The Illinois State Toll Highway Authority

Comprehensive Annual Financial Report

For the Year Ended December 31, 2015

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

COMPREHENSIVE ANNUAL FINANCIAL REPORT

For the Year Ended December 31, 2015

MISSION STATEMENT:

The Illinois Tollway is dedicated to providing and promoting a safe and efficient system of toll-supported highways while ensuring the highest possible level of service to our customers.

Prepared by the Finance Department

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

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ILLINOIS STATE TOLL HIGHWAY AUTHORITY

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INTRODUCTORY SECTION

Illinois Tollway

June 30, 2016

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

Directors:

The Comprehensive Annual Financial Report (CAFR) of The Illinois State Toll Highway Authority (Tollway), for the year ended December 31, 2015, 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. 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. All disclosures necessary to enable the reader to gain an understanding of the Tollway's financial activities have been included.

We believe that this report provides a full understanding of the Tollway's 2015 financial and operational activities and describes how the Tollway is prepared to meet its financial and operational responsibilities in years to come.

Respectfully submitted,

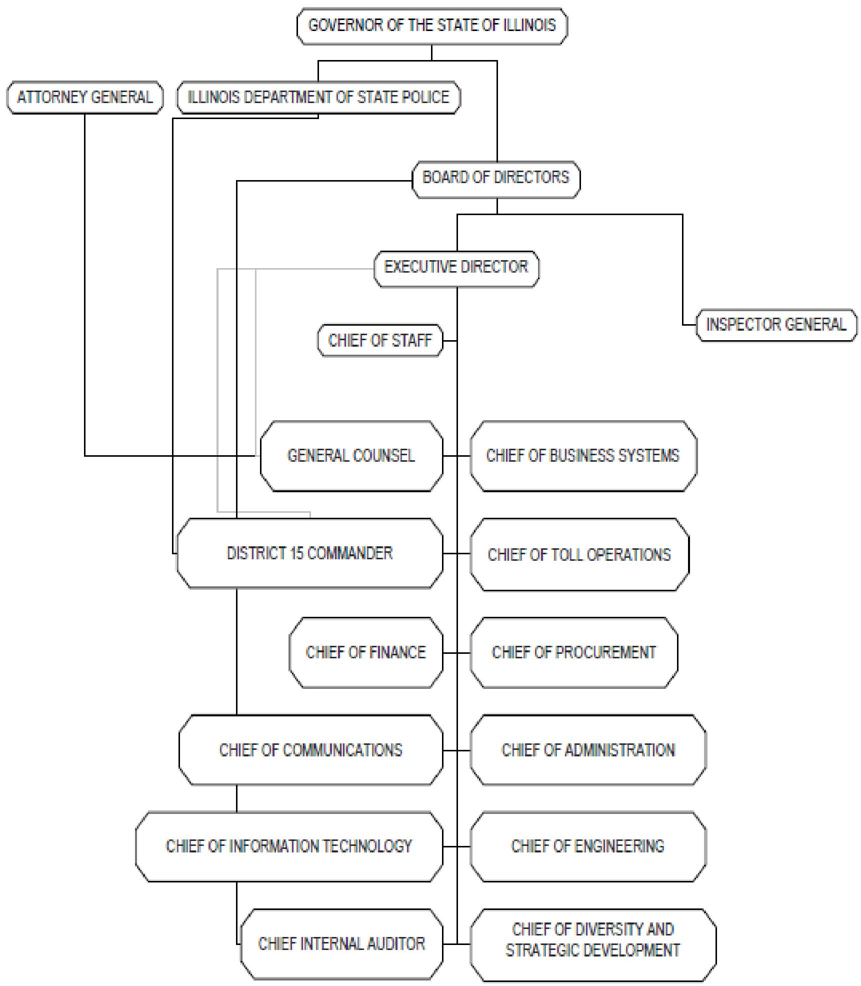
Greg Bedalov
Executive Director

Michael J. Colsch
Chief of Finance

Patricia J. Pearn
Controller

ILLINOIS TOLLWAY
2700 Ogden Avenue | Downers Grove, IL 60515 | Phone: 630.241.6800 | TTY: 630.241.6988
www.illinoistollway.com

ILLINOIS TOLLWAY TABLE OF ORGANIZATION



December 31, 2015

ILLINOIS STATE TOLL HIGHWAY AUTHORITY
As of December 31, 2015

Board of Directors

	Term Expires[1]
Bruce Rauner, Governor, State of Illinois	*Ex-Officio*
Randall S. Blankenhorn, Secretary, Illinois Department of Transportation	*Ex-Officio*
Robert Schillerstrom, Chairman	05/01/17 [2]
James J. Banks	05/01/17
Corey Brooks	05/01/19 [3]
Earl Dotson, Jr	05/01/17
Joseph Gomez	05/01/19
David Gonzalez	05/01/19
Craig Johnson	05/01/19
Nick Sauer	05/01/19 [4]
James Sweeney	05/01/17

(1) In accordance with Public Act 97-582, effective August 26, 2011 (the Effective Date), a director appointed after the Effective Date shall not continue in office longer than 60 calendar days after the expiration of that term of office, unless reappointed and qualified in accordance with law.

(2) Effective June 1, 2015, Paula Wolff resigned as Chair of the Illinois Tollway Board of Directors. Robert Schillerstrom was appointed Chairman on June 5, 2015.

(3) Effective July 20, 2015, Governor Bruce Rauner appointed Corey Brooks to replace Tom Weisner, whose term expired on May 1, 2015.

(4) Effective May 20, 2016, Nick Sauer resigned as a director of the Illinois Tollway Board. Neli Vazquez Rowland was appointed to serve the remainder of Mr. Sauer's term.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Comprehensive Annual Financial Report
Overview of Organization, Background and Functions

December 31, 2015

Profile of the agency

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. 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 286 miles of tollroads.

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 appoints an Executive Director without approval from the state legislature, and employs other personnel to administer the Tollway system and implement the policies of the Board of Directors. The Tollway's organizational structure consists of 14 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 88% 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 billion capital program, called "Move Illinois: The Illinois Tollway Driving the Future" beginning in 2012 through 2026. Following is a sample of some of the projects included in this program:

- Construct a new interchange at the Tri-State Tollway (I-294) and I-57

- Construct the Elgin O'Hare Western Access Project near and around O'Hare International Airport
- Preserving the Ronald Reagan (I88) and Veterans Memorial (I355) 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.
- Reconstruct the central Tri-State Tollway (I-294) from 95th Street to Balmoral Avenue
- Interchanges and planning studies
- Facilities improvements and roadway maintenance.

This program is being funded by a passenger vehicle toll increase that went into effect in 2012, a commercial vehicle toll increase being phased in over 2015-2017, an annual Consumer Price Index adjustment to be applied to commercial vehicles beginning in 2018, and the issuance of approximately $4.7 billion of revenue bonds. As of December 31, 2015, $2.2 billion of the $4.7 billion of revenue bonds had been issued.

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

Oases

Six oases serve the Illinois Tollway system. The Illinois 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; the oases are open 24-hours a day, 365 days a year. In addition to the six oases, there are fuel stations available in Des Plaines on the Jane Addams Tollway, at the site of a previous oasis, which except for the fuel stations, was demolished to facilitate rebuilding and widening of the Jane Addams Tollway.

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 11 maintenance sections, spaced at approximately 25-30 mile intervals along the road, 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 system. Traffic sensors now 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.

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 District 15, public safety, emergency vehicles, and security.

Illinois State Police
Illinois State Police District 15 is a unique State Police district in that the community which it serves is a mobile one: travelers from across the country and local commuters, traversing the 286 miles of the Illinois Tollway system. Troopers assigned to District 15 cover 12 different counties and five geographic State Police districts. District 15 has a long history of achieving the highest standards possible in its service to citizens and commuters. The district 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. State Farm is the exclusive sponsor of the H.E.L.P. program. For the calendar year 2015, H.E.L.P. trucks assisted 30,063 Tollway customers, driving 1.1 million miles and dispensing 2,702 gallons of gasoline.

Financial Information

The 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 that adequate accounting data are compiled to allow for the preparation of financial statements in conformity with generally accepted accounting principles (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 periods ended December 31, 2015 and 2014.

Notes to Financial Statements

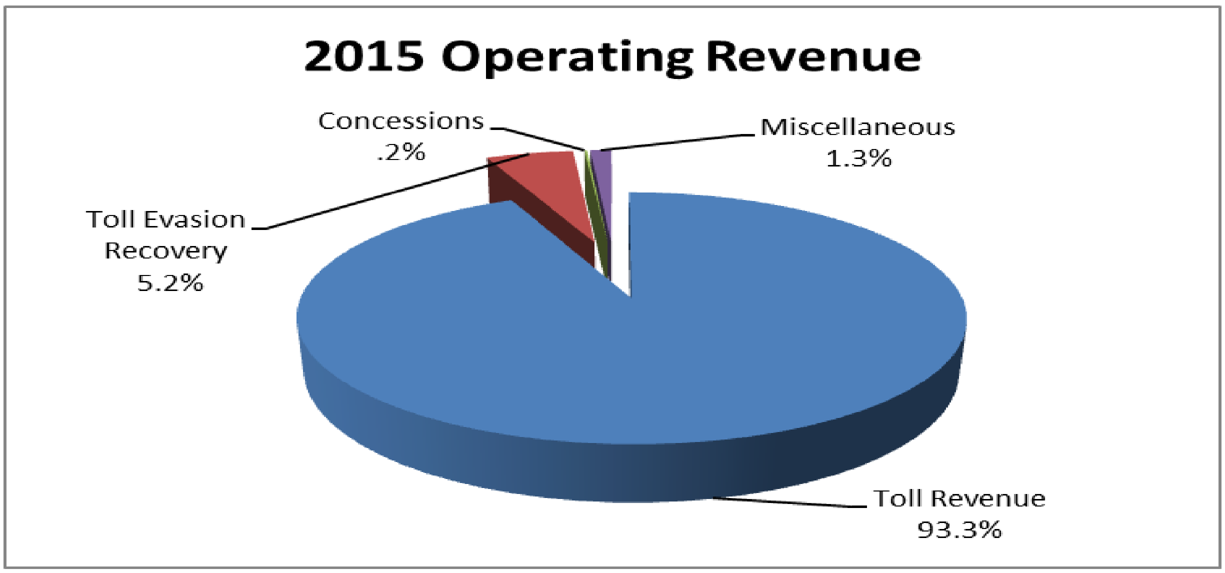
The notes provided in the Financial Section of this report should be considered an integral and essential part of adequate disclosures and fair presentation of this financial report. The notes include a Summary of Significant Accounting Policies of the Tollway and other necessary disclosures of pertinent 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 generally accepted accounting principles. The budget is approved by the Tollway Board of Directors but does not require the approval of the state legislature.

