Construction expenses reimbursed by bond proceeds	-	-	-	-	-	(118,732,679)	(417,468,001)	(536,200,680)
Bond principal payments	-	-	-	45,925,000	-	-	-	45,925,000
Bond Interest	-	-	-	359,831,740	-	-	-	359,831,740
Bond Proceeds - Series 2023A Series	-	-	-	-	(21,231,393)	-	-	(21,231,393)
Build America bond subsidy	-	-	-	(13,571,260)	-	-	-	(13,571,260)
Bond - Other Financing Costs	-	-	-	59,750	206,897	-	-	266,647
Total decreases	-	416,019,789	-	392,245,230	(21,024,496)	104,203,870	310,596,290	1,202,040,683
Change in fund balance	(13,358,859)	(25,524,617)	-	112,265,965	30,957,590	189,834,880	105,141,486	399,316,445
Fund balance, January 1, 2023	25,309,936	35,613,424	27,400,000	54,991,071	433,667,575	183,677,524	506,306,331	1,266,965,861
Prior Period adjustment - Series 2021A Bond Proceeds	-	-	-	-	29,656,965	-	-	29,656,965
Fund balance, December 31, 2023	\$ 11,951,077	\$ 10,088,807	\$ 27,400,000	\$ 167,257,036	\$ 494,282,130	\$ 373,512,404	\$ 611,447,817	\$ 1,695,939,271

See accompanying independent auditors' report.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Trust Indenture Basis Schedules  
December 31, 2024

### (1) Summary of Significant Accounting Policies

The Trust Indenture requires the Tollway to provide separate funds for construction (Construction Fund) and for operations (Revenue Fund), which funds are not annually appropriated by the Illinois General Assembly. The Trust Indenture permits the Tollway to create additional accounts for the purpose of more precise accounting. The Illinois State Treasurer holds monies for the Tollway as ex-officio custodian and has recorded these monies in a custodial account. Part of this account is part of the Maintenance and Operation Account within the Revenue Fund.

The Tollway has included schedules, prepared on the basis of accounting described below, in the supplementary information section of this report. The Tollway believes that these schedules, along with the GAAP basis financial statements contained in this report, are sufficient to demonstrate compliance with the annual financial reporting requirements of the Trust Indenture. As a result, separate Trust Indenture Annual Statements are no longer prepared. Certain items in the presentation of the Trust Indenture information contained herein vary from the presentation previously used in the Trust Indenture Annual Statements. In addition, the schedules contained in this section of the report present only the Revenue Fund and the Construction Fund. Previously, the Trust Indenture Annual Statements included "Infrastructure and Long-term Debt Accounts," which was optional reporting allowed under the Trust Indenture.

#### ***Basis of Accounting***

Under the provisions of the Trust Indenture, the basis of accounting followed for the Construction Fund and the Revenue Fund within the Schedule of Changes in Fund Balance by Fund, differs in certain respects from accounting principles generally accepted in the United States of America.

The major differences are as follows:

1. Capital construction and asset acquisitions are charged against fund balance as incurred. In addition, there is no provision for depreciation and amortization.
2. Monies received from sale of assets are recorded as revenue when the cash is received.
3. Monies received for long-term fiber optic leases are recorded as revenue when received.
4. Principal retirements on revenue bonds are expensed when paid. The results of defeasement are accounted for as revenue or expense at the time of the transaction.
5. Bond proceeds (including premiums) are recorded as income in the year received. Amounts received from refunding issuances, if any, are recorded net of transfers to the escrow agent.
6. Unrealized gains and losses on Debt Reserve invested funds are netted against interest and other financing costs.
7. Capital lease obligations are not recorded. Payments under capital leases are expensed in the period payments are made.
8. Interest related to construction in progress is not capitalized.
9. Recoveries of expenses are classified as decreases in operating expenses for Trust Indenture reporting and as miscellaneous operating revenue for GAAP.

## THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Notes to the Trust Indenture Basis Schedules  
December 31, 2024

10. In Trust Indenture reporting, transponder purchases and other miscellaneous expenses are reflected in the Renewal and Replacement fund as capital expense. For GAAP the expenses are reflected as an operating expense.
11. Construction expenses incurred under intergovernmental agreements are decreased by payments received under these intergovernmental agreements.
12. Prepaid expenses are recorded only if refundable for Trust Indenture reporting.
13. The provisions of GASB Statement No. 68 regarding total pension liability and deferred outflows and inflows of resources are not reflected in the Trust Indenture reporting. Pension expense reflects the statutory contributions required under Chapter 40, section 5/14 of the Illinois Compiled Statutes.
14. The provisions of GASB Statement No. 75 regarding total OPEB liability and deferred outflows and inflows of resources are not reflected in the Trust Indenture reporting.
15. The provisions of GASB 87 regarding leases are not reflected in the Trust Indenture reporting.
16. The provisions of GASB 96 regarding subscription-based technology arrangements are not reflected in Trust Indenture reporting.
17. The provisions of GASB 101 regarding compensated absences are not reflected in the Trust Indenture reporting.

Therefore, the accompanying Schedules of Changes in Fund Balance by Fund, which are prepared in accordance with the aforementioned accounting principles, are not intended to, and do not, present the financial position or the results of operations in accordance with accounting principles generally accepted in the United States of America.

A description of the individual accounts within the Revenue Fund and Construction Fund, as well as the required distribution of revenues collected, is as follows:

### ***The Revenue Fund***

All revenues received by the Tollway other than investment income shall be delivered by the Tollway to the Treasurer, for deposit in the Revenue Fund. On or before the 20th day of each month the Treasurer shall, at the direction of the Tollway, transfer or apply the balance as of such date of transfer in the Revenue Fund not previously transferred or applied in the following order of priority:

- A. To the Operating Sub-Account, operating expenses set forth in the annual budget for the fiscal year in an amount equal to one-twelfth of the total approved budget, less all other amounts previously transferred by the Treasurer for deposit to the credit of the Operating Sub-Account during that fiscal year, less the balance, if any, which was on deposit to the credit of the Operating Sub-Account on December 31 of the preceding fiscal year.
- B. To the Operating Reserve Sub-Account, the amount specified by the Tollway, but not to exceed 30% of the amount annually budgeted for operating expenses.



## **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Notes to the Trust Indenture Basis Schedules  
December 31, 2024

- C. To the Interest Sub-Account, an amount equal to interest due on unpaid bonds, plus one-sixth of the difference between the interest payable on bond and interest due within the next six months.
- D. To the Principal Sub-Account, an amount equal to any principal due plus one-twelfth of any principal of such outstanding senior bonds payable on the next principal payment date.
- E. To the Redemption Sub-Account, an amount for each bond equal to one-twelfth of any sinking fund installment of outstanding bonds payable within the next twelve months.
- F. To the Provider Payment Sub-Account, amounts as provided in any supplemental indenture for paying costs of credit enhancement or qualified hedge agreements for bonds or for making reimbursements to providers of credit enhancement or qualified hedge agreements for bonds.
- G. To the Debt Service Reserve Account, an amount sufficient to cause the balance in it to equal the debt reserve requirement and to make reimbursement to providers of reserve account credit facilities.
- H. To the Junior Bond Debt Service or Junior Bond Debt Reserve Account, any amounts required by applicable supplemental indentures.
- I. To the Renewal and Replacement Account, one-twelfth the portion of the renewal and replacement amount set forth in the annual budget for the fiscal year.
- J. The balance of such amounts in the Revenue Funds are to be applied as follows:
  - 1) To the credit of the Improvement Account for allocation to a project as determined by the Tollway in its sole discretion, until the balance in the Account is equal to the improvement requirement or a lesser amount as the Tollway may from time to time determine.
  - 2) To the credit of the System Reserve Account, the entire amount remaining in the Revenue Fund after depositing or allocating all amounts required to be deposited to the credit of the above Accounts and Sub-Accounts.

### ***Maintenance and Operation Account***

The Maintenance and Operation Account consists of the Operating Sub-Account and the Operating Reserve Sub-Account. Moneys in the Operating Sub-Account are applied to operating expenses at the direction of the Tollway.

Revenues are transferred to the Operating Sub-Account to cover the expenses set forth in the annual budget for the current fiscal year. One-twelfth of the operating expenses outlined in the annual budget are transferred to this account once a month. Revenue is recorded on an accrual basis and as such may not be available for allocation until the cash is collected.

The Operating Reserve Sub-Account receives or retains an amount not to exceed 30% of the amount budgeted for operating expenses in the annual budget for the current fiscal year. Monies in the Operating Reserve Sub-Account are held as a reserve for the payment of operating expenses and are to be withdrawn if moneys are not available to the credit of the Operating Sub-Account to pay operating expenses.

## **THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Notes to the Trust Indenture Basis Schedules  
December 31, 2024

If the Tollway determines that the amount in the Operating Reserve Sub-Account exceeds that amount necessary, the excess will be withdrawn from such Sub-Account and applied as revenues. By resolution, the Board voted to maintain a \$27.4 million fund balance in this account.

### ***Debt Service Account***

The Debt Service Account consists of the Interest Sub-Account, the Principal Sub-Account, the Redemption Sub-Account, and the Provider Payment Sub-Account, to be held by the Trustee.

Revenues are required to be deposited to cover the interest and principal amounts due and unpaid for bonds, credit enhancement or qualified hedge agreements. Revenues must also be deposited to the credit of the Debt Reserve Account in an amount sufficient to cause the balance in it to equal the debt reserve requirement.

The Debt Reserve Account receives funds to provide an amount sufficient to cause the balance in it to equal the debt reserve requirement and to make any required reimbursement to providers of reserve account credit facilities.