Basis of Accounting and Measurement
The Tollway employs generally accepted accounting principles 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"- a basis not in conformity with generally accepted accounting principles.)

Operating Revenue and Expense
Total operating revenue increased approximately 17.8% from $1,042.8 million in 2014, to $1,228.6 million in 2015. Toll revenue increased 18.3% over the prior year due to an increase in both commercial and passenger vehicle traffic and an increase in the commercial vehicle toll rates. Toll evasion recovery revenue increased to $64.3 million from $53.8 million in 2014.



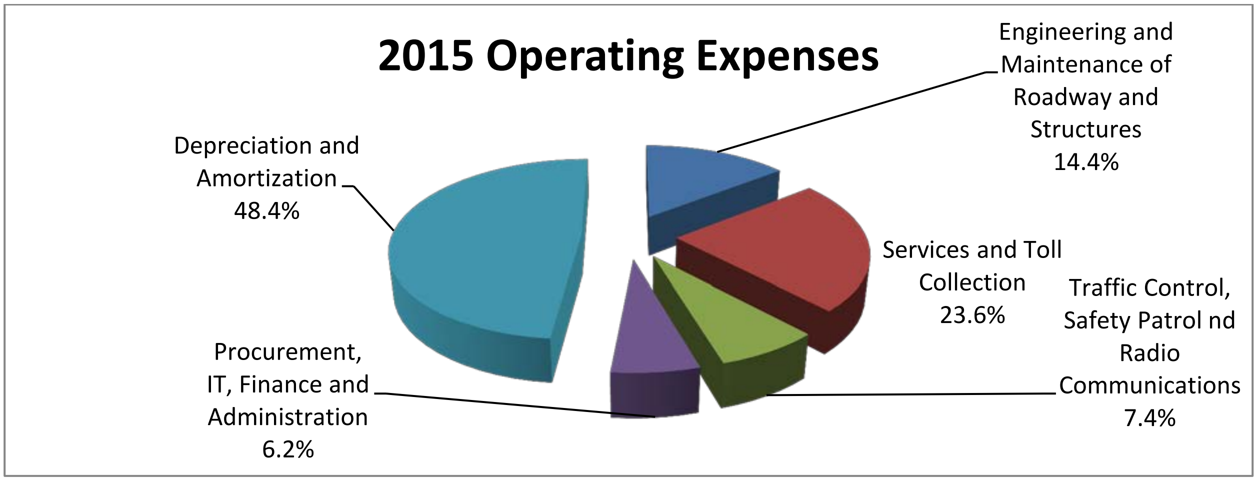
Total operating expenses, excluding depreciation, increased by approximately 11.5% in 2015, due to the implementation of GASB Statement No. 68, which modified the method of reporting pension expense. Other operating expenses, excluding depreciation and retirement, remained fairly stable compared to 2014, increasing by less than 1%. See the Management Discussion and Analysis contained within these statements for further information.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Comprehensive Annual Financial Report
Overview of Organization, Background and Functions

December 31, 2015



Awards and acknowledgements

The Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the Illinois Tollway for the fiscal year ended December 31, 2014. This was the 19th consecutive year that the Tollway has received this award. In order to receive this certificate, the Tollway had to publish an easily readable and efficiently organized CAFR that satisfied both generally accepted accounting principles and applicable program requirements.

The Illinois Tollway also received the GFOA's Distinguished Budget Presentation Award for its 2014 annual budget book. To qualify for the Distinguished Budget Presentation Award, the budget book had 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.

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

Comprehensive Annual Financial Report
Independent Audit

December 31, 2015

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 is subject to an annual compliance examination as performed by Special Assistant Auditors selected by the Office of the Auditor General of the State of Illinois.

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

Comprehensive Annual Financial Report
Independent Audit

December 31, 2015

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

The Illinois State Toll Highway Authority

For its Comprehensive Annual Financial Report for the Fiscal Year Ended

December 31, 2014

Executive Director/CEO

A certificate of achievement is valid for a period of one year. The Tollway believes that its current CAFR will continue to meet the Certificate of Achievement Program's requirements; this 2015 CAFR will be submitted to the GFOA to determine its eligibility for another certificate.

Acknowledgments
Appreciation is extended to the entire General Accounting staff for their preparation of this financial report. Special thanks also go to all other Tollway staff for their assistance and contributions in compiling this report.

FINANCIAL SECTION

KPMG LLP
Aon Center
Suite 5500
200 East Randolph Drive
Chicago, IL 60601-6436

Independent Auditors' Report

Honorable Frank J. Mautino
Auditor General State of Illinois

and

The Board of Directors
Illinois State Toll Highway Authority:

Report on the Financial Statements

As Special Assistant Auditors for the Illinois Auditor General, we have audited the accompanying basic financial statements 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, 2015, and the related notes to the financial statements, which collectively comprise the Tollway's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with U.S. generally accepted accounting principles; this includes 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.

Auditors' Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

KPMG

Opinion

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the Illinois State Toll Highway Authority as of December 31, 2015, and the respective changes in financial position, and cash flows thereof for the year then ended in accordance with U.S. generally accepted accounting principles.

Emphasis of Matter

As discussed in footnote 1(u), the Tollway adopted 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*. Our opinion is not modified with respect to these matters.

Other Matters

Required Supplementary Information

U.S. generally accepted accounting principles require that the management's discussion and analysis on pages 4 – 11 and required supplementary information on Schedules 1 and 2 be presented to supplement the basic financial statements. Such information, 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 auditing standards generally accepted in the United States of America, 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 and Other Information

Our audit was conducted for the purpose of forming an opinion on the Tollway's basic financial statements. The accompanying supplementary information in Schedules 3 through 6 is presented for purposes of additional analysis and is not a required part of the basic financial statements.

The accompanying supplementary information in Schedules 3 through 6 is the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such 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 auditing standards generally accepted in the United States of America. In our opinion, the supplementary information in Schedules 3 through 6 is fairly stated in all material respects in relation to the basic financial statements as a whole.

The introductory section and statistical section have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

KPMG LLP

Chicago, Illinois
June 30, 2016

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 for the year ended December 31, 2015. Readers should use this section of this report in conjunction with the Tollway's basic financial statements.

2015 Financial Highlights

- In August of 2011, the Tollway's Board of Directors approved a $12 billion capital plan, called "Move Illinois, the Illinois Tollway Driving the Future", which established a guide for infrastructure investments to be made by the Tollway beginning in 2012 through 2026. During 2015, construction and professional engineering services contracts with a combined value of $855 million were awarded under this program, bringing the total awards to date to $ 3,419.2 million.
- The Move Illinois program provides capital investments in addition to investments programmed in the previously approved Congestion Relief program (CRP). The CRP program was approved in 2004, initiated in 2005, and currently includes $ 5.7 billion in capital outlays. The bulk of this program has been expended, with about $192 million approved in the current capital plans to be invested under the CRP for years 2016 through 2017.
- To fund the capital outlays approved for "Move Illinois", the Tollway board set new toll rates for passenger vehicles using the system; these higher rates were effective January 1, 2012. The Tollway also affirmed a previously approved increase in commercial vehicle toll rates, which are being phased in over 2015 – 2017, with an annual Consumer Price Index adjustment applied beginning January 1, 2018.
- The anticipated funding for the capital plan will be new revenue bonds to be issued through 2022, totaling about $4.7 billion, of which $2.2 billion were issued in 2013-2015.
- The Tollway's 2015 operating revenue totaled $1,228.6 million, an increase of $185.7 million from the previous year. Net operating income for 2015 was $549.2 million, an increase of $129.7 million.
- Effective for the year ending December 31, 2015, the Tollway adopted 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*, which establish standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, expenses and expenditures. The implementation of these statements significantly impacted the Tollway's financial statements and footnote disclosures, as more fully explained in Notes 1 and 12.
- Amounts on deposit on behalf of I-PASS account holders increased by 4.7% at year-end to $174.9 million; the percentage of Tollway users paying by I-PASS was 86.6% in 2015.

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.

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, liabilities, and deferred inflows, 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 non-capital financing activities, cash flows from capital 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.

Financial Analysis

2015 Results Compared to 2014

Operating Revenue

The Tollway's total 2015 operating revenues exceeded those of the previous year, up $185.7 million (17.8%) at $1,228.6 million (compared to $1,042.8 million in 2014). This increase came from toll revenue which totaled $1,146.6 million in 2015 (up from $969.0 million in 2014), due to an increase in both commercial and passenger vehicle traffic and an increase in the commercial vehicle toll rates. Revenue from toll evasion recovery was also higher (19.6%) than 2014, at $64.3 million in 2015 (versus $53.8 million in 2014).

Other revenue remained fairly consistent year over year.

(Continued)

Operating Expenses

Operating expenses, excluding depreciation, increased $36.2 million (11.5%) in 2015. The increased operating cost was due to the implementation of GASB Statement No. 68, which modified the method in which pension expense is calculated. The recognition in the Tollway's financial statement of the net pension liability, deferred outflows and deferred inflows as required by GASB 68 resulted in an increase of $32.7 million to the recorded pension expense for 2015. Other operating costs, excluding depreciation and amortization, increased by $3.6 million.

Depreciation expense increased by 6.4% to $328.7 million, from $308.8 million, in 2014. The resulting net operating income for the year, $549.2 million, was up by $129.7 million from the previous year.

Non-operating Revenue and Expense

Net non-operating expense increased this year (by 7.0%) from $188.9 million in 2014 to $202.2 million for 2015, primarily the result of increased interest and amortization of financing costs due to additional bond issues. Again this year the Tollway received an interest rebate from the federal treasury relating to bonds which were issued as Build America Bonds. The 2015 rebate totaled $15.1 million, a nominal increase from 2014.