### ***Renewal and Replacement Account***

Revenues must be credited to the Renewal and Replacement Account in an amount set forth in the annual budget for the renewal and replacement deposit. An amount set forth in the budget shall be determined based on recommendations of the Consulting Engineer. Additional funds can be transferred to this account by the Tollway, based on the capital plan expenditures.

### ***Improvement Account***

At the direction of the Tollway, the balance of amounts in the Revenue Fund are applied to the Improvement Account, for allocations to projects, determined by the Tollway, until the balance in the Account is equal to the improvement requirement.

### ***System Reserve Account***

At the direction of the Tollway, the balance in the Revenue Fund is deposited to the credit of the System Reserve Account to provide for deficiencies in any other account or sub-account. If all accounts have sufficient funds, System Reserve Account funds can be used to pay off debt, fund construction projects, make improvements, or pay for any other lawful Tollway purpose. There were no balances or activity in the System Reserve Account during 2024.

### ***The Construction Fund***

The Construction Fund is held as a separate segregated fund. The Construction Fund receives funds from the sale of bonds (other than refunding bonds) and investment of proceeds. The Treasurer establishes and maintains within the Construction Fund a separate, segregated account for each Project, the costs of which are to be paid in whole or in part out of the Construction Fund.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Notes to the Trust Indenture Basis Schedules  
December 31, 2024

**(2) Miscellaneous**

The following items are reported as Bond Interest and Other Financing Costs:

***Components of Bond Interest and Other Financing Costs - 2024***

	<u><b>Debt Service</b></u>	<u><b>Debt Reserve</b></u>	<u><b>Total</b></u>
Bond interest expense	\$ 355,579,671	\$ -	\$ 355,579,671
Other financing costs	91,151	206,895	298,046
	<u>\$ 355,670,822</u>	<u>\$ 206,895</u>	<u>\$ 355,877,717</u>

**Other Information:**

- Construction and Other Capital Expenses for Renewal and Replacement and Improvement include accrued expenses.
- Bond interest expense includes accrued interest payable at December 31, 2024.
- In November 2008, the Tollway purchased a \$100 million surety bond. This policy is being amortized over the life of the bonds (24.1 years). The amortization is shown in the debt reserve column above.
- Cash and investment balances held by the Trustee at December 31, 2024, are \$328.2 million in the Debt Service accounts and \$482.8 million in the Debt Reserve account.
- Insurance and Employee Benefits includes expense for retirement, worker's compensation, the employer portion of FICA, and medical insurance.

**STATISTICAL SECTION  
(UNAUDITED)**

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Annual Comprehensive Financial Report  
Statistical Section (Unaudited)  
For the Year Ended December 31, 2024

This part of the Tollway's Annual Comprehensive Financial Report presents detailed information to amplify the information in the Tollway's financial statements, note disclosures, and required supplementary information.

*Financial Trends - These schedules contain trend information to assist the reader in understanding how the Tollway's financial performance and well-being have changed over time.*

Net Position by Type	71
Changes in Net Position	72
Operating Revenues by Source	73
Toll Revenue by Toll Plaza	74-77
Renewal and Replacement Account	78

*Revenue Capacity – These schedules contain information to help the reader assess the Tollway's most significant revenue source (tolls).*

Historical Toll Rates by Vehicle Class	79
Toll Revenue Versus Traffic	80
Toll Revenue by Class of Vehicles	81
Annual Toll Revenues	82
Annual Toll Transactions	83

*Debt Capacity – These schedules present information to help the reader assess the affordability of the Tollway's current levels of outstanding debt and its ability to issue additional debt in the future.*

Summary of Operating Revenues, Maintenance and Operating Expenses, Net Operating Revenues and Debt Service Coverage - Trust Indenture Basis	84
Operating Revenues, Maintenance and Operating Expenses and Net Operating Revenues	85
Ratios of Outstanding Debt – Trust Indenture Basis	86

*Demographic and Economic Information – This schedule offers demographic indicators to help the reader understand the environment within which the Tollway's operations take place.*

Population and Commuting Statistics	87-90
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*Operating Information – These schedules contain service and other data to help the reader understand how the information in the Tollway's report relates to the services it provides.*

Average Number of Employees by Function	91
Location Map – Illinois Tollway	92
Miscellaneous Data and Statistics	93

Sources: Unless otherwise noted, the information in these schedules is derived from the Tollway's annual comprehensive financial reports for the relevant years.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Net Position by Type (GAAP Basis)

Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>Net Investment in Capital Assets</b>	<b>Restricted Net Position</b>	<b>Restricted for Pension Benefit Obligation</b>	<b>Unrestricted Net Position</b>	<b>Total Net Position</b>
2015	\$ 1,714,006,541	\$ 427,583,679	\$ 54,049	\$ 51,278,228	\$ 2,192,922,497
2016	1,879,744,430	389,470,553	50,575	242,894,573	2,512,160,131
2017	2,057,158,939	427,284,480	48,162	383,695,102	2,868,186,683
2018	2,672,245,715	452,437,721	47,147	(48,245,985)	3,076,484,598
2019	2,879,594,594	458,006,472	34,129	113,476,627	3,451,111,822
2020	3,159,827,805	474,330,449	4,281	(564,566,221)	3,069,596,314
2021	3,285,662,964	518,593,642	-	(435,069,779)	3,369,186,827
2022	3,473,668,882	518,315,612	-	(184,753,925)	3,807,230,569
2023	3,407,367,616	654,763,787	-	164,628,336 <sup>(a)</sup>	4,226,759,739
2024	4,095,687,678	659,158,112	-	(29,748,784)	4,725,097,006

(a) 2023 unrestricted Net Position has been restated to reflect the implementation of GASB 101 - Compensated Absences.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Changes in Net Position (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

	<u>2024</u>	<u>Restated 2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>	<u>2017</u>	<u>2016</u>	<u>2015</u>
<b>OPERATING REVENUES</b>										
Toll Revenue	\$ 1,439,338,699	\$ 1,379,065,079	\$ 1,336,521,453	\$ 1,292,369,818	\$ 1,149,019,894	\$ 1,380,750,754	\$ 1,341,051,225	\$ 1,309,189,509	\$ 1,216,298,044	\$ 1,146,629,436
Toll Evasion Recovery	144,190,005	129,247,095	198,557,196	147,047,083	93,164,508	81,554,193	70,468,847	65,639,705	64,490,869	64,323,149
Concessions	56,766	67,672	47,206	1,428,418	1,394,810	1,717,551	2,151,574	2,298,943	2,253,646	2,117,517
Miscellaneous	17,172,972	20,995,990	19,354,183	18,958,584	17,371,262	20,483,584	22,731,739	21,369,597	20,240,108	15,493,528
Total Operating Revenues	<u>1,600,758,442</u>	<u>1,529,375,836</u>	<u>1,554,480,038</u>	<u>1,459,803,903</u>	<u>1,260,950,474</u>	<u>1,484,506,082</u>	<u>1,436,403,385</u>	<u>1,398,497,754</u>	<u>1,303,282,667</u>	<u>1,228,563,630</u>
<b>OPERATING EXPENSES</b>										
Engineering and Maintenance of Roadway and Structures	127,598,933	118,048,701	97,184,463	95,505,236	107,197,951	122,363,797	107,851,143	109,202,332	106,920,897	98,064,006
Services and Toll Collection	118,835,548	121,600,180	104,444,385	111,972,566	149,638,080	171,529,366	181,194,076	186,569,358	179,818,194	160,233,841
Traffic Control, Safet Patrol and Radio Communications	23,967,878	39,321,822	39,868,397	39,198,099	48,631,134	44,806,282	57,373,555	57,721,525	58,315,004	50,307,156
Procurement, IT, Finance and Administration	153,261,387	139,044,398	126,274,149	112,106,816	75,211,820	55,443,876	55,591,666	49,197,494	48,533,427	42,135,110
Depreciation and Amortization	542,389,714	523,032,656	531,791,165	517,961,956	494,637,313	475,602,597	446,202,899	418,311,759	370,336,593	328,650,467
OPEB expense recovery	(66,820,130)	(73,821,501)	(70,076,140)	-	-	-	-	-	-	-
Total Operating Expenses	<u>899,233,330</u>	<u>867,226,256</u>	<u>829,486,419</u>	<u>876,744,673</u>	<u>875,316,298</u>	<u>869,745,918</u>	<u>848,213,339</u>	<u>821,002,468</u>	<u>763,924,115</u>	<u>679,390,580</u>
Operating Income	\$ <u>701,525,112</u>	\$ <u>662,149,580</u>	\$ <u>724,993,619</u>	\$ <u>583,059,230</u>	\$ <u>385,634,176</u>	\$ <u>614,760,164</u>	\$ <u>588,190,046</u>	\$ <u>577,495,286</u>	\$ <u>539,358,552</u>	\$ <u>549,173,050</u>
<b>NONOPERATING REVENUE/(EXPENSES)</b>										
Investment Income	88,037,217	86,808,342	25,763,738	2,369,299	13,726,188	39,833,676	34,389,290	14,054,336	6,763,207	1,859,314
Intergovernmental Contributions	-	-	-	-	-	-	-	-	-	481,600
Intergovernmental Agreement Revenue	9,303,216	3,223,091	12,165,554	16,788,171	19,653,073	16,469,715	11,323,831	20,380,791	22,293,657	79,451,042
Build America Bond Rebate	13,628,616	13,571,260	13,571,260	13,631,459	13,611,390	13,554,800	15,204,506	15,147,651	15,131,407	15,098,919
Net Gain (Loss) on Disposal of Property	466,770	(9,758,803)	(8,852,072)	2,797,631	(32,270)	(261,716)	(1,006,741)	(1,497,506)	(828,136)	(261,018)
Interest Expense and Amortization of Financing Costs	(313,431,785)	(331,181,464)	(317,432,443)	(302,266,746)	(288,762,582)	(293,259,340)	(282,950,519)	(249,172,855)	(241,220,736)	(214,946,627)
Intergovernmental Agreement Expense	(9,303,216)	(3,223,091)	(12,165,554)	(16,788,171)	(19,653,073)	(16,469,715)	(11,323,831)	(20,380,791)	(22,293,657)	(79,451,042)
Miscellaneous Income (Expense)	8,111,337	(360)	(360)	(360)	(360)	(360)	(360)	(360)	33,340	(3,937,904)
Total Nonoperating Revenues (Expenses)	<u>(203,187,845)</u>	<u>(240,561,025)</u>	<u>(286,949,877)</u>	<u>\$ (283,468,717)</u>	<u>\$ (261,457,634)</u>	<u>\$ (240,132,940)</u>	<u>\$ (234,363,824)</u>	<u>(221,468,734)</u>	<u>(220,120,918)</u>	<u>\$ (201,705,716)</u>
<b>INCREASE IN NET POSITION</b>	\$ <u>498,337,267</u>	\$ <u>421,588,555</u>	\$ <u>438,043,742</u>	\$ <u>299,590,513</u>	\$ <u>124,176,542</u>	\$ <u>374,627,224</u>	\$ <u>353,826,222</u>	\$ <u>356,026,552</u>	\$ <u>319,237,634</u>	\$ <u>347,467,334</u>
<b>NET POSITION AT BEGINNING OF YEAR</b>	4,226,759,739	3,807,230,569	3,369,186,827	3,069,596,314	3,451,111,822	3,076,484,598	2,868,186,683	2,512,160,131	2,192,922,497	2,478,704,487
Restatement for implementation of GASB 65, 68, 71, 75 and 101	-	(2,059,385)	-	-	(506,692,050)	-	(145,528,307)	-	-	(633,249,324)
<b>NET POSITION AT END OF YEAR</b>	\$ <u>4,725,097,006</u>	\$ <u>4,226,759,739</u>	\$ <u>3,807,230,569</u>	\$ <u>3,369,186,827</u>	\$ <u>3,068,596,314</u>	\$ <u>3,451,111,822</u>	\$ <u>3,076,484,598</u>	\$ <u>2,868,186,683</u>	\$ <u>2,512,160,131</u>	\$ <u>2,192,922,497</u>

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Operating Revenues by Source (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>Toll Revenue</b>	<b>Toll Evasion Recovery</b>	<b>Concessions<sup>(1)</sup></b>	<b>Miscellaneous<sup>(1)</sup></b>	<b>Total Operating Revenue</b>
2015	\$ 1,146,629,436	\$ 64,323,149	\$ 2,117,517	\$ 15,493,528	\$ 1,228,563,630
2016	1,216,298,044	64,490,869	2,253,646	20,240,108	1,303,282,667
2017	1,309,189,509	65,639,705	2,298,943	21,369,597	1,398,497,754
2018	1,341,051,225	70,468,847	2,151,574	22,731,739	1,436,403,385
2019	1,380,750,754	81,554,193	1,717,551	20,483,584	1,484,506,082
2020	1,149,019,894	93,164,508	1,394,810	17,371,262	1,260,950,474
2021	1,292,369,818	147,047,083	1,428,418	18,958,584	1,459,803,903
2022	1,336,521,453	198,557,196	47,206	19,354,183	1,554,480,038
2023	1,379,065,079	129,247,095	67,672	20,995,990	1,529,375,836
2024	1,439,338,699	144,190,005	56,766	17,172,972	1,600,758,442
<b>Change from 2015 to 2024</b>	<b>25.53%</b>	<b>124.17%</b>	<b>-97.32%</b>	<b>10.84%</b>	<b>30.30%</b>

<sup>(1)</sup> Revenue represented in these columns may not be based on consistent categorization between fiscal years.



**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Toll Revenue by Toll Plaza (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

Toll Plaza	Plaza Number	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
<b>JANE ADDAMS MEMORIAL TOLLWAY (NORTHWEST):</b>											
WESTERN SECTION:											
South Beloit	1	\$ 62,941,443	\$ 57,535,265	\$ 56,290,579	\$ 54,826,578	\$ 48,643,198	\$ 57,059,457	\$ 55,887,478	\$ 56,213,573	\$ 50,632,781	\$ 46,852,269
East Riverside Blvd	2	2,735,687	2,491,058	2,288,352	2,276,614	1,969,102	2,602,938	2,491,925	2,384,740	2,208,345	2,167,181
Genoa Road	3	1,937,682	1,783,318	1,803,584	1,755,161	1,709,338	2,191,174	2,218,553	1,921,087	1,850,089	573,667
Illinois 173	4	1,814,238	1,856,668	1,693,212	1,649,492	1,597,049	1,970,812	1,951,094	1,836,084	1,647,965	1,533,912
Belvidere	5	37,742,585	34,891,425	34,605,808	33,110,781	29,472,430	33,058,716	32,302,598	29,493,964	25,361,991	23,180,492
Irene Road	5A	663,884	464,478	458,813	471,682	519,139	529,215	545,610	380,749	202,593	-
Illinois 47	6	4,459,181	3,885,610	3,780,902	3,799,077	3,448,038	3,874,384	3,658,332	3,044,077	2,732,204	2,549,090
Marengo-Hampshire	7	39,525,984	37,177,218	36,709,992	35,097,441	31,652,151	34,879,994	34,258,259	31,237,766	26,878,227	25,254,328
Illinois 23	7A	1,091,543	1,114,622	1,128,315	1,090,335	769,733	9,776	-	-	-	-
Randall Road	8	2,236,304	2,070,641	2,021,851	1,958,637	1,826,100	2,175,531	2,240,839	2,052,483	2,020,925	1,952,975
Elgin	9	56,815,483	53,498,398	52,158,398	50,916,958	46,006,549	52,606,390	51,077,599	46,305,001	39,726,087	38,569,871
EASTERN SECTION											
Barrington Road	10	5,695,555	5,510,421	5,384,830	5,296,405	4,562,669	5,595,221	5,275,511	2,658,754	1,403,622	1,653,043
Illinois 31	11	5,832,517	5,633,069	5,296,659	5,046,008	4,656,643	5,695,095	5,672,390	4,982,993	3,915,556	4,174,685
Roselle Road	12	4,896,095	4,868,308	4,721,798	4,636,293	4,001,206	5,241,584	4,767,742	4,166,370	2,034,657	1,912,803
Meacham	12A	1,500,777	1,416,433	1,260,504	1,291,534	1,052,915	1,450,622	1,394,518	904,606	40,234	-
Illinois 25	13	1,857,302	1,890,134	1,885,523	1,860,229	1,666,782	2,061,226	1,975,674	1,612,826	1,301,409	1,268,026
Illinois 59	14	828,655	815,020	830,920	826,489	757,597	929,390	919,899	990,483	1,148,893	1,180,052
I-290, Illinois 53	15	6,892,490	6,614,397	6,398,219	6,521,230	5,840,002	6,361,568	5,944,315	5,978,100	5,118,378	5,516,123
Beverly Road	16	3,410,393	3,305,775	3,281,701	3,160,341	2,834,641	3,543,479	3,280,443	2,958,195	2,566,219	2,821,346
Devon Avenue	17	35,600,926	34,915,441	35,343,057	34,652,145	29,254,121	36,568,556	35,349,694	33,390,988	29,388,649	29,708,167
Arlington Heights Rd	18	3,576,170	3,431,645	3,276,373	3,132,125	2,907,266	3,698,400	3,747,142	4,263,319	3,958,717	4,214,733
Elmhurst Road	18A	5,828,663	5,525,240	5,264,945	4,910,586	4,716,254	5,372,585	4,856,144	1,622,741	-	-
River Road	19	20,115,586	19,975,365	22,066,390	21,864,146	19,829,561	22,580,669	20,920,379	20,034,114	20,285,900	21,090,508
		<u>\$ 307,999,144</u>	<u>\$ 290,669,948</u>	<u>\$ 287,950,724</u>	<u>\$ 280,150,287</u>	<u>\$ 249,692,484</u>	<u>\$ 290,056,783</u>	<u>\$ 280,736,138</u>	<u>\$ 258,433,013</u>	<u>\$ 224,423,443</u>	<u>\$ 216,173,271</u>

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Toll Revenue by Toll Plaza (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