Statements of Changes in Net Position

		2015	2014
Revenues:			
Operating revenues:			
Toll revenue	$	1,146,629,436	968,971,925
Toll evasion recovery		64,323,149	53,769,282
Concessions		2,117,517	2,096,881
Miscellaneous		15,493,528	17,982,788
Nonoperating revenues:			
Investment income		1,859,314	1,057,937
Revenues under intergovernmental agreements		79,451,042	39,218,519
Bond interest subsidy (Build America Bonds)		15,098,919	15,066,431
Total revenues		1,324,972,905	1,098,163,763
Expenses:			
Operating expenses:			
Engineering and maintenance of roadway and structures		98,064,006	80,052,708
Services and toll collection		160,233,841	152,516,584
Traffic control, safety patrol, and radio communications		50,307,156	43,280,370
Procurement, IT, finance, and administration		42,135,110	38,687,973
Depreciation and amortization		328,650,467	308,835,872
Nonoperating expenses:			
Expenses under intergovernmental agreement		79,451,042	39,218,519
Net loss on disposal of property		261,018	451,284
Miscellaneous		3,937,904	959,699
Interest expense and amortization of financing cost		214,946,627	203,660,387
Total expenses		977,987,171	867,663,396
Capital contributions under intergovernmental agreements		481,600	1,868,528
Increase in net position		347,467,334	232,368,895
Net position, beginning of year		2,478,704,487	2,246,335,592
Restatement for implementation of GASB 68 and 71		(633,249,324)	—
Net position, beginning of year, as restated (note 1(u))		1,845,455,163	2,246,335,592
Net position, end of year	$	2,192,922,497	2,478,704,487

(Continued)

Changes in Net Position

Net operating income increased in 2015 by $129.8 million to $549.2 million. After deducting this year's net non-operating expense of $202.2 million, the Tollway posted an increase in net position for the year of $347.0 million compared to $400.9 million decrease in net position for 2014, which represented an increase of $232.4 million, reduced by a restatement of $633.2 million to reflect the implementation of GASB 68. After this year's result, the Tollway's net position totaled $2.2 billion.

		2015	2014
ASSETS			
Current and other assets	$	2,363,616,681	2,257,173,010
Capital assets – net		7,379,283,872	6,235,314,815
Total assets		9,742,900,553	8,492,487,825
DEFERRED OUTFLOWS OF RESOURCES			
Accumulated decrease in fair value of hedging derivates		273,981,681	257,181,557
Net loss on bond refundings		62,856,712	71,787,511
Pension related		101,517,012	—
Total deferred outflows of resources		438,355,405	328,969,068
LIABILITIES			
Current debt outstanding		101,325,000	97,795,000
Long-term debt outstanding		6,048,812,340	5,319,392,765
Other liabilities		1,806,241,988	925,564,641
Total liabilities		7,956,379,328	6,342,752,406
DEFERRED INFLOWS OF RESOURCES			
Pension related		31,954,133	—
NET POSITION			
Invested in capital assets, net of related debt		1,714,006,541	1,227,482,902
Restricted under trust indenture agreement		427,583,679	410,020,656
Restricted for supplemental pension benefits obligations		54,049	57,996
Unrestricted		51,278,228	841,142,933
Total net position	$	2,192,922,497	2,478,704,487

Capital Assets and Debt Administration

Capital Assets

Capital assets continue to represent the largest category of Tollway assets, totaling $7.4 billion at year-end ($6.2 billion a year ago) comprising 75.7% of total Tollway assets. See the accompanying Notes to the Financial Statements - Notes 1 and 6 - for further information about capital assets.

(Continued)

Capital Assets

December 31, 2015 and 2014

	January 1, 2015 Net Balance	Net Changes in Capital Assets	Net Changes in Accumulated Depreciation	December 31, 2015 Net Balance
Land and improvements	$ 389,297,651	$ 65,601,343	$ —	$ 454,898,994
Construction in progress	817,322,173	437,475,902	—	1,254,798,075
Buildings	15,216,135	474,800	(1,006,633)	14,684,302
Infrastructure	4,918,650,178	939,572,256	(308,441,063)	5,549,781,371
Machinery and equipment	94,828,678	29,049,125	(18,756,673)	105,121,130
Total	$ 6,235,314,815	$ 1,472,173,426	$ (328,204,369)	$ 7,379,283,872

	January 1, 2014 Net Balance	Net Changes in Capital Assets	Net Changes in Accumulated Depreciation	December 31, 2014 Net Balance
Land and improvements	$ 337,264,544	$ 52,033,107	$ —	$ 389,297,651
Construction in progress	355,523,656	461,798,517	—	817,322,173
Buildings	14,412,990	1,754,057	(950,912)	15,216,135
Infrastructure	4,640,142,452	86,060,454	192,447,273	4,918,650,178
Machinery and equipment	82,162,529	23,477,664	(10,811,515)	94,828,678
Total	$ 5,429,506,171	$ 625,123,799	$ 180,684,846	$ 6,235,314,815

Long-Term Debt

At year-end 2015, total revenue bonds payable had increased by $733.0 million (from $5.4 billion), primarily the result of two principal payments and two new money bond issuances in 2015. All debt issues and related transactions are described more fully in Note 8.

Other Debt−Related Information

The 1998 Series B, 2007 Series A-1 and A-2, and 2008 Series A-1 and A-2 bonds were issued as variable rate bonds. In connection with the issuance of these variable rate series, the Tollway entered into ten separate variable-to-fixed interest rate exchange (swap) agreements in total notional amounts and with amortizations matching the total principal amounts and amortizations of the Tollway's three variable rate bond issues. In connection with a refunding of a portion of the 2008 Series A-2 Bonds, one of the ten swap agreements was terminated on July 1, 2010. Nine swap agreements are outstanding as of December 31, 2015. Two swap agreements are associated with the 1998 Series B bonds, in original amounts totaling $123.1 million, both of which are outstanding as of December 31, 2015 and 2014. Four swap agreements are associated with the 2007 Series A-1 and A-2 bonds, in original amounts totaling $700 million, all of which are outstanding as of December 31, 2015 and 2014. Three swap agreements are associated with the 2008 Series A-1 and A-2 bonds, in original amounts totaling $478.9 million, all of which are outstanding as of December 31, 2015 and 2014. The Tollway utilized these nine swap agreements in order to hedge against rising interest rates and to reduce its borrowing rate (as compared to the borrowing rate obtainable through fixed rate bonds). The risks associated with these types of arrangements and the strategies employed by the Tollway to mitigate those risks are discussed in note 9 of the financial statements.

As of December 31, 2015, respectively, fair market value analyses of the swap agreements estimate that if the Tollway had terminated the swap contracts on that date, the Tollway would have been required to make payments, net of accrued interest, of: a total of $2.7 million for the two 1998 Series B swap agreements; a total of $168.3 million for the two 2007 Series A-1 and A-2 swap agreements; and a total of $103.0 million for the three 008 Series A-1 and A-2 swap agreements. As more fully described in Note 8, on February 7, 2014 the $478,900,000 2008 Series A Bonds were mandatorily tendered and subsequently remarketed as three separate sub series. As of December 31, 2015, each sub-series was liquidity supported by a standby bond purchase agreement that qualified as a Substitute Liquidity Facility under the Supplemental Indenture for the 2008 Series A Bonds. The Substitute Liquidity Facilities were provided by JPMorgan Chase Bank, N.A. and Bank of America, N.A.

As more fully described in Note 8, on March 18, 2014 the $700,000,000 2007 Series A Bonds were mandatorily tendered and subsequently remarketed as six separate sub series. As of December 31, 2015, each sub-series was secured by a letter of credit that qualified as a Substitute Credit Facility under the Supplemental Indenture for the 2007 Series A Bonds. The Substitute Credit Facilities were provided by: Citibank, N.A.; Mizuho Bank, Ltd.; The Bank of Tokyo Mitsubishi UFJ, Ltd., acting through its New York Branch; BMO Harris Bank, N.A.; Northern Trust Company and Royal Bank of Canada.

The amount of additional senior bonds that the Tollway may issue at any time is limited by the requirement that the projected net revenues are sufficient to meet the Net Revenue Requirement, after giving effect to the debt service attributable to such additional bonds. The Net Revenue Requirement is comprised of the amount necessary to cure deficiencies, if any, in debt service accounts 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 2015 was 2.57.

Note: Amounts presented in this table exclude unamortized bond premiums and deferred amounts on refunding. Additional information concerning long term debt can be found in Note 8.

(Continued)

	Noncurrent	Current	Total
Revenue bonds payable:			
Issue of 1998 Series A	$ —	$ 12,200,000	$ 12,200,000
Issue of 1998 Series B	69,200,000	53,900,000	123,100,000
Issue of 2007 Series A-1	350,000,000	—	350,000,000
Issue of 2007 Series A-2	350,000,000	—	350,000,000
Issue of 2008 Series A-1	383,100,000	—	383,100,000
Issue of 2008 Series A-2	95,800,000	—	95,800,000
Issue of 2008 Series B	350,000,000	—	350,000,000
Issue of 2009 Series A	500,000,000	—	500,000,000
Issue of 2009 Series B	280,000,000	—	280,000,000
Issue of 2010 Series A-1	279,300,000	—	279,300,000
Issue of 2013 Series A	500,000,000	—	500,000,000
Issue of 2013 Series B-1	182,165,000	35,225,000	217,390,000
Issue of 2014 Series A	378,720,000	—	378,720,000
Issue of 2014 Series B	500,000,000	—	500,000,000
Issue of 2014 Series C	400,000,000	—	400,000,000
Issue of 2014 Series D	264,555,000	—	264,555,000
Issue of 2015 Series A	400,000,000	—	400,000,000
Issue of 2015 Series B	400,000,000	—	400,000,000
Total revenue bonds payable	$ 5,682,840,000	$ 101,325,000	$ 5,784,165,000

Factors Impacting Future Operations

In 2015 the Tollway continued the work of its $12 billion Move Illinois capital program. Land acquisition and design work increased significantly for: the widening and rebuilding of the Jane Addams Memorial Tollway (I-90), including an interchange project at Illinois 47; the construction of the I-294/I-57 interchange; and the development of the Elgin-O'Hare Western Access Project. Two new bond series were issued in 2015 to fund capital construction. The Tollway forecasts that for the fifteen-year span of the Move Illinois program, about 60% of the program's costs are expected to be funded by toll revenues.

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, Illinois State Toll Highway Authority, 2700 Ogden Avenue, Downers Grove, Illinois 60515.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Statement of Net Position

December 31, 2015

Assets		
Current assets:		
Current unrestricted assets:		
Cash and cash equivalents	$	938,208,030
Accounts receivable, less allowance for doubtful accounts of $39,254,276		14,181,437
Intergovernmental receivables		33,282,390
Accrued interest receivable		1,674
Risk management reserved cash and cash equivalents		18,192,303
Prepaid expenses		1,963,855
Total current unrestricted assets		1,005,829,689
Current restricted assets:		
Cash and cash equivalents - debt service		183,467,919
Cash and cash equivalents – I-PASS accounts		174,903,373
Investments - debt service		—
Accrued interest receivable		321,906
Supplemental pension benefits assets		32,122
Total current restricted assets		358,725,320
Total current assets		1,364,555,009
Noncurrent assets:		
Capital assets:		
Land, improvements and construction in progress		1,709,697,069
Other capital assets, net of accumulated depreciation		5,669,586,803
Total capital assets		7,379,283,872
Other noncurrent assets:		
Intergovernmental receivable less current portion		222,856,244
Prepaid expenses less current portion		5,390,717
Total noncurrent unrestricted assets		228,246,961
Noncurrent restricted assets:		
Cash, cash equivalents and investments - debt reserve		348,687,472
Supplemental pension benefits assets		123,941
Cash and cash equivalents - construction		422,003,298
Total noncurrent restricted assets		770,814,711
Total assets		9,742,900,553
Deferred Outflows of Resources		
Accumulated decrease in fair value of hedging derivatives		273,981,681
Net loss on bond refundings		62,856,712
Deferred outflows related to pension		101,517,012
Total deferred outflows of resources	$	438,355,405

See accompanying notes to the financial statements.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Statement of Net Position

December 31, 2015

Liabilities and Net Position

Liabilities:	
Current liabilities	
Payable from unrestricted current assets:	
Accounts payable	$ 53,898,570
Accrued liabilities	221,769,427
Accrued compensated absences	6,100,000
Intergovernmental agreement payable	104,457,859
Risk management claims payable	7,770,609
Deposits and retainage	95,193,672
Unearned revenue, net of accumulated amortization of $1,895,922	1,018,222
Total current liabilities payable from unrestricted current assets	490,208,359
Payable from current restricted assets:	
Supplemental pension benefit obligation	27,822
Current portion of revenue bonds payable	101,325,000
Accrued interest payable	104,893,618
Deposits and unearned revenue – I-PASS accounts	174,903,373
Total current liabilities payable from current restricted assets	381,149,813
Total current liabilities	871,358,172
Noncurrent liabilities:	
Revenue bonds payable, less current portion	6,048,812,340
Accrued compensated absences	3,459,353
Risk management claims payable	10,889,098
Supplemental penion benefit obligation, less current portion	74,192
Net pension liability	735,523,053
Derivative instrument liability	273,981,681
Unearned revenue, less accumulated amortization of $22,318,523	12,281,439
Total noncurrent liabilities	7,085,021,156
Total liabilities	7,956,379,328
Deferred Inflows of Resources	
Deferred inflows of resources - pension related	31,954,133
Net Position	
Net position:	
Net investment in capital assets	1,714,006,541
Restricted under trust indenture agreements	427,583,679
Restricted for supplemental pension benefits obligations	54,049
Unrestricted	51,278,228
Total net position	$ 2,192,922,497

See accompanying notes to the financial statements.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Statement of Revenues, Expenses and Changes in Net Position

Year ended December 31, 2015

Operating revenues:		
Toll revenue	$	1,146,629,436
Toll evasion recovery		64,323,149
Concessions		2,117,517
Miscellaneous		15,493,528
Total operating revenues		1,228,563,630
Operating expenses:		
Engineering and maintenance of roadway and structures		98,064,006
Services and toll collection		160,233,841
Traffic control, safety patrol and radio communications		50,307,156
Procurement, IT, finance, and administration		42,135,110
Depreciation and amortization		328,650,467
Total operating expenses		679,390,580
Operating income		549,173,050
Nonoperating revenues (expenses):		
Revenues under intergovernmental agreements		79,451,042
Expenses under intergovernmental agreements		(79,451,042)
Net loss on disposal of property		(261,018)
Interest expense and amortization of financing costs		(214,946,627)
Bond interest subsidy (Build America Bonds)		15,098,919
Miscellaneous expense		(3,937,904)
Investment income		1,859,314
Total nonoperating revenues (expenses), net		(202,187,316)
Income before other revenues, expenses, gains, losses, and transfers		346,985,734
Capital contribution under intergovernmental agreements		481,600
Change in net position		347,467,334
Net position, beginning of year, as restated (note 1(u))		1,845,455,163
Net position, end of year	$	2,192,922,497

See accompanying notes to the financial statements.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Statement of Cash Flows

Year ended December 31, 2015

Cash flows from operating activities:	
Cash received from sales and services	$ 1,227,720,342
Cash payments to suppliers	(133,097,689)
Cash payments to employees	(169,215,755)
Net cash provided by operating activities	925,406,898
Cash flows from capital and related financing activities:	
Acquisition and construction of capital assets	(1,467,516,490)
Cash received from other governments for capital assets	8,925,049
Cash paid for intergovernmental services	(2,648,386)
Proceeds from sale of property	238,151
Bond proceeds	886,864,261
Principal paid on revenue bonds	(97,795,000)
Bond subsidy (Build America Bonds)	15,098,919
Interest expense and issuance costs paid on revenue bonds	(246,651,010)
Net cash used in capital and related financing activities	(903,484,506)
Cash flows from investing activities:	
Proceeds from sales and maturities of investments	55,800,000
Purchase of investments	—
Interest on investments	1,801,955
Net cash provided by investing activities	57,601,955
Net increase in cash and cash equivalents	79,524,347
Cash and cash equivalents at beginning of year	1,836,094,111
Cash and cash equivalents at end of year	$ 1,915,618,458

Reconciliation of cash and cash equivalents:	
Cash and cash equivalents	$ 938,208,030
Risk management reserved cash and cash equivalents	18,192,303
Cash and cash equivalents restricted for debt service and debt reserve	362,155,391
Cash and cash equivalents restricted for construction	422,003,298
Cash and cash equivalents – I-PASS accounts	174,903,373
Supplemental pension benefit assets	156,063
Total cash and cash equivalents at end of year	$ 1,915,618,458

Non-cash investing and financing activities:	
Land contribution	$ 481,600

See accompanying notes to the financial statements.

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Statement of Cash Flows

Year ended December 31, 2015

Reconciliation of operating income to net cash provided by operating activities:		
Operating income	$	549,173,050
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization		328,650,467
Provision for bad debt		8,567,107
Amortization of unearned revenue		(1,767,787)
Miscellaneous revenue		344,740
Pension changes		32,710,851
Effects of changes in operating assets and liabilities:		
Increase in accounts receivable		(9,128,944)
Increase in intergovernmental receivables		(5,144,212)
Decrease in prepaid expenses		153,079
Increase in accounts payable		1,290,369
Increase in accrued liabilities		13,102,599
Decrease in accrued compensated absences		(489,729)
Decrease in supplemental pension obligation		(27,822)
Increase in intergovernmental agreement payable		2,288,857
Increase in deposits - I-PASS		6,585,356
Increase in unearned revenue		184,001
Decrease in risk management claims payable		(1,085,084)
Net cash provided by operating activities	$	925,406,898

See accompanying notes to the financial statements.

(1) Summary of Significant Accounting Policies

The accounting policies and financial reporting practices of the Illinois State Toll Highway Authority (the Tollway), a component unit of the State of Illinois, conform to U.S. generally accepted accounting principles (GAAP), as promulgated by the Governmental Accounting Standards Board (GASB).

(a) Financial Reporting Entity

The Illinois State Toll Highway Authority, 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 – 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, which are then outstanding.

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 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 members of the Tollway's Board of Directors. These financial statements are included in the State's comprehensive annual financial report and the State's separately issued basic financial statements. The Tollway itself does not have any component units.

(b) Basis of Accounting

The Tollway accounts for its operations and financings in a manner similar to private business enterprises; 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 flow of 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.

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

(c) Cash Equivalents

With the exception of $54 million in locally held funds and cash on hand at December 31, 2015, all cash and investments are held for the Tollway either by the Illinois State Treasurer (the Treasurer) as custodian or by the bond trustee under the Tollway's Trust Indenture.

For purposes of the Statement of Cash Flows, the Tollway considers all highly liquid investments, including assets with a maturity of three months or less when purchased, repurchase agreements and investments held on its behalf by the Treasurer to be cash equivalents, as these investments are available upon demand.

(d) Investments

The Tollway reports investments at fair value in its Statement of Net Position with the corresponding changes in fair value being recognized as an increase or decrease to non-operating 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 bond trustee under the Tollway's Trust Indenture.

The primary objectives in the investment of Tollway funds is to ensure the safety of principal, while managing liquidity to meet the financial obligations of the Tollway, and to provide the highest investment return using authorized instruments.

All investments in U.S. Treasury and agency issues owned by the Tollway are reported at fair value. Fair value for the investments in Illinois Funds (a state-operated money market fund, sponsored by the Treasurer in accordance with Illinois state law that is rated AAAm by Standard & Poor's rating agency) 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 at the direction of the Tollway and in repurchase agreements which 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, as amended, under which the Tollway's revenue bonds were issued, 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 bond trustee were held in compliance with these restrictions for the year ended December 31, 2015.

(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.

(g) Noncurrent Cash and Investments

Cash and investments that are externally restricted for sinking or reserve funds 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, software and equipment, with a cost exceeding $5,000. (Projects whose individual components are less than $5,000 but in its entirety are greater than $5,000 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. All expenses for land, buildings, infrastructure, and construction in progress that increase the value or productive capacities of assets are capitalized. The Tollway capitalizes interest related to construction in progress. Capital assets are depreciated using the straight line method of depreciation over the asset's useful life, as follows:

Building	20 Years
Infrastructure	5 to 40 Years
Machinery, equipment and software	5 to 30 Years

(i) Accounting for Leases

The Tollway makes a distinction between 1) capital leases that effectively transfer from the lessor to the lessee substantially all the risks and benefits incidental to ownership of the leased assets and 2) operating leases under which the lessor effectively retains all such risks and benefits. The Tollway currently is not a party to any capital leases.

Operating leases are accounted for as an operating revenue or expense, depending on whether the Tollway is the lessor or lessee.

(j) 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 7.

(k) Debt Refunding

In accordance with GASB 65, *Items Previously Reported as Assets and Liabilitie*s, 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.

(l) 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.

(m) Retirement Costs

Substantially all of the Tollway's employees participate in the State Employee Retirement System (SERS), as more fully described in Note 12.

In accordance with the Tollway's adoption of GASB Statement No. 68, *Accounting and Financial Reporting for Pension - 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 net pension liability, deferred outflows of resources, deferred inflows of resources and pension expense have been recognized in the Tollway's financial statements.

The net 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 total 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 total pension expense includes the annual recognition of outflows and inflows of resources due to pension assets and liabilities.

For purposes of measuring the net 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.