Toll Plaza	Plaza Number	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
<b>REAGAN MEMORIAL TOLLWAY (EAST-WEST):</b>											
EASTERN SECTION:											
York Road	51	\$ 33,673,453	\$ 32,580,437	\$ 32,036,240	\$ 31,112,984	\$ 26,900,770	\$ 33,592,152	\$ 33,097,133	\$ 34,110,142	\$ 33,618,300	\$ 32,573,299
Meyers Road	52	32,448,162	31,771,151	31,122,848	30,056,206	26,300,665	32,749,569	33,126,376	33,804,165	33,148,832	31,844,193
Spring Road (22nd St)	53	2,198,643	2,205,073	1,945,372	1,843,036	1,287,919	2,676,951	2,640,027	2,536,428	2,560,572	2,597,468
Illinois 83	54	1,935,903	2,263,457	2,227,296	2,156,153	1,781,427	2,526,335	2,815,095	2,562,683	2,545,931	2,559,077
Midwest Road	55	1,054,597	1,008,587	1,055,908	1,021,678	902,528	1,322,309	1,311,626	1,240,465	1,278,808	1,246,672
Highland Avenue	56	2,664,912	2,760,186	2,510,077	2,387,666	1,968,774	3,380,129	3,288,599	3,193,811	3,158,473	3,183,446
Naperville Road	57	1,096,760	1,095,902	989,287	995,445	848,905	1,340,519	1,349,324	1,312,367	1,305,540	1,275,135
Winfield Road	58	788,041	794,334	717,798	716,604	574,106	884,267	898,834	885,315	903,550	975,659
Farnsworth Avenue	59	7,372,756	7,293,010	7,081,483	7,101,939	5,719,091	7,673,387	7,734,468	7,160,073	7,332,892	7,532,314
Eola Road	60	2,479,126	2,561,785	2,362,302	2,271,429	2,031,376	2,688,828	2,743,054	2,665,369	2,736,200	3,131,801
Aurora	61	41,417,903	39,883,755	37,293,130	35,848,740	31,624,637	37,920,013	35,976,705	37,910,972	36,746,363	35,203,203
WESTERN SECTION:											
Illinois 31	63	1,087,863	1,191,813	1,067,256	1,076,802	929,107	959,017	1,005,695	944,716	1,055,312	850,438
Orchard Road	64	1,430,892	1,436,983	1,347,834	1,312,264	1,054,176	1,152,038	1,107,978	1,231,392	1,219,103	1,136,875
Illinois 47 (I-88)	64A	1,949,249	1,816,698	1,488,229	1,405,709	1,114,001	38,185	-	-	-	-
Peace Road	65	4,445,941	4,419,180	4,381,259	4,152,758	3,610,672	4,397,803	4,355,095	4,190,718	4,073,892	3,948,445
DeKalb	66	40,110,603	37,559,415	35,115,563	33,180,641	29,170,908	32,227,098	27,226,550	36,836,368	36,113,831	33,390,671
Annie Glidden Road	67	2,246,645	2,195,994	2,146,187	2,129,745	1,584,461	2,199,527	1,772,004	2,292,454	2,336,451	2,370,052
Dixon	69	34,208,174	31,508,092	29,595,436	28,301,887	24,639,795	27,794,086	25,081,650	26,314,120	23,370,498	22,292,037
		<u>\$ 212,609,624</u>	<u>\$ 204,345,853</u>	<u>\$ 194,483,504</u>	<u>\$ 187,071,686</u>	<u>\$ 162,043,318</u>	<u>\$ 195,522,214</u>	<u>\$ 185,530,214</u>	<u>\$ 199,191,557</u>	<u>\$ 193,504,548</u>	<u>\$ 186,110,785</u>

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Toll Revenue by Toll Plaza (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

Toll Plaza	Plaza Number	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
<b>TRI-STATE TOLLWAY:</b>											
<b>NORTHERN SECTION:</b>											
Buckley Road (IL 137)	20	\$ 1,326,094	\$ 1,291,469	\$ 1,372,837	\$ 1,313,685	\$ 1,145,578	\$ 1,609,639	\$ 1,563,139	\$ 1,573,463	\$ 1,550,904	\$ 1,506,012
Waukegan	21	102,104,343	95,845,093	94,423,172	90,243,103	79,585,521	91,854,089	90,947,121	92,413,018	85,209,405	78,563,105
Townline Rd (IL 60)	22	1,578,782	1,576,851	1,452,752	1,467,877	1,366,877	2,041,925	2,020,258	2,013,814	2,043,527	2,038,512
Half Day Road (IL 22)	23	1,521,282	1,506,348	1,589,634	1,537,421	1,439,833	2,166,924	2,132,524	2,078,056	2,076,543	1,957,445
Edens Spur	24	23,392,928	22,654,066	22,835,727	22,349,680	18,587,471	21,666,181	25,639,258	28,146,059	27,992,143	27,368,544
Lake-Cook Road	26	5,755,034	5,413,148	4,771,814	4,437,361	4,492,793	7,448,823	7,513,100	6,997,914	7,193,651	6,989,702
Willow Road	27	6,049,358	6,027,588	5,427,835	5,123,996	5,057,248	6,921,277	7,317,401	7,212,053	7,367,337	7,090,823
Golf Road (Illinois 58)	28	6,020,751	5,862,122	5,670,005	5,352,399	4,981,158	6,964,124	7,244,375	7,025,843	7,146,811	7,055,841
<b>CENTRAL SECTION:</b>											
Touhy Avenue	29	55,365,880	52,385,006	51,764,075	49,583,226	43,612,991	55,163,725	54,162,948	53,502,536	50,756,042	48,123,196
Balmoral Northbound	30	4,199,196	4,102,920	3,827,977	3,736,660	3,317,676	4,752,425	4,428,594	4,166,138	3,987,633	3,634,910
O'Hare West	31	7,559,173	7,412,803	6,277,051	6,036,950	3,906,810	8,695,207	8,549,689	7,952,940	7,460,545	6,596,015
O'Hare East	32	3,840,298	3,737,395	3,544,803	3,502,076	2,427,709	5,120,777	4,945,618	5,187,119	5,425,973	5,388,288
Irving Park Road (IL 19)	33	49,448,533	47,414,062	45,581,111	44,093,181	39,539,486	49,836,249	48,272,584	48,050,994	46,149,773	44,432,648
75th St, Willow Springs Rd	34	5,205,841	4,849,424	5,238,524	4,905,796	4,843,058	4,520,971	4,514,723	4,290,750	3,761,800	3,518,872
Cermak Rd (22nd St)	35	90,589,210	86,455,228	86,637,578	84,591,771	76,947,613	92,383,306	89,834,459	85,291,422	80,241,982	75,525,775
<b>SOUTHERN SECTION:</b>											
82nd Street	36	51,554,158	48,655,528	45,540,296	45,155,300	42,578,703	49,919,259	48,906,522	46,237,135	43,524,261	40,503,756
I-55 (Stevenson Expressway)	37	10,507,197	11,092,433	11,565,505	11,806,779	11,268,143	13,455,393	13,438,325	12,893,618	12,298,388	11,893,851
U.S. 12-20, 95th Street	38	6,899,246	6,631,071	6,602,621	6,391,367	5,910,314	6,583,276	6,389,703	5,830,216	5,605,972	5,292,706
83rd Street	39	48,680,325	45,416,812	45,163,048	44,676,917	41,332,744	48,380,259	47,124,207	45,396,098	42,730,402	39,516,276
U.S. 6, 159th Street	40	3,972,905	3,699,577	2,806,979	2,760,452	3,010,490	3,404,755	2,743,544	3,238,867	3,051,628	3,441,896
163rd Street	41	80,200,040	74,122,732	71,633,589	70,213,035	65,096,349	74,553,655	72,628,333	69,935,815	66,280,008	61,203,941
I-57/147th St (IL 83)	42	21,879,017	20,191,762	18,018,393	18,045,496	16,664,195	19,016,266	18,334,328	15,008,432	13,719,731	10,907,334
I-80, Westbound	43	19,622,825	19,174,187	18,499,275	18,707,012	17,076,099	19,828,266	19,401,109	19,640,934	18,082,966	16,796,386
I-80, Eastbound	45	18,425,542	17,978,404	17,410,754	17,636,530	16,303,868	18,583,541	18,258,144	18,645,813	17,377,783	16,221,870
Halsted Street (IL 1)	47	2,898,463	2,896,800	3,145,010	3,580,073	3,322,673	4,006,711	3,979,307	3,839,966	3,744,465	3,609,271
		<u>\$ 628,596,420</u>	<u>\$ 596,392,826</u>	<u>\$ 580,800,364</u>	<u>\$ 567,248,142</u>	<u>\$ 513,815,402</u>	<u>\$ 618,877,024</u>	<u>\$ 610,289,310</u>	<u>\$ 596,569,013</u>	<u>\$ 564,779,673</u>	<u>\$ 529,176,975</u>

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Toll Revenue by Toll Plaza (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)