(n) Adoption of New Accounting Pronouncements

Effective for the year ending December 31, 2015, the Tollway adopted GASB Statement No. 68, *Accounting and Financial Reporting for Pensions—an amendment of GASB Statement No. 27,* which establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, expenses, and expenditures. The statement identifies the methods and assumptions that should be used to project benefit payments, discount projected benefit payments to their actuarial present value, and attribute that present value to periods of employee service. The implementation of this Statement significantly impacted the Tollway's government-wide financial statements and footnote disclosures with the recognition of a net pension liability, deferred outflows of resources and deferred inflows of resources on the Statement of Net Position and pension expense on the Statement of Activities. Additionally, the requirements of this statement resulted in the restatement of beginning net position. Information regarding the Tollway's participation in SERS is disclosed in Note 12.

Effective for the year ending December 31, 2015, the Tollway adopted GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date—an amendment of GASB Statement No. 68,* which addresses an issue regarding the application of the transition provisions of GASB Statement No. 68. The statement clarifies the accounting for contributions to a defined benefit pension plan after the measurement date of a government's beginning net pension liability. The provisions of this statement were incorporated with the implementation of GASB Statement No. 68.

(o) Swap Agreements

In accordance with GASB Statement No. 53, *Accounting and Financial Reporting for Derivative Instruments*, the Tollway records changes in fair values of the hedging derivative instruments (swaps) as deferred outflows of resources or deferred inflows of resources in the Statement of Net Position.

(p) Net Position

The Statement of Net Position presents the Tollway's assets and liabilities with the difference reported in three categories:

Net investment in capital assets consists of capital assets, net of accumulated depreciation 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.

At December 31, 2015, restrictions on net positions consisted of:

Restricted for Supplemental Pension Obligation reflects monies set aside for a retirement plan established in 1990 and suspended in 1994.

Restricted under Trust Indenture Agreements reflects restrictions imposed by the Tollway's Master Trust Indenture Agreements.

(q) Toll Revenue

Toll Revenue is recognized in the month in which the transaction occurs. The fines attributed to toll evasion recovery are recorded as revenue when received in cash. Both tolls and fines recovered under the evasion recovery enforcement system are recorded as toll evasion recovery revenue.

(r) 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. All other revenues and expenses are reported as nonoperating revenues and expenses or as special items.

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

(s) 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.

(t) Use of Estimates in Preparing Financial Statements

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities 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.

(u) Restatement of Net Position

During the year ended December 31, 2015, the Tollway implemented 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 implementation requires restatement of the December 31, 2014, net position reported within the December 31, 2014, financial statements. The restatement is the result of recording the net pension liability as of June 30, 2014, the beginning of the year measurement date, as well as recording deferred outflows of resources associated with contributions made to the plan subsequent to the June 30, 2014, measurement date, as well as other deferred outflows and deferred inflows of resources.

(Continued)

Accordingly, as of January 1, 2015, the Tollway's net position has been restated as follows:

Net position, beginning of year, as previously reported	$2,478,704,487
Restatement – deferred outflow of resources – pension related	119,751,552
Restatement – deferred inflow of resources – pension related	(25,921,850)
Restatement – net pension liability	(727,079,026)
Net position, beginning of year, as restated	$1,845,455,163

(2) Cash and Investments

(a) Custodial Credit Risk -Deposits

Custodial credit risk is the risk that an institution holding Tollway deposits may fail and expose the Tollway to a loss if the Tollway's deposits were not returned upon maturity or demand. State law (30 ILCS 230/2C) requires that all deposits of public funds be covered by FDIC insurance or eligible collateral. The Tollway has no policy that would further limit the requirements under state law. As of December 31, 2015, the Tollway's deposits were not exposed to custodial credit risk.

(b) Schedule of Investments

As of December 31, 2015, the Tollway had the following investments and maturities:

		Investment maturities (in years)	
Investment type	**Fair Value**	**Less Than 1**	**1-5**
Repurchase agreements	$ 180,695,000	$ 180,695,000	$ —
Money market funds*	784,158,689	784,158,689	—
U.S. Treausury Cert. of Indebtedness - SLGS	170,000,000	100,000,000	70,000,000
Federal Home Loan Bank	699,600,750	699,600,750	—
Illinois Funds*	189,133,494	189,133,494	—
	$ 2,023,587,933	$ 1,953,587,933	$ 70,000,000

*Weighted average maturity is less than one year.

(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 be invested in instruments with maturities of less than one year. No investment is to exceed a ten-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; and repurchase agreements of government securities as defined in the Government Securities Act of 1986. Investment policy further requires that the investment portfolio be diversified in terms of specific maturity, specific issuer, or specific class of securities. Final maturities are limited to ten years; the majority of Tollway funds should be invested in maturities of less than one year. The Tollway was in compliance with these policies during 2015.

The Tollway's investments in debt securities (or the securities underlying the repurchase agreements) were rated by Moody's and Standard & Poor's as follows for the year ended December 31, 2015:

		2015 (Moody's/S&P)	
Investment type		**Fair value**	**Rating**
Repurchase agreements	$	180,695,000	Aaa/AA+u
Money market funds		784,158,689	Aaa-mf/AAAm
US Treasury Cert. of Indebtedness-SLGS		170,000,000	Aaa/AA+u
Federal Home Loan Bank		699,600,750	Aaa/AA+u
Illinois Funds		189,133,494	N/R/AAAm

(Continued)

(3) Accounts Receivable

The Tollway's accounts receivable consist of various toll charges and other amounts due from individuals and commercial and other entities. A provision for doubtful accounts has been recorded for estimated uncollectible amounts. As of December 31, 2015, the Tollway's accounts receivable balance consists of the following:

	Gross accounts receivable	Allowance for doubtful accounts	Net accounts receivable
Tolls	$ 5,721,761	$ (368,817)	$ 5,352,944
Toll evasion recovery	38,388,514	(34,130,039)	4,258,475
Oases receivable	111,091	-	111,091
Damage claims/emergency service	269,138	(253,551)	15,587
Insufficient I-PASS	1,424,895	(1,139,916)	284,979
Over dimension vehicle permit	117,766	(34,436)	83,330
Fiber optic agreements	4,986,870	(1,498,637)	3,488,233
Workers' compensation	67,011	-	67,011
Other	2,348,667	(1,828,880)	519,787
Total non-governmental receivables	53,435,713	(39,254,276)	14,181,437
Various local and municipal government	71,157,225	-	71,157,225
IAG Agencies	16,188,091	-	16,188,091
Other agencies of the state of Illinois	168,793,318	-	168,793,318
Total intergovernmental receivables	256,138,634	-	256,138,634
Total accounts receivable	$ 309,574,347	$ (39,254,276)	$ 270,320,071

(4) Prepaid Expenses

In the normal course of business the Tollway pays for services that will be consumed beyond the current year. These are established as prepaid expenses. As of December 31, 2015, the Tollway has $7.4 million in prepaid expenses. These are categorized as both current and noncurrent.

(Continued)

(5) Leases Receivable

During 2002, the Tollway, as lessor, entered into two 25-year lease agreements for the oasis system (a retail lease and a fuel lease). Under the terms of each lease, the lessee is financially responsible for rebuilding and renovating the oasis structures. At the end of each lease, ownership of the improvements reverts to the Tollway. In the retail lease, the lessee is responsible for the payment of all expenses associated with administration and operation of the facilities including the securing of tenants. In the fuel lease, the lessee is responsible for the operation of the service station and car wash facilities.

In order to rebuild and widen the Jane Addams Tollway, it was necessary to remove the over the road building at the Des Plaines oasis. Accordingly, effective April 1, 2014, the retail lease was amended to revise the annual rent downward to reflect the closure of the Des Plaines site over the road facility.

The fuel lease agreement requires the parties to complete a remediation program to ensure that the oasis system is in compliance with current environmental laws, and that compliance continues for the term of the lease. The Tollway is solely responsible for the remediation program up until the lease commencement date until it has received “No Further Remediation” (NFR) letters from the Illinois Environmental Protection Agency (IEPA). The IEPA issues the letters along with approval for reimbursement of approved expenses from the LUST (Leaking Underground Storage Tank) Fund established by Congress. Remediation work has been completed at all oasis sites. NFR letters have been received by the Tollway for all remediation sites that are the responsibility of the Tollway, except for the Lincoln Oasis North and South locations. The Tollway believes that the remaining NFR letters will be issued without further material remediation costs being incurred.

The future minimum lease payments receivable under these agreements as of December 31, 2015 are as follows:

Year ended December 31	Retail lease	Fuel lease	Total leases
2016	$ 728,571	$ 900,250	$ 1,628,821
2017	728,571	900,250	1,628,821
2018	728,571	900,250	1,628,821
2019	728,571	900,250	1,628,821
2020	728,571	900,250	1,628,821
Thereafter	4,614,283	5,701,583	10,315,866
	$ 8,257,138	$ 10,202,833	$ 18,459,971

The future minimum leases receivable do not include contingent rents that may be owed under these leases should the lessees generate revenues in excess of specific target amounts. The future minimum lease amounts above will be treated as revenue in the year they are earned.

(6) Capital Assets

Changes in capital assets for the year ended December 31, 2015 are as follows:

	Balance January 1	Additions and transfers in	Deletions and transfers out	Balance December 31
Nondepreciable capital assets:				
Land and improvements	$ 389,297,651	$ 65,601,343	$ -	$ 454,898,994
Construction in progress	817,322,173	1,312,108,140	(874,632,238)	1,254,798,075
Total nondepreciable capital assets	1,206,619,824	1,377,709,483	(874,632,238)	1,709,697,069
Depreciable capital assets:				
Buildings	56,235,616	474,800	-	56,710,416
Infrastructure	7,400,176,588	939,572,256	(139,981,809)	8,199,767,035
Machinery and equipment	254,565,169	29,548,295	(2,913,192)	281,200,272
Total depeciable capital assets	7,710,977,373	969,595,351	(142,895,001)	8,537,677,723
Less accumulated depreciation:				
Buildings	(41,019,481)	(1,006,633)	-	(42,026,114)
Infrastructure	(2,481,526,410)	(308,441,063)	139,981,809	(2,649,985,664)
Machinery and equipment	(159,736,491)	(18,756,673)	2,414,022	(176,079,142)
Total accumulated depreciation	(2,682,282,382)	(328,204,369)	142,395,831	(2,868,090,920)
Total depreciable capital assets, net	5,028,694,991	641,390,982	(499,170)	5,669,586,803
Total capital assets, net	$ 6,235,314,815	$ 2,019,100,465	$ (875,131,408)	$ 7,379,283,872

(7) Long-Term Accounts Receivable

As of December 31, 2015, long-term accounts receivable consisted of the following:

Northwest Suburban Municipal Joint Action Water Agency (NSMJAWA)	$ 66,967,897
Illinois Department of Transportation	155,888,347
	$ 222,856,244

(8) Revenue Bonds Payable

Changes in revenue bonds payable for the year ended December 31, 2015 are as follows:

	Balance January 1	Additions	Deletions	Balance December 31	Amounts due within one year*
1998 Series A	$ 74,935,000	$ -	$ (62,735,000)	$ 12,200,000	$ 12,200,000
1998 Series B	123,100,000	-	-	123,100,000	53,900,000
2005 Series A	71,870,000	-	(71,870,000)	-	-
2007 Series A-1 & A-2	700,000,000	-	-	700,000,000	-
2008 Series A-1 & A-2	478,900,000	-	-	478,900,000	-
2008 Series B	350,000,000	-	-	350,000,000	-
2009 Series A	500,000,000	-	-	500,000,000	-
2009 Series B	280,000,000	-	-	280,000,000	-
2010 Series A-1	279,300,000	-	-	279,300,000	-
2013 Series A	500,000,000	-	-	500,000,000	-
2013 Series B-1	217,390,000	-	-	217,390,000	35,225,000
2014 Series A	378,720,000	-	-	378,720,000	-
2014 Series B	500,000,000	-	-	500,000,000	-
2014 Series C	400,000,000	-	-	400,000,000	-
2014 Series D	264,555,000	-	-	264,555,000	-
2015 Series A	-	400,000,000	-	400,000,000	-
2015 Series B	-	400,000,000	-	400,000,000	-
Totals	5,118,770,000	800,000,000	(134,605,000)	5,784,165,000	$ 101,325,000
Unamortized bond premium	298,417,765	87,701,207	(20,146,632)	365,972,340	
Current portion of revenue bonds payable	(97,795,000)	(101,325,000)	97,795,000	(101,325,000)	
Revenue bonds payable, net of current portion	$ 5,319,392,765	$ 786,376,207	$ (56,956,632)	$ 6,048,812,340	

***** Principal amounts either due or for which required third-party liquidity is expiring within one year and was not renewed prior to report issuance date. As of December 31, 2015, there was no principal outstanding for which required third-party liquidity was expiring within one year that was not renewed prior to report issuance date.

(a) Series 1998A and 1998B Bonds

On December 30, 1998, the Tollway issued $325,135,000 of Toll Highway Refunding Revenue Bonds, consisting of $202,035,000 of Fixed Rate Bonds (1998 Series A) and $123,100,000 of Variable Rate Bonds (1998 Series B). The bonds financed the refunding of a portion ($313,105,000) of the Tollway's 1992 Series A Bonds and also financed costs of issuance and accrued interest on the 1998 Series A Bonds. The 1998 Series A Bonds were sold with fixed interest rates ranging from 4.0% to 5.5% at yields which produced a net Original Issue Premium of $17,414,484. The 1998 Series A Bonds, of which $12,200,000 were outstanding as of December 31, 2015, are not subject to redemption prior to maturity. The 1998 Series B Bonds were initially issued in a weekly mode and were in a weekly mode during all of 2015. Interest rates on the 1998 Series B Bonds are set pursuant to the terms of a remarketing agreement. While in the weekly mode, the 1998 Series B Bonds are subject to demand for purchase from bondholders. Any such 1998 Series B Bonds tendered for purchase are remarketed pursuant to the terms of a remarketing agreement. 1998 Series B Bonds tendered for purchase that are not remarketed to new bondholder(s) are funded, subject to certain conditions, under a Standby Bond Purchase Agreement among the Tollway, the Trustee, and Landesbank Hessen-Thüringen Girozentale, New York Branch.

Any bonds funded pursuant to the Standby Bond Purchase Agreement that remain unremarketed on their scheduled payment dates of January 1, 2016 and January 1, 2017 are required to be paid by the Tollway on such scheduled payment dates. The cost of the Standby Bond Purchase Agreement is a per annum fee of 40 basis points times the commitment amount of $129,339,315, which consists of $123,100,000 for payment of principal and $6,239,315 for payment of interest. While in the weekly mode, the Series 1998B Bonds are subject to optional redemption by the Tollway. The stated expiration date of the Standby Bond Purchase Agreement is January 3, 2017. The scheduled 1998 Series B principal payments are $53,900,000 on January 1, 2016 and $69,200,000 on January 1, 2017. The final maturity of the 1998 Series A and 1998 Series B bonds is January 1, 2016 and January 1, 2017, respectively. The scheduled payments of principal and interest of the 1998 Series A Bonds and 1998 Series B Bonds are insured by Assured Guaranty Municipal Corp., pursuant to the acquisition of the original bond insurer, Financial Security Assurance Inc., by Assured Guaranty Ltd. on July 1, 2009. The variable interest rate of the 1998 Series B Bonds as of December 31, 2015 was 0.25%.

(b) Series 2005A Bonds

On June 22, 2005, the Tollway issued $770,000,000 of Toll Highway Senior Priority Revenue Bonds (2005 Series A). This issuance was the first 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. All maturities of the bonds were sold bearing 5.0% interest rates except for the $101,935,000 par amount maturing on January 1, 2020 which was sold bearing an interest rate of 4.125%. The bonds were sold at yields which produced a net Original Issue Premium of $60,405,414. The scheduled payments of principal and interest of this bond series, except for the bonds maturing on January 1, 2020, were insured by Assured Guaranty Municipal Corp., pursuant to the acquisition of the original bond insurer, Financial Security Assurance Inc., by Assured Guaranty Ltd. on July 1, 2009. On August 13, 2013, $228,195,000 of the 2005 Series A Bonds that were scheduled to mature on January 1 of 2017, 2018 and 2019 were advance refunded in connection with the issuance of the $217,390,000 of Toll Highway Senior Revenue Bonds, 2013 Series B-1 (Refunding). On February 26, 2014, $436,545,000 of the 2005 Series A Bonds that were scheduled to mature on January 1 of 2020, 2021, 2022 and 2023 were advance refunded in connection with the issuance of the $378,720,000 of Toll Highway Senior Revenue Bonds, 2014 Series A (Refunding). On July 1, 2015, $36,810,000 of the 2005 Series A Bonds that were scheduled to mature on January 1, 2016 were, at the option of the Authority, redeemed at a price of 100% of the principal amount plus accrued interest. As of July 1, 2015, no 2005 Series A Bonds were outstanding.

(c) Series 2006A Bonds

On June 7, 2006, the Tollway issued $1,000,000,000 of Toll Highway Senior Priority Revenue Bonds (2006 Series A-1 and Series A-2). This issuance was the second bond sale utilized to fund capital projects in the Congestion-Relief Program. The bonds also financed a deposit to the Debt Reserve Account and costs of issuance. All maturities of the bonds were sold bearing 5.0% interest rates at yields which produced an Original Issue Premium of $40,019,000. The bonds were subject to optional redemption on or after July 1, 2016 at a redemption price of 100% of the principal amount plus accrued interest. The scheduled payments of principal and interest of the bonds were insured by Assured Guaranty Municipal Corp., pursuant to the acquisition of the original bond insurer, Financial Security Assurance Inc., by Assured Guaranty Ltd. on July 1, 2009. On February 7, 2008, $708,340,000 of the 2006 Series A Bonds were advance refunded in connection with the issuance of the Tollway's $766,200,000 Variable Rate Senior Refunding Revenue Bonds (2008 Series A-1 and Series A-2). On December 18, 2014, the remaining $291,660,000 of 2006 Series A Bonds were advance refunded in connection with the issuance of the Tollway's $264,555,000 Senior Revenue Bonds, 2014 Series D (Refunding).

(d) Series 2007A Bonds

On November 1, 2007, the Tollway issued $700,000,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds (2007 Series A-1 and Series A-2). This issuance was the third 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 at par and initially issued in a weekly mode and remained in a weekly mode through fiscal year end 2015. Interest rates on the bonds are set pursuant to the terms of a remarketing agreement. While in the weekly mode, the bonds are subject to optional redemption by the Tollway. While in the weekly mode, the bonds are subject to bondholder tender for purchase. Any such bonds tendered for purchase are remarketed pursuant to the terms of a remarketing agreement. Funding for any bonds tendered for purchase that failed to be remarketed was available, under certain circumstances, from a Liquidity Facility in the form of a Standby Bond Purchase Agreement provided by Dexia Credit Local, New York Branch, through March 18, 2011, the effective expiration date of that Standby Bond Purchase Agreement. On March 18, 2011, the 2007 Series A Bonds were mandatorily tendered and, on the same day, subsequently remarketed as six separate sub-series, each sub-series secured by a direct-pay letter of credit that qualified as a Substitute Credit Facility under the Supplemental Indenture for the 2007 Series A Bonds. The following provides information regarding each of those sub-series and their respective letters of credit.

(e) Series 2007A-1a Bonds

On March 18, 2011 the Tollway remarketed $175,000,000 of the 2007 Series A-1 Bonds as 2007 Series A-1a (the "Series 2007A-1a Bonds"). While in the weekly mode, the Series 2007A-1a Bonds are secured by a direct-pay letter of credit from Citibank, N.A. pursuant to the terms of the Letter of Credit Reimbursement Agreement dated as of March 1, 2011 between the Tollway and such bank (the "2007A-1a Credit Facility"). The 2007A-1a Credit Facility provides up to $175,000,000 for payment of principal and up to $3,595,891 for payment of interest (equivalent to 50 days' accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-1a Credit Facility is utilized to purchase bonds tendered and not remarketed, and such bonds continue to fail to be remarketed, then such bonds are required to be repaid by the Authority thirteen months after the termination date of the 2007A-1a Credit Facility. The 2007A-1a Credit Facility, if not extended, is scheduled to expire on January 31, 2017. The cost of the 2007A-1a Credit Facility is a per annum fee of 45 basis points times the stated amount of $178,595,891. The variable interest rate of the Series 2007A-1a Bonds as of December 31, 2015 was 0.01%.