Toll Plaza	Plaza Number	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
<b>VETERANS MEMORIAL TOLLWAY (NORTH-SOUTH):</b>											
Army Trail Road	73	\$ 56,100,983	\$ 54,939,720	\$ 51,240,335	\$ 48,058,790	\$ 41,715,212	\$ 52,992,829	\$ 51,403,519	\$ 51,852,957	\$ 50,921,966	\$ 50,333,617
North Avenue (IL 64)	75	11,575,083	11,237,140	11,609,698	11,127,072	10,154,737	11,883,982	11,779,930	11,767,286	11,326,087	10,973,537
Roosevelt Rd (IL 38)	77	3,586,075	3,652,710	3,730,754	3,581,500	2,905,992	3,923,882	3,874,365	4,212,346	4,161,228	4,097,453
Butterfield Rd (IL 56)	79	2,561,666	2,507,359	2,514,174	2,505,837	2,212,511	3,065,841	3,171,638	3,056,097	3,070,982	2,989,688
Ogden Ave (U.S. 34)	81	904,013	895,349	857,453	844,650	713,143	924,724	989,068	908,124	885,133	838,590
Maple Avenue	83	2,175,120	2,166,910	2,177,956	2,071,456	1,860,899	2,556,481	2,505,622	2,660,824	2,661,970	2,647,535
63rd Street	85	3,689,644	3,639,835	3,685,693	3,534,318	2,407,681	4,274,319	4,035,088	4,251,632	4,246,803	4,275,436
75th Street	87	3,877,370	3,940,368	3,922,621	3,738,643	2,796,396	4,586,245	4,656,675	4,826,263	4,999,214	5,023,966
Boughton Road	89	72,427,457	70,174,927	67,521,399	64,036,295	54,139,651	64,880,953	61,314,113	62,663,636	60,247,874	58,202,523
Boughton Road	90	2,042,250	2,164,619	2,109,350	2,158,303	1,931,510	2,373,305	2,428,907	2,247,797	2,345,593	2,409,578
127th Street	93	3,375,257	3,470,714	3,154,925	2,959,799	2,595,824	3,377,296	3,382,034	3,215,988	3,053,931	2,861,954
Archer Ave/143rd St	95	7,000,252	6,931,454	6,114,203	5,701,750	5,285,435	6,315,430	5,825,596	5,538,631	5,132,669	4,762,678
Illinois 7 (159th Street)	97	9,640,790	9,319,155	8,804,182	8,242,195	7,073,431	7,888,984	7,618,963	7,283,161	7,448,587	7,791,992
Spring Creek	99	72,100,979	74,038,420	69,216,662	64,429,759	55,407,369	67,928,214	64,211,039	63,448,504	59,461,995	55,842,198
U.S. 6	101	863,160	830,745	902,220	921,107	790,534	1,033,368	1,039,267	939,762	937,529	875,535
		<u>\$ 251,920,101</u>	<u>\$ 249,909,425</u>	<u>\$ 237,561,625</u>	<u>\$ 223,911,475</u>	<u>\$ 191,990,326</u>	<u>\$ 238,005,853</u>	<u>\$ 228,235,823</u>	<u>\$ 228,873,008</u>	<u>\$ 220,901,561</u>	<u>\$ 213,926,280</u>
<b>ILLINOIS ROUTE 390 TOLLWAY</b>											
Lively Boulevard	320	\$ 1,922,767	\$ 1,886,253	\$ 1,722,837	\$ 1,665,248	\$ 1,485,657	\$ 1,795,451	\$ 1,508,044	\$ 178,552	\$ -	\$ -
Mittel Drive	322	2,982,373	2,941,921	2,715,499	2,615,083	2,364,806	2,818,368	2,460,884	297,002	-	-
Hamilton Lakes Blvd	324	4,149,034	4,047,169	3,699,765	3,515,822	3,231,356	3,829,281	3,357,947	419,416	-	-
Ketter Drive	325	248,948	252,108	215,686	203,151	208,117	328,767	341,697	54,446	-	-
Plum Grove Road	326	14,968,271	14,936,931	14,196,409	13,364,384	12,447,701	15,489,394	15,062,888	13,142,876	6,230,315	-
Mitchell Boulevard	326	8,296,249	8,250,570	7,844,965	7,502,600	6,939,596	8,663,469	8,472,778	7,382,302	3,515,113	-
Lake Street	330	3,700,624	3,730,177	3,524,075	3,402,035	3,227,015	3,776,041	3,668,688	3,224,042	1,577,466	-
		<u>\$ 36,268,266</u>	<u>\$ 36,045,128</u>	<u>\$ 33,919,236</u>	<u>\$ 32,268,323</u>	<u>\$ 29,904,249</u>	<u>\$ 36,700,770</u>	<u>\$ 34,872,926</u>	<u>\$ 24,698,636</u>	<u>\$ 11,322,894</u>	<u>\$ -</u>
<b>FACILITY SUB-TOTAL</b>		<u>\$ 1,437,393,554</u>	<u>\$ 1,377,363,180</u>	<u>\$ 1,334,715,453</u>	<u>\$ 1,290,649,913</u>	<u>\$ 1,147,445,779</u>	<u>\$ 1,379,162,644</u>	<u>\$ 1,339,664,410</u>	<u>\$ 1,307,765,227</u>	<u>\$ 1,214,932,119</u>	<u>\$ 1,145,387,311</u>
OVER DIMENSION VEHICLES		1,945,145	1,701,899	1,806,000	1,719,905	1,574,115	1,588,110	1,386,815	1,424,282	1,365,925	1,242,125
<b>TOTAL TOLL REVENUE</b>		<u>\$ 1,439,338,699</u>	<u>\$ 1,379,065,079</u>	<u>\$ 1,336,521,453</u>	<u>\$ 1,292,369,818</u>	<u>\$ 1,149,019,894</u>	<u>\$ 1,380,750,754</u>	<u>\$ 1,341,051,225</u>	<u>\$ 1,309,189,509</u>	<u>\$ 1,216,298,044</u>	<u>\$ 1,146,629,436</u>

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Renewal and Replacement Account (Unaudited)<sup>(1)</sup>

Trust Indenture Basis

For the Years 2015 through 2024

<b><u>Year</u></b>	<b><u>Total funds Credited (1)</u></b>
2015	\$ 240,311,545
2016	300,845,345
2017	423,015,675
2018	425,924,437
2019	428,965,993
2020	121,455,373
2021	228,022,348
2022	291,283,725
2023	294,038,750
2024	264,041,980

<sup>(1)</sup> Includes earnings on the Renewal and Replacement Account

See accompanying independent auditors' report.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Historical Toll Rates by Vehicle Class

For the Years 2015 to 2024 (Unaudited)

## PASSENGER VEHICLES:

		2015 – 2024 <sup>(1)(2)</sup>	
Class	Description	Transponder	Other
1	Automobile/SUV, motorcycle, taxi, single unit truck or tractor, two axles, four or less tires	\$0.75	\$1.50

## COMMERCIAL VEHICLES:

Class	Description	2015 <sup>(3)</sup>		2016 <sup>(3)</sup>		2017 <sup>(1)(3)</sup>		2018 <sup>(1)(3)(4)</sup>		2019 <sup>(1)(3)(4)</sup>		2020 <sup>(1)(3)(4)</sup>		2021 <sup>(1)(3)(4)</sup>		2022 <sup>(1)(3)(4)</sup>		2023 <sup>(1)(3)(4)</sup>		2024 <sup>(1)(3)(4)</sup>	
		6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	6am–10pm	6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	10pm–6am	6am–10pm	10pm–6am
2	Single unit truck or tractor, bus, two axles, six tires	\$2.10	\$1.40	\$2.25	\$1.50	\$2.40	\$1.60	\$2.45	\$1.65	\$2.50	\$1.65	\$2.55	\$1.70	\$2.60	\$1.75	\$2.65	\$1.75	\$2.75	\$1.85	\$2.90	\$1.95
3	Three and four axle trucks, three axle buses, and Class 1 vehicles with one and two axle trailers	\$3.15	\$2.45	\$3.40	\$2.65	\$3.60	\$2.80	\$3.65	\$2.85	\$3.75	\$2.90	\$3.85	\$3.00	\$3.90	\$3.00	\$4.00	\$3.10	\$4.10	\$3.20	\$4.35	\$3.35
4	Five and six axle trucks and miscellaneous, special, or unusual vehicles not classified above	\$5.60	\$4.20	\$6.00	\$4.50	\$6.40	\$4.80	\$6.50	\$4.90	\$6.65	\$5.00	\$6.80	\$5.10	\$6.90	\$5.20	\$7.05	\$5.30	\$7.35	\$5.50	\$7.70	\$5.80

- (1) 2017-2024 toll rates apply to 11 of 28 mainline plazas on the Tollway System. Toll rates at the other 17 mainline plazas and the ramp plazas differ by various amounts. Toll rates on Illinois Route 390 (where tolling began 2016/2017) and the South Extension of I-355 (where tolling began 2007) are significantly higher on a per-mile basis than toll rates on the rest of the Tollway System. A complete listing of toll rates at each plaza may be found on the Authority's website. No other information from the Authority's website is incorporated by such reference.
- (2) Class 1 vehicles making payment via transponders (I-PASS, E-ZPass, etc.) are tolled at a discounted rate, and a non-discounted rate applies to most other payments.
- (3) Commercial vehicles (Classes 2-4) are tolled at a discounted rate during the overnight period of 10 p.m. – 6 a.m.
- (4) Beginning January 1, 2018, commercial vehicle toll rates have increased annually based on rates of change related to CPI. The adjustments effective 1/1/2018, 1/1/2019, 1/1/2020, 1/1/2021, 1/1/2022, 1/1/2023, and 1/1/2024 were approximately 1.839%, 2.254%, 2.072%, 1.564%, 2.302%, 5.224% and 3.850%, respectively.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois  
Toll Revenue Versus Traffic (GAAP Basis)  
Last Ten Fiscal Years (Unaudited)  
(Amounts in thousands)

		<b>2024</b>	<b>2023</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>	<b>2018</b>	<b>2017</b>	<b>2016</b>	<b>2015</b>
<b>Passenger</b>	Revenue	\$ 697,309	\$ 676,222	\$ 642,279	\$ 616,712	\$ 522,789	\$ 726,063	\$ 719,165	\$ 724,905	\$ 686,846	\$ 662,720
	Traffic	887,850	865,220	827,659	806,799	686,065	900,809	889,184	883,468	823,643	777,719
<b>Commercial</b>	Revenue	\$ 742,030	\$ 702,843	\$ 694,242	\$ 675,658	\$ 626,231	\$ 654,688	\$ 621,886	\$ 584,285	\$ 529,452	\$ 483,909
	Traffic	128,602	127,750	129,476	129,797	120,584	122,413	119,768	113,866	108,248	103,896
<b>Total</b>	Revenue	\$ 1,439,339	\$ 1,379,065	\$ 1,336,521	\$ 1,292,370	\$ 1,149,020	\$ 1,380,751	\$ 1,341,051	\$ 1,309,190	\$ 1,216,298	\$ 1,146,629
	Traffic	1,016,452	992,970	957,135	936,595	806,649	1,023,222	1,008,952	997,334	931,891	881,615
<b>Revenue Percentage</b>											
	Passenger	48%	49%	48%	48%	45%	53%	54%	55%	56%	58%
	Commercial	52%	51%	52%	52%	55%	47%	46%	45%	44%	42%
<b>Traffic Percentage</b>											
	Passenger	87%	87%	86%	86%	85%	88%	88%	89%	88%	88%
	Commercial	13%	13%	14%	14%	15%	12%	12%	11%	12%	12%

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Toll Revenue by Class of

Vehicles (Unaudited)

For the Years Ended December 31, 2024 and 2023

Class of Vehicle	2024		2023	
	Average Daily		Average Daily	
	Transactions*	Revenue**	Transactions*	Revenue**
1. Auto, motorcycle, taxi, station wagon, ambulance, single-unit truck or tractor: 2 axles, 4 tires	2,425,820	\$ 697,309,330	2,370,465	\$ 676,222,389
2. Single-unit truck or tractor, buses: 2 axles, 6 tires	46,051	38,929,197	45,447	36,288,741
3. Trucks and buses with 3 & 4 axles	61,198	82,794,571	61,024	78,077,210
4. Trucks with 5 or more axles, other vehicles and toll adjustments	<u>244,124</u>	<u>620,305,601</u>	<u>243,528</u>	<u>588,476,739</u>
<b>TOTAL</b>	<u><u>2,777,193</u></u>	<u><u>\$ 1,439,338,699</u></u>	<u><u>2,720,464</u></u>	<u><u>\$ 1,379,065,079</u></u>

\* The "Average Daily Transactions" represents the average daily number of vehicles passing through the toll plazas.

\*\* Toll revenue does not include tolls collected through the Evasion Recovery Program of approximately \$144.2 million and \$129.2 million, respectively. These are reported as Toll Evasion Recovery revenue.



**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Annual Toll Revenues

Passenger and Commercial Vehicles (Unaudited)

For years 2015 to 2024

(Dollars in thousands)

	<u>Passenger</u>	<u>Commercial</u>	<u>Total</u>	<u>Percentage passenger</u>
Year:				
2015	662,720	483,909	1,146,629	57.80%
2016	686,846	529,452	1,216,298	56.47%
2017	724,905	584,285	1,309,190	55.37%
2018	719,165	621,886	1,341,051	53.63%
2019	726,063	654,688	1,380,751	52.58%
2020	522,789	626,231	1,149,020	45.49%
2021	616,712	675,658	1,292,370	47.72%
2022	642,279	694,242	1,336,521	48.06%
2023	676,222	702,843	1,379,065	49.03%
2024	697,309	742,030	1,439,339	48.45%

Illinois Route 390 tolling began in July 2016 (6.5 miles) and November 2017 (3.5 miles).

Traffic was materially adversely impacted by the COVID-19 pandemic beginning in 2020. Passenger vehicles were adversely impacted more than commercial vehicles, resulting in a decrease in the percentage of transactions from passenger vehicles during the 2020 to 2023 period.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Annual Toll Transactions

Passenger and Commercial Vehicles (Unaudited)

For years 2015 to 2024

(Transactions in thousands)

	<u>Passenger</u>	<u>Commercial</u>	<u>Total</u>	<u>Percentage passenger</u>
Year:				
2015	777,719	103,896	881,615	88.22%
2016	823,643	108,248	931,891	88.38%
2017	883,468	113,866	997,334	88.58%
2018	889,184	119,768	1,008,952	88.13%
2019	900,809	122,413	1,023,222	88.04%
2020	686,065	120,584	806,649	85.05%
2021	806,799	129,797	936,596	86.14%
2022	827,659	129,476	957,135	86.47%
2023	865,220	127,750	992,970	87.13%
2024	887,850	128,602	1,016,452	87.35%

Illinois Route 390 tolling began in July 2016 (6.5 miles) and November 2017 (3.5 miles).

Traffic was materially adversely impacted by the COVID-19 pandemic beginning in 2020. Passenger vehicles were adversely impacted more than commercial vehicles, resulting in a decrease in the percentage of transactions from passenger vehicles during the 2020 to 2023 period.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Summary of Operating Revenues, Maintenance and Operating  
Expenses, Net Operating Revenues and Debt Service Coverage (Unaudited)  
Trust Indenture Basis (Non-GAAP))  
For the Years Ended December 31, 2015 through December 31, 2024  
(Amounts in thousands)

	2024	2023	2022	2021	2020	2019 <sup>(6) (7) (8)</sup>	2018	2017	2016 <sup>(4)(5)</sup>	2015 <sup>(3)</sup>
Operating revenue:										
Toll revenue	\$ 1,439,339	\$ 1,379,065	\$ 1,336,521	\$ 1,292,370	\$ 1,149,020	\$ 1,380,751	\$ 1,341,051	\$ 1,309,189	\$ 1,216,298	\$ 1,146,629
Toll evasion recovery	144,190	129,247	198,557	147,047	93,164	81,554	70,469	65,640	64,491	64,323
Concession and other revenue	27,770	8,769	31,307	22,004	26,630	8,864	12,232	13,041	11,481	7,664
Interest income <sup>(1)</sup>	88,037	84,276	25,294	2,356	13,726	38,455	34,389	13,947	6,529	1,846
Total operating revenue	<u>1,699,336</u>	<u>1,601,357</u>	<u>1,591,679</u>	<u>1,463,777</u>	<u>1,282,540</u>	<u>1,509,624</u>	<u>1,458,141</u>	<u>1,401,817</u>	<u>1,298,799</u>	<u>1,220,462</u>
Maintenance and operating expenses:										
Engineering and maintenance	118,010	108,595	93,675	89,903	91,503	95,540	78,404	74,054	53,650	55,477
Toll services	112,822	109,777	97,874	104,742	130,701	136,124	141,981	140,217	109,854	101,415
Police, safety and communication	26,065	43,060	46,961	44,706	45,729	42,190	40,762	37,908	27,256	24,958
Procurement, IT, finance and administration	108,616	103,284	91,266	81,315	46,334	46,074	47,341	32,077	25,731	23,851
Insurance and employee benefits	56,048	51,303	45,085	50,452	45,935	30,278	27,873	35,282	92,748	92,778
Total expenses	<u>421,561</u>	<u>416,019</u>	<u>374,861</u>	<u>371,118</u>	<u>360,202</u>	<u>350,206</u>	<u>336,361</u>	<u>319,538</u>	<u>309,239</u>	<u>298,479</u>
Net operating revenues	<u>\$ 1,277,775</u>	<u>\$ 1,185,338</u>	<u>\$ 1,216,818</u>	<u>\$ 1,092,659</u>	<u>\$ 922,338</u>	<u>\$ 1,159,418</u>	<u>\$ 1,121,780</u>	<u>\$ 1,082,279</u>	<u>\$ 989,560</u>	<u>\$ 921,983</u>
Total debt service <sup>(2)</sup>	\$ 518,295	\$ 514,857	\$ 500,297	\$ 467,926	\$ 442,114	\$ 419,460	\$ 424,244	\$ 398,411	\$ 387,933	\$ 358,846
Net revenues after debt service <sup>(2)</sup>	\$ 759,480	\$ 670,481	\$ 716,521	\$ 624,733	\$ 480,224	\$ 739,958	\$ 697,536	\$ 683,868	\$ 601,627	\$ 563,137
Debt service coverage <sup>(2)</sup>	2.47	2.30	2.43	2.34	2.09	2.76	2.64	2.72	2.55	2.56

(1) - Excludes interest income on construction funds.

(2) - Includes, as applicable in years 2015 -2019, synthetic fixed interest rates as determined under swap agreements for 1998 Series B, 2007 Series A, and 2008 Series A.

(3) - On July 1, 2015, the Tollway redeemed \$ 36.81 million principal amount of 2005 A bonds, in advance of their January 1, 2016, scheduled maturity.

(4) - In January 2016, the Tollway advance refunded all of the 2008B bonds.

(5) - In April 2016, the Tollway redeemed \$69.2 million principal amount of 1998B in advance of their January 1, 2017, scheduled maturity.

(6) - In January 2019, the Tollway refunded a portion of its 2007 Series A, 2008 Series A and 2009 Series A bonds.

(7) - In November 2019, the Tollway refunded all of the 2010 Series A-1 bonds.

(8) - In December 2019, the Tollway refunded the remainder of its 2007 Series A and 2008 Series A bonds.

See accompanying independent auditors' report.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

Operating Revenues, Maintenance and Operating  
Expenses and Net Operating Revenues<sup>1</sup> (Unaudited)

For Years 2015 to 2024

(Dollars in thousands)

<b>Year</b>	<b>Operating revenue</b>	<b>Maintenance and operating expenses</b>	<b>Net operating revenues</b>
2015	\$ 1,220,462	\$ 298,479	\$ 921,983
2016	1,298,799	309,239	989,560
2017	1,401,817	319,538	1,082,279
2018	1,458,141	336,361	1,121,780
2019	1,509,624	350,206	1,159,418
2020	1,282,540	360,202	922,338
2021	1,463,777	371,118	1,092,659
2022	1,591,679	374,861	1,216,818
2023	1,601,357	416,019	1,185,338
2024	1,699,336	421,562	1,277,774

<sup>(1)</sup> Determined according to the Series 1955 Bond Resolution through December 26, 1985, and in accordance with the Indenture subsequent to December 26, 1985.