(f) Series 2007A-1b Bonds

On March 18, 2011 the Tollway remarketed $175,000,000 of the 2007 Series A-1 Bonds as 2007 Series A-1b (the "Series 2007A-1b Bonds"). While in the weekly mode, the Series 2007A-1b Bonds are secured by a direct-pay letter of credit from Mizuho Bank Ltd. pursuant to the terms of the Reimbursement Agreement dated as of March 1, 2014 between the Tollway and such bank (the "2007A-1b Credit Facility"). The 2007A-1b Credit Facility provides up to $175,000,000 for payment of principal and up to $3,236,302 for payment of interest (equivalent to 45 days' accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-1b Credit Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to either (a) remain unremarketed for 180 days or (b) remain unremarketed on the termination date of the 2007A-1b Credit Facility, then such funded bonds are required to be repaid by the Authority in equal semi-annual principal installments commencing on the earlier of (i) 180 days after the date the bonds were purchased and (ii) the termination date of the 2007A-1b Credit Facility, and ending on the date three years following the date the bonds were purchased. The cost of the 2007A-1b Credit Facility is a per annum fee of 34 basis points times the stated amount of $178,236,302. The variable interest rate of the Series 2007A-1b Bonds as of December 31, 2015 was 0.01%. The 2007A-1b Credit Facility was scheduled to expire on March 18, 2016. This Credit Facility was extended until March 16, 2017. (See Note 21 – Subsequent Events)

(g) Series 2007A-2a Bonds

On March 18, 2011 the Tollway remarketed $100,000,000 of the 2007 Series A-2 Bonds as 2007 Series A-2a (the "Series 2007A-2a Bonds"). While in the weekly mode, the Series 2007A-2a Bonds are secured by a direct-pay letter of credit from The Bank of Tokyo-Mitsubishi UFJ, Ltd., acting through its New York Branch pursuant to the terms of the Reimbursement Agreement dated as of March 1, 2011 between the Tollway and such bank (the "2007A-2a Credit Facility"). The 2007A-2a Credit Facility provides up to $100,000,000 for payment of principal and up to $1,849,316 for payment of interest (equivalent to 45 days' accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-2a Credit Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to remain unremarketed on the first business day of the fourth calendar month immediately succeeding the date the bonds were purchased, then such funded bonds are required to be repaid by the Authority in equal quarterly principal installments commencing on such first business day of the fourth calendar month immediately succeeding the date the bonds were purchased, and ending on the date four (4) years after the date the bonds were purchased. The 2007A-2a Credit Facility, if not extended, is scheduled to expire on March 17, 2017. The cost of the 2007A-2a Credit Facility is a per annum fee of 42.5 basis points times the stated amount of $101,849,316. The variable interest rate of the Series 2007A-2a Bonds as of December 31, 2015 was 0.01%.

(h) Series 2007A-2b Bonds

On March 18, 2011 the Tollway remarketed $107,500,000 of the 2007 Series A-2 Bonds as 2007 Series A-2b (the “Series 2007A-2b Bonds”). While in the weekly mode, the Series 2007A-2b Bonds are secured by a direct-pay letter of credit from Harris, N.A. pursuant to the terms of the Reimbursement Agreement dated as of March 1, 2011 between the Tollway and such bank (the “2007A-2b Credit Facility”). The 2007A-2b Credit Facility provides up to $107,500,000 for payment of principal and up to $1,988,014 for payment of interest (equivalent to 45 days’ accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-2b Credit Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to either (a) remain unremarketed for 180 days or (b) remain unremarketed on the termination date of the 2007A-2b Credit Facility, then such funded bonds are required to be repaid by the Authority in equal quarterly principal installments commencing on the date one year following the earlier of (i) 180 days after the date the bonds were purchased and (ii) the termination date of the 2007A-2b Credit Facility, and ending on the date two years following the earlier of (i) 180 days after the date the bonds were purchased and (ii) the termination date of the 2007A-2b Credit Facility. The 2007A-2b Credit Facility, if not extended, is scheduled to expire on March 18, 2017. The cost of the 2007A-2b Credit Facility is a per annum fee of 45 basis points times the stated amount of $109,488,014. The variable interest rate of the Series 2007-2b Bonds as of December 31, 2015 was 0.01%.

(i) Series 2007A-2c Bonds

On March 18, 2011 the Tollway remarketed $55,000,000 of the 2007 Series A-2 Bonds as 2007 Series A-2c (the “Series 2007A-2c Bonds”). While in the weekly mode, the Series 2007A-2c Bonds are secured by a direct-pay letter of credit from The Northern Trust Company pursuant to the terms of the Reimbursement Agreement dated as of March 1, 2011 between the Tollway and such bank (the “2007A-2c Credit Facility”). The 2007A-2c Credit Facility provides up to $55,000,000 for payment of principal and up to $1,017,123 for payment of interest (equivalent to 45 days’ accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-2c Credit Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to either (a) remain unremarketed for 270 days or (b) remain unremarketed on the termination date of the 2007A-2c Credit Facility, then such funded bonds are required to be repaid by the

Authority in equal semi-annual principal installments commencing on the next ensuing January 1 or July 1 after the earlier of (i) 270 days after the date the bonds were purchased and (ii) the termination date of the 2007A-2c Credit Facility, and ending on the date three years following the earlier of (i) 270 days after the date the bonds were purchased and (ii) the termination date of the 2007A-2c Credit Facility. The 2007A-2c Credit Facility, if not extended, is scheduled to expire on March 17, 2017. The cost of the 2007A-2c Credit Facility is a per annum fee of 37.5 basis points times the stated amount of $56,017,123. The variable interest rate of the Series 2007A-2c Bonds as of December 31, 2015 was 0.01%.

(j) Series 2007A-2d Bonds

On March 18, 2011 the Tollway remarketed $87,500,000 of the 2007 Series A-2 Bonds as 2007 Series A-2d (the "Series 2007A-2d Bonds"). While in the weekly mode, the Series 2007A-2d Bonds are secured by a direct-pay letter of credit from Royal Bank of Canada pursuant to the terms of the Reimbursement Agreement dated as of March 18, 2011 between the Tollway and such bank (the "2007A-2d Credit Facility"). The 2007A-2d Credit Facility provides up to $87,500,000 for payment of principal and up to $1,618,151 for payment of interest (equivalent to 45 days' accrued interest at 15%), including for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2007A-2d Credit Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to either (a) remain unremarketed for 181 days or (b) remain unremarketed on the termination date of the 2007A-2d Credit Facility, then such funded bonds are required to be repaid by the Authority in equal semi-annual principal installments commencing on the earlier of (i) 181 days after the date the bonds were purchased and (ii) the termination date of the 2007A-2d Credit Facility, and ending on the date three years following the date the bonds were purchased. The 2007A-2d Credit Facility, if not extended, is scheduled to expire on March 17, 2017. The cost of the 2007A-2d Credit Facility is a per annum fee of 40 basis points times the stated amount of $89,118,151. The variable interest rate of the Series 2007A-2d Bonds as of December 31, 2015 was 0.01%.

(k) Series 2008A Bonds

On February 7, 2008, the Tollway issued $766,200,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds ($383,100,000 2008 Series A-1 and $383,100,000 2008 Series A-2). The bonds advance refunded $708,340,000 of the then-outstanding 2006 Series A Bonds and financed costs of issuance. Payments of principal when due at maturity and interest are insured by Assured Guaranty Municipal Corp., pursuant to the acquisition of the original bond insurer, Financial Security Assurance Inc., by Assured Guaranty Ltd. on July 1, 2009. The bonds were sold at par and initially issued in a weekly mode and have remained in a weekly mode through fiscal year end 2014. On July 1, 2010, $287,300,000 of the 2008 Series A-2 bonds was refunded by the Tollway's $279,300,000 Toll Highway Senior Refunding Revenue Bonds (2010 Series A-1). $383,100,000 of the 2008 Series A-1 Bonds and $95,800,000 of the 2008 Series A-2 Bonds remain outstanding. Interest rates on the bonds are set pursuant to the terms of a remarketing agreement. While in the weekly mode, the bonds are subject to optional redemption by the Tollway. While in the weekly mode, the bonds are subject to bondholder tender for purchase. Any such bonds tendered for purchase are remarketed pursuant to the terms of a remarketing agreement. Funding for any bonds tendered for purchase that failed to be remarketed was available, under certain circumstances, from a Liquidity Facility in the form of a Standby Bond Purchase Agreement provided by Dexia Credit Local, New York Branch, through February 7, 2011, the effective expiration date of that Standby Bond Purchase Agreement. On February 7, 2011, the 2008 Series A Bonds were mandatorily tendered and, on the same day, subsequently remarketed as three separate sub-series, each sub-series secured by a standby bond purchase agreement that qualified as a Substitute Liquidity Facility under the Supplemental Indenture for the 2008 Series A Bonds. The following provides information regarding each of those sub-series and their respective standby bond purchase agreements.

(l) Series 2008A-1a Bonds

On February 7, 2011 the Tollway remarketed $191,500,000 of the 2008 Series A-1 Bonds as 2008 Series A-1a (the "Series 2008A-1a Bonds"). While in the weekly mode, liquidity support is provided for the Series 2008A-1a Bonds by a Standby Bond Purchase Agreement dated as of February 1, 2011 among the Tollway, the Trustee, and JPMorgan Chase Bank, National Association (the "2008A-1a Liquidity Facility"). The 2008A-1a Liquidity Facility provides up to $191,500,000 for payment of principal and up to $2,203,562 for payment of interest (equivalent to 35 days' accrued interest at 12%) for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2008A-1a Liquidity Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to remain unremarketed for 91 days, then such funded bonds are required to be repaid by the Authority in ten equal semi-annual principal installments commencing on the first business day of the sixth full month following the date 91 days after the date the bonds were purchased. The cost of the 2008A-1a Liquidity Facility is a per annum fee of 56 basis points times the commitment amount of $193,703,562. The variable interest rate of the Series 2008A-1a Bonds as of December 31, 2015 was 0.02%. The 2008A-1a Liquidity Facility is scheduled to expire on February 5, 2016. This Credit Facility was extended until February 3, 2017. (See Note 21 - Subsequent Events)

(m) Series 2008A-1b Bonds

On February 7, 2011 the Tollway remarketed $191,600,000 of the 2008 Series A-1 Bonds as 2008 Series A-1b (the "Series 2008A-1b Bonds"). While in the weekly mode, liquidity support is provided for the Series 2008A-1b Bonds by a Standby Bond Purchase Agreement dated as of February 7, 2014 among the Tollway, the Trustee, and Bank of America, N.A. (the "2008A-1b Liquidity Facility"). Bank of America, N.A. replaced PNC Bank, N.A. as liquidity facility provider for the Series 2008A-1b Bonds on February 7, 2014. The 2008A-1b Liquidity Facility provides up to $191,600,000 for payment of principal and up to $2,141,721 for payment of interest (equivalent to 34 days' accrued interest at 12%) for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2008A-1b Liquidity Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to remain unremarketed for 180 days, then such funded bonds are required to be repaid by the Authority in equal semi-annual principal installments commencing on the first business day of the sixth full month following the date 180 days after the date the bonds were purchased and ending on the date five years after the date the bonds were purchased. The cost of the 2008A-1b Liquidity Facility is a per annum fee of 40 basis points times the commitment amount of $193,741,721. The variable interest rate of the Series 2008A-1b Bonds as of December 31, 2015 was 0.02%. The 2008A-1b Liquidity Facility is scheduled to expire on February 5, 2016. This Credit Facility was extended until February 3, 2017. (See Note 21 - Subsequent Events)