See accompanying independent auditors' report.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Ratios of Outstanding Debt - Trust Indenture Basis  
Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>Bond Indebtedness, Net <sup>(a)</sup></b>	<b>Lane Miles</b>	<b>Debt Per Lane Mile</b>	<b>Revenue Fund - Total Revenue</b>	<b>Maintenance and Operation Expenses</b>	<b>Net Operating Revenue</b>	<b>Debt Per Dollar of Net Operating Revenue</b>
2015	\$ 6,048,812,340	2,138	\$ 2,829,192	\$ 1,220,463,381	\$ 298,479,172	\$ 921,984,209	\$ 6.56
2016	6,264,818,438	2,259	2,773,271	1,298,799,758	309,238,857	989,560,901	6.33
2017	6,473,874,955	2,277	2,843,160	1,401,817,627	319,538,167	1,082,279,460	5.98
2018	6,324,830,720	2,778	2,276,757	1,458,141,201	336,361,331	1,121,779,870	5.64
2019	6,712,938,755	2,291	2,930,135	1,509,624,418	350,206,614	1,159,417,804	5.79
2020	7,174,022,374	2,293	3,128,662	1,282,540,295	360,202,830	922,337,465	7.78
2021	7,848,500,054	2,293	3,422,809	1,463,776,763	371,117,551	1,092,659,212	7.18
2022	7,743,586,021	2,296	3,372,642	1,591,678,761	374,860,837	1,216,817,924	6.36
2023	8,090,415,354	2,300	3,517,572	1,601,357,128	416,019,789	1,185,337,339	6.83
2024	7,795,421,249	2,302	3,386,369	1,699,336,125	421,561,526	1,277,774,599	6.10

(a) - All debt represents revenue bonds.

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

December 31, 2024

Population and Commuting Statistics

Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>County</b>	<b>Population</b>	<b>Workers Commuting to Work</b>	<b>Percentage that Carpool</b>	<b>Percentage that drive alone</b>	<b>Mean Travel Time in Minutes</b>
2024	Boone	53,470	n/a	n/a	n/a	n/a
	Cook	5,038,084	n/a	n/a	n/a	n/a
	DeKalb	100,418	n/a	n/a	n/a	n/a
	DuPage	920,311	n/a	n/a	n/a	n/a
	Kane	516,668	n/a	n/a	n/a	n/a
	Lake	706,482	n/a	n/a	n/a	n/a
	Lee	33,086	n/a	n/a	n/a	n/a
	McHenry	315,284	n/a	n/a	n/a	n/a
	Ogle	51,105	n/a	n/a	n/a	n/a
	Whiteside	54,384	n/a	n/a	n/a	n/a
	Will	706,092	n/a	n/a	n/a	n/a
	Winnebago	279,682	n/a	n/a	n/a	n/a
		<u>8,775,066</u>				
2023	Boone	53,336	25,169	11.3%	77.0%	27.3
	Cook	5,062,578	2,508,211	7.8%	56.2%	31.9
	DeKalb	100,353	52,569	10.1%	76.4%	26.7
	DuPage	920,762	480,396	6.8%	66.5%	28.0
	Kane	515,825	264,245	8.9%	71.9%	28.3
	Lake	707,621	353,603	8.4%	68.0%	28.8
	Lee	33,370	14,872	7.9%	83.6%	24.3
	McHenry	314,042	160,951	7.1%	74.9%	30.6
	Ogle	51,185	24,013	8.0%	81.4%	26.8
	Whiteside	54,441	25,730	9.7%	80.6%	19.9
	Will	703,410	346,830	7.7%	74.3%	31.7
	Winnebago	280,302	129,036	9.7%	78.9%	22.9
		<u>8,797,225</u>				
2022	Boone	53,448	35,202	11.0%	83.0%	28.0
	Cook	5,275,541	2,557,868	7.8%	55.2%	31.6
	DeKalb	100,420	49,440	9.0%	80.2%	25.8
	DuPage	932,877	477,764	7.7%	65.7%	27.3
	Kane	516,522	266,662	10.1%	72.1%	28.3
	Lake	714,342	367,518	8.5%	67.4%	28.0
	Lee	34,145	18,687	8.8%	84.3%	24.0
	McHenry	310,229	164,915	7.3%	72.5%	31.1
	Ogle	51,788	32,554	10.1%	82.0%	26.7
	Whiteside	55,691	33,753	9.1%	83.3%	20.2
	Will	696,355	353,410	8.0%	73.7%	31.4
	Winnebago	285,350	125,312	9.6%	76.1%	22.8
		<u>9,026,708</u>				

Source: U.S. Census Bureau - (American Community Surveys)

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

December 31, 2024

Population and Commuting Statistics

Last Ten Fiscal Years (Unaudited)

Year	County	Population	Workers		Percentage that	Percentage that	Mean Travel
			Commuting to	Work			
					that Carpool	drive alone	Time in Minutes
2021	Boone	53,736	25,275		10.7%	81.5%	27.6
	Cook	5,085,052	2,452,019		7.4%	54.2%	30.1
	DeKalb	106,541	50,327		6.5%	76.2%	26.1
	DuPage	909,943	468,211		6.7%	61.6%	26.8
	Kane	531,452	258,391		7.7%	68.3%	26.6
	Lake	687,379	349,862		8.7%	64.3%	27.2
	Lee	33,496	15,034		8.8%	84.3%	24.2
	McHenry	306,343	160,250		5.1%	71.6%	12.1
	Ogle	50,229	24,103		8.8%	83.0%	26.5
	Whiteside	54,041	26,182		9.1%	83.3%	20.9
	Will	689,525	344,040		8.3%	71.2%	30.0
	Winnebago	279,398	121,746		8.9%	77.3%	22.9
		<u>8,787,135</u>	<u>4,295,440</u>				
2020	Boone	53,537	25,168		11.0%	82.0%	28.0
	Cook	5,198,275	2,508,211		7.8%	59.9%	33.2
	DeKalb	104,366	51,708		8.1%	80.8%	26.0
	DuPage	929,060	482,644		6.7%	83.1%	29.8
	Kane	531,376	262,617		9.6%	79.6%	29.1
	Lake	701,473	355,918		8.3%	76.8%	30.4
	Lee	34,389	15,229		7.8%	86.1%	21.8
	McHenry	307,714	161,612		6.4%	83.2%	33.2
	Ogle	51,025	24,628		10.5%	81.5%	25.9
	Whiteside	56,016	25,942		9.6%	83.8%	19.0
	Will	689,315	345,127		6.0%	83.3%	33.0
	Winnebago	284,819	129,036		9.6%	82.1%	23.0
		<u>8,941,365</u>					
2019	Boone	53,606	23,706		9.9%	83.3%	28.7
	Cook	5,180,493	2,413,649		7.8%	60.4%	33.7
	DeKalb	104,143	52,317		7.8%	82.3%	26.6
	DuPage	928,589	446,636		6.2%	75.6%	30.3
	Kane	534,216	253,828		9.0%	78.8%	29.6
	Lake	700,832	330,442		7.5%	77.5%	30.0
	Lee	34,527	14,865		9.4%	83.4%	21.8
	McHenry	308,570	154,440		6.4%	83.6%	33.1
	Ogle	51,328	23,553		10.7%	81.2%	25.9
	Whiteside	56,396	25,622		8.8%	84.8%	19.0
	Will	692,310	328,414		5.9%	81.5%	33.4
	Winnebago	284,081	126,701		8.7%	84.6%	22.9
		<u>8,929,091</u>					

Source: U.S. Census Bureau - (American Community Surveys)

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

December 31, 2024

Population and Commuting Statistics

Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>County</b>	<b>Population</b>	<b>Workers Commuting to Work</b>	<b>Percentage that Carpool</b>	<b>Percentage that drive alone</b>	<b>Mean Travel Time in Minutes</b>
2018	Boone	54,165	25,386	10.4%	83.3%	28.6
	Cook	5,194,675	2,535,975	8.0%	61.1%	33.3
	DeKalb	105,160	51,791	8.6%	80.5%	25.8
	DuPage	916,924	489,553	6.9%	76.6%	29.6
	Kane	515,269	269,711	9.6%	76.6%	28.9
	Lake	703,462	353,024	8.2%	76.4%	30.4
	Lee	34,223	15,178	9.4%	83.0%	21.8
	McHenry	308,760	162,747	6.7%	81.7%	37.2
	Ogle	50,923	24,505	10.7%	81.2%	26.1
	Whiteside	55,626	25,948	8.8%	84.8%	19.4
	Will	677,560	352,739	6.0%	81.5%	33.2
	Winnebago	295,266	133,193	9.9%	82.1%	22.3
		<u>8,912,013</u>				
2017	Boone	53,513	23,441	9.0%	84.2%	29.0
	Cook	5,211,263	2,360,493	8.1%	61.7%	32.9
	DeKalb	104,733	48,503	8.7%	79.3%	25.5
	DuPage	930,128	449,059	7.1%	77.4%	29.3
	Kane	534,667	255,943	9.3%	89.8%	29.0
	Lake	703,520	329,267	8.0%	77.0%	30.0
	Lee	34,511	14,456	8.5%	83.8%	21.5
	McHenry	309,122	149,653	6.9%	89.7%	33.6
	Ogle	51,032	23,075	10.9%	81.2%	26.0
	Whiteside	55,947	25,376	9.6%	84.0%	19.4
	Will	692,661	322,805	5.8%	84.4%	32.9
	Winnebago	284,778	125,219	9.3%	83.6%	21.9
		<u>8,965,875</u>				
2016	Boone	53,503	23,260	8.9%	84.3%	28.4
	Cook	5,203,499	2,334,882	8.3%	62.0%	32.6
	DeKalb	104,528	48,616	9.8%	79.0%	26.1
	DuPage	929,368	447,048	7.5%	77.5%	29.1
	Kane	531,715	241,076	9.8%	80.4%	29.1
	Lake	703,047	326,810	8.0%	77.2%	29.9
	Lee	34,482	14,375	8.7%	82.9%	22.3
	McHenry	307,004	147,469	7.1%	82.5%	33.8
	Ogle	51,162	23,338	9.7%	82.4%	25.7
	Whiteside	56,472	25,577	9.6%	83.9%	19.1
	Will	689,529	317,668	6.0%	84.0%	32.7
	Winnebago	285,873	125,188	9.0%	84.3%	21.6
		<u>8,950,182</u>				

Source: U.S. Census Bureau - (American Community Surveys)



**ILLINOIS STATE TOLL HIGHWAY AUTHORITY**

A Component Unit of the State of Illinois

December 31, 2024

Population and Commuting Statistics

Last Ten Fiscal Years (Unaudited)

<b>Year</b>	<b>County</b>	<b>Population</b>	<b>Workers Commuting to Work</b>	<b>Percentage that Carpool</b>	<b>Percentage that drive alone</b>	<b>Mean Travel Time in Minutes</b>
2015	Boone	53,585	23,309	8.8%	84.6%	29.1
	Cook	5,238,216	2,310,522	8.7%	62.1%	32.3
	DeKalb	104,352	48,213	10.9%	78.2%	25.8
	DuPage	933,736	446,304	7.6%	78.0%	29.0
	Kane	530,847	238,687	10.1%	79.9%	29.1
	Lake	703,910	322,901	7.9%	77.3%	29.7
	Lee	34,515	14,626	8.0%	84.6%	23.5
	McHenry	307,343	145,877	7.3%	82.5%	34.3
	Ogle	51,573	23,585	9.7%	83.2%	24.7
	Whiteside	56,914	25,321	9.5%	83.6%	19.2
	Will	687,263	313,862	6.2%	83.9%	32.6
	Winnebago	287,078	124,424	9.0%	84.6%	21.3
		<u>8,989,332</u>				

Source: US Census Bureau - (American Community Surveys)

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY**  
A Component Unit of the State of Illinois  
Average Number of Employees by Function  
For the Years Ended December 31, 2015 through 2024 (Unaudited)

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
<b>Tollway Employees</b>										
Executive Office	11	12	8	10	12	9	10	7	4	5
Directors	10	10	9	10	9	9	10	9	10	10
Inspector General	8	8	8	6	5	5	6	6	6	6
Internal Audit	8	6	8	5	8	3	4	5	5	6
Legal	6	6	6	7	6	8	9	8	9	9
Security and Safety	21	22	10	7	-	-	-	-	-	-
State Police (Civilians)	0	0	13	11	12	13	12	10	12	14
Finance	57	58	54	55	58	61	55	53	52	53
Administration	34	32	27	29	29	23	23	28	31	28
Operations										
Toll Collectors*	0	147	165	182	248	268	320	371	418	436
Plaza Supervisors and Managers	0	0	0	2	22	23	26	29	32	34
Others	144	122	110	109	81	108	134	136	130	128
Information Technology	73	53	35	27	27	38	40	40	40	42
Engineering/Facilities/Planning:										
Maintenance:										
Roadway	436	410	425	429	356	390	380	391	390	373
Transportation	86	84	77	73	80	72	69	67	66	65
Others	122	118	120	117	178	65	71	67	57	55
Engineers	30	30	29	31	29	36	42	41	45	44
Planning	23	24	26	25	27	24	23	22	22	20
Procurement	57	52	46	43	46	53	43	45	48	45
Diversity & Strategic Development	9	11	10	10	10	6	7	6	6	6
Stakeholder Engagement	10	9	9	9	9	10	10	11	13	11
Business Systems	13	14	14	14	15	56	56	57	59	60
Total Authority Employees	1158	1228	1209	1211	1267	1280	1350	1409	1455	1450
State Troopers*	81	150	173	152	164	153	167	175	170	173
Total Personnel	1239	1378	1382	1363	1431	1433	1517	1584	1625	1623

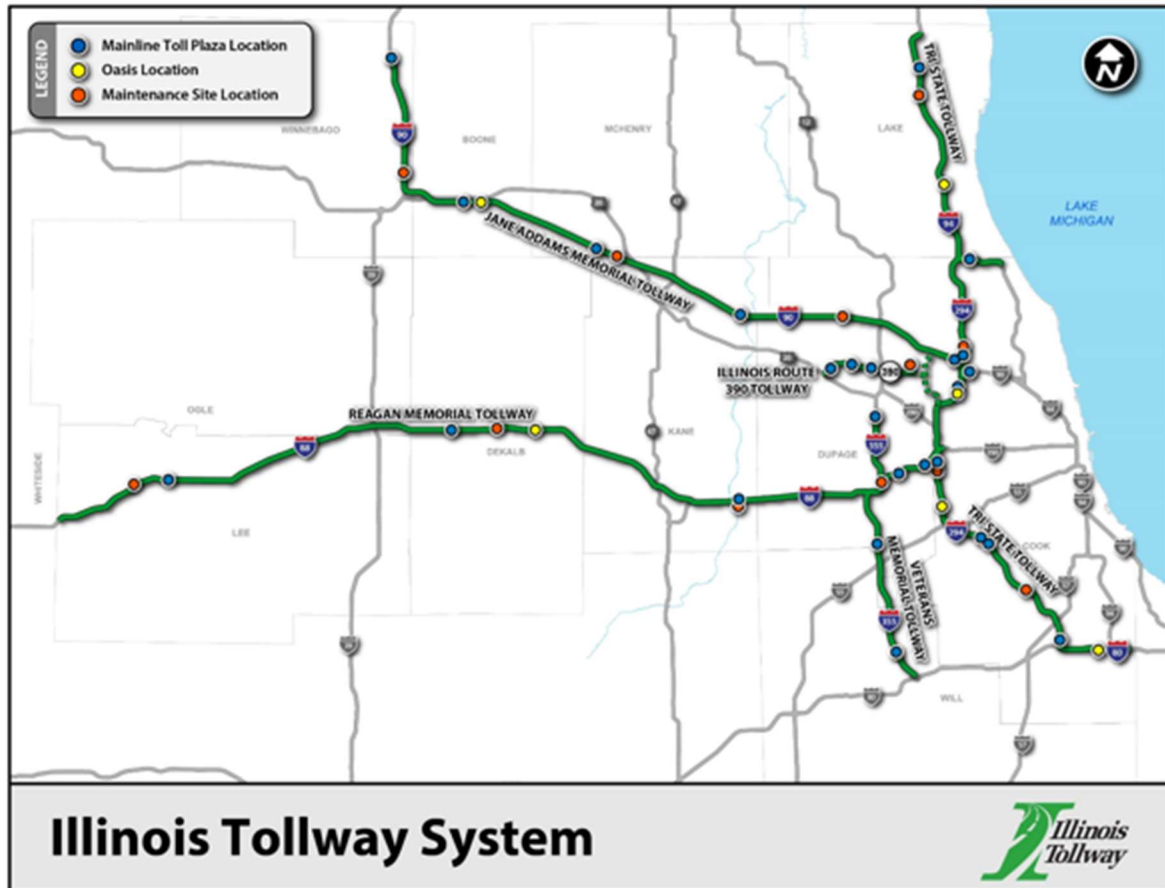
\* Increasing customer utilization of electronic forms of payment and the removal of then-remaining toll booths in response to the COVID-19 pandemic led to reductions in, and eventual elimination of, toll collector positions. The 2024 decline of employees categorized as State Police reflects a transition to an expense reimbursement model for State Police services.

# THE ILLINOIS STATS TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Location Map (Unaudited)

December 31, 2024



Note: Six patron service areas, each referred to in the map above as an "Oasis Location", serve the Tollway System. Four of the six are each comprised of (i) a patron service building, known as an oasis pavilion, that houses restroom facilities, restaurants and other travel related convenience services; and (ii) motor fuel facilities consisting of a fuel station and associated retail convenience store. The other two patron service area, located on I-294 slightly south of I-90 and north of I-55, are comprised of only fuel station and associated retail convenience store. Reference to "oasis" or "oases" in this document may refer solely to the four locations that include an oasis pavilion.

# THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois  
Miscellaneous Data and Statistics (Unaudited)  
For the Year Ended December 31, 2024

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Legislation enabled Illinois State Toll Highway Commission to issue bonds .....	July 1953
Construction began on tollways .....	September 1956
Jane Addams Tollway opened .....	August 1958
Tri State Tollway opened .....	August 1958
Ronald Reagan Tollway opened .....	November 1958
Ronald Reagan West Extension opened .....	November 1974
Veterans Memorial Tollway opened .....	December 1989
Veterans Memorial South Extension Tollway opened .....	November 2007
Tri-State Tollway (I-294)/I-57 Interchange opened .....	October 2014
Illinois Route 390 opened.....	July 2016, November 2017

## ***Length of Illinois Tollways:***

Jane Addams Memorial Tollway (I-90) .....	76 miles
Tri State Tollway (I-94/I-294/I-80).....	82 miles
Reagan Memorial Tollway (I-88).....	96 miles
Veterans Memorial Tollway (I-355).....	30 miles
Illinois Route 390.....	10 miles

## ***Tollway Oases:***

Jane Addams Memorial Tollway (I-90)	Tri-State Tollway (I-94/I-294/I-80)	Reagan Memorial Tollway (I-88)
Belvidere	Chicago Southland Lincoln Hinsdale (fuel stations only)* O'Hare (fuel stations only)* Lake Forest	DeKalb

\*Each oasis includes fuel stations and pavilions, except for O'Hare and Hinsdale.

## ***Number of Employees:***

Engineering and maintenance of roadway and structures .....	697
Services and toll collection .....	144
Traffic control, safety, patrol and radio communication (includes District 15 State Police).....	102
Administrative .....	296

Note: The Tollway does not receive any tax revenue from the State of Illinois