(n) Series 2008A-2 Bonds

On February 7, 2011 the Tollway remarketed $95,800,000 of the 2008 Series A-2 Bonds (the "Series 2008A-2 Bonds"). While in the weekly mode, liquidity support is provided for the Series 2008A-2 Bonds by a Standby Bond Purchase Agreement dated as of February 1, 2011 among the Tollway, the Trustee, and JPMorgan Chase Bank, National Association (the "2008A-2 Liquidity Facility"). The 2008A-2 Liquidity Facility provides up to $95,800,000 for payment of principal and up to $1,102,357 for payment of interest (equivalent to 35 days' accrued interest at 12%) for the purpose of paying the principal and interest portions of the purchase price of any bonds tendered and not remarketed. To the extent the 2008A-2 Liquidity Facility is utilized to purchase bonds tendered and not remarketed, and to the extent such bonds continue to remain unremarketed for 91 days, then such funded bonds are required to be repaid by the Authority in ten equal semi-annual principal installments commencing on the first business day of the sixth full month following the date 91 days after the date the bonds were purchased. The cost of the 2008A-2 Liquidity Facility is a per annum fee of 56 basis points times the commitment amount of $96,902,357. The variable interest rate of the Series 2008A-2 Bonds as of December 31, 2015 was 0.01%. The 2008A-2 Liquidity Facility is scheduled to expire on February 5, 2016. This Credit Facility was extended until February 3, 2017. (See Note 21 - Subsequent Events)

(o) Series 2008B Bonds

On November 18, 2008, the Tollway issued $350,000,000 of Toll Highway Senior Priority Revenue Bonds (2008 Series B). This issuance was the fourth bond sale utilized to finance capital projects in the Congestion-Relief Program. The bonds also financed capitalized interest through June 30, 2009 and costs of issuance. The bonds were sold as a term bond maturing on January 1, 2033 bearing a 5.50% interest rate and priced to yield 5.70%, which produced an Original Issue Discount of $9,142,000. The bonds are subject to optional redemption on or after January 1, 2018 at a redemption price of 100% of the principal amount plus accrued interest. The bonds are subject to sinking fund redemption prior to maturity. The bonds are not insured. In connection with the bond issue, a Surety Policy in the face amount of $100,000,000 was purchased from Berkshire Hathaway Assurance Corporation for deposit in the Debt Reserve Account. The Surety Policy expires on January 1, 2033. (See Note 21 – Subsequent Events)

(p) 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 reduced the amount of the subsidy payments by: 8.7% for subsidies received between March 2013 and September 2013; 7.2% for subsidies received between October 2013 and September 2014; 7.3% for subsidies received between October 2014 and September 2015; and 6.8% for subsidies received between October 2015 and September 2016. The Series 2009A Bonds and Series 2009B Bonds are taxable Build America Bonds. All other Tollway bonds are tax-exempt bonds.

(q) 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 maturing on January 1, 2024 and January 1, 2034. The bonds maturing January 1, 2024 bear an interest rate of 5.293%, were sold at a price of 100% of the par amount of the bonds, and are subject to optional redemption on or after January 1, 2019 at a redemption price of 100% of the principal amount plus accrued interest. 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(s) to maturity as of such redemption date of the United States Treasury security(ies) with a constant maturity(ies) most nearly equal to the period from the redemption date to the maturity date(s) of the bonds to be redeemed, plus 30 basis points, plus, in each case, accrued interest. The bonds are subject to sinking fund redemption prior to maturity. The bonds are not insured.

(r) 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 United States Treasury security with a constant maturity most nearly equal to the period from the redemption date to the maturity date of the bonds, plus 25 basis points, plus, in each case, accrued interest. The bonds are not insured.

(s) Series 2010A-1 Bonds

On July 1, 2010, the Tollway issued $279,300,000 of Toll Highway Senior Refunding Revenue Bonds (2010 Series A-1). The bonds refunded $287,300,000 of the Tollway's $383,100,000 then-outstanding 2008 Series A-2 Bonds. 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 2031 and were sold bearing interest rates ranging from 3.50% to 5.25%. The bonds were sold at yields which produced a net Original Issue Premium of $9,648,275. The bonds are subject to optional redemption on or after January 1, 2020 at a redemption price of 100% of the principal amount plus accrued interest. In connection with the refunding, the Tollway terminated a variable-to-fixed interest rate exchange (swap) agreement with Depfa Bank plc. The swap agreement was in a notional amount of $287,325,000 and was terminated in its entirety on June 10, 2010. The Tollway made a termination payment of $10,331,527 from Tollway funds on hand in connection with the termination of the swap agreement.

(t) Series 2013A Bonds

On May 16, 2013, the Tollway issued $500,000,000 of Toll Highway Senior Revenue Bonds, 2013 Series A. This issuance was the first 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 2035 and a term bond maturing January 1, 2038. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an Original Issue

Premium of $63,601,290. The bonds are subject to optional redemption on or after January 1, 2023 at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2038 is subject to sinking fund redemption prior to maturity. The bonds are not insured. The final maturity of the bonds is January 1, 2038.

(u) Series 2013B-1 Bonds

On August 13, 2013 the Tollway issued $217,390,000 of Toll Highway Senior Revenue Bonds, 2013 Series B-1 (Refunding). The bonds advance refunded $228,195,000 of the Tollway's $770,000,000 then-outstanding 2005A Bonds. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on December 1 of each of the years 2016 through 2018. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an Original Issue Premium of $32,127,075. The bonds are not subject to optional redemption. The bonds are not insured. The final maturity of the bonds is December 1, 2018.

(v) Series 2014A Bonds

On February 26, 2014, the Tollway issued $378,720,000 of Toll Highway Senior Revenue Bonds, 2014 Series A (Refunding). The bonds advance refunded $436,545,000 of the Tollway's $770,000,000 then-outstanding 2005A Bonds. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on December 1 of each of the years 2019 through 2022. The bonds were sold bearing interest rates ranging from 4.5% - 5.0%. The bonds were sold at yields which produced an Original Issue Premium of $66,772,076. The bonds are not subject to optional redemption. The bonds are not insured. The final maturity of the bonds is December 1, 2022.

(w) Series 2014B Bonds

On June 4, 2014, the Tollway issued $500,000,000 of Toll Highway Senior Revenue Bonds, 2014 Series B. This issuance was the second 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 2026 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 $48,929,739. The bonds are subject to optional redemption on or after January 1, 2024 at a redemption price of 100% of the principal amount plus accrued interest. The bonds are not insured. The final maturity of the bonds is January 1, 2039.

(x) 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 are not insured. The final maturity of the bonds is January 1, 2039.

(y) 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 the Tollway's 2006A-1 Bonds. 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 are not insured. The final maturity of the bonds is January 1, 2025.

(z) Series 2015A

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 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 bonds are not insured. The final maturity of the bonds is January 1, 2040.

(aa) Series 2015B

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 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 bonds are not insured. The final maturity of the bonds is January 1, 2040.

(bb) Defeased Bonds

On February 7, 2008, the Tollway issued $766.2 million of Toll Highway Variable Rate Senior Refunding Bonds (2008 Series A-1 and A-2) to advance refund $708.34 million of the 2006A ($208.34 million of A-1 and $500 million of A-2) Senior Priority Revenue Bonds with an interest rate of 5.0%. The net proceeds of $758.6 million (after payment of $7.6 million in underwriting, insurance and other issuance costs) plus an additional $8.8 million of 2006A Trustee-held monies were used to purchase U.S. government securities. Those securities were deposited into an irrevocable trust with an escrow agent to provide for all future interest payments on the refunded portion of 2006A Toll Highway Senior Priority Revenue Bonds to July 1, 2016 and redemption of such refunded bonds on July 1, 2016. As a result, the refunded portion of 2006A Senior Priority Revenue Bonds is considered to be defeased and the liability for those bonds was removed from the Statement of Net Position in 2008.

On December 18, 2014, The Tollway issued $264.555 million of Toll Highway Senior Revenue Bonds, 2014 Series D (Refunding) to advance refund $291.660 million of the 2006A-1 Toll Highway Senior Priority Revenue Bonds with an interest rate of 5.0%. The net proceeds of $313.174 million (including original issue premium of $49.885 million and after payment of $1.266 million in underwriting and other issuance costs) plus an additional $6.076 million of 2006A-1 Trustee-held monies were used to purchase U.S. government securities. Those securities were deposited into an irrevocable trust with an escrow agent to provide for all future interest payments on the refunded portion of 2006A-1 Toll Highway Senior Priority Revenue Bonds to July 1, 2016 and redemption of such refunded bonds on July 1, 2016. As a result, the refunded portion of 2006A-1 Toll Highway Senior Priority Revenue Bonds is considered to be defeased and the liability for those bonds was removed from the Statement of Net Position in 2014.

As of December 31, 2015 the principal amount of Tollway defeased bonds outstanding is $1,000,000.000.

(cc) All Series

Details of outstanding revenue bonds as of December 31, 2015, are as follows:

Issue of 1998 Series A, 5.50%, due on January 1, 2016	$	12,200,000
Issue of 1998 Series B, variable rates, due on January 1, 2016-2017		123,100,000
Issue of 2005 Series A, 5.00%, due on January 1,2016		-
Issue of 2007 Series A-1, variable rates, due on July 1, 2024-2030		350,000,000
Issue of 2007 Series A-2, variable rates, due on July 1, 2024-2030		350,000,000
Issue of 2008 Series A-1, variable rates, due on January 1, 2018-2031		383,100,000
Issue of 2008 Series A-2, variable rates, due on January 1, 2018-2031		95,800,000
Issue of 2008 Series B, 5.50%, due on January 1, 2032-2033		350,000,000
Issue of 2009 Series A, 5.293% to 6.184%, due on January 1, 2019-2024 and 2032-2034		500,000,000
Issue of 2009 Series B, 5.851%, due on December 1, 2034		280,000,000
Issue of 2010 Series A-1, 3.50% to 5.25%, due on January 1, 2018-2031		279,300,000
Issue of 2013 Series A, 5.00%, due on January 1, 2027-2038		500,000,000
Issue of 2013 Series B-1, 5.00%, due on December 1, 2016-2018		217,390,000
Issue of 2014 Series A, 4.50%-5.00%, due on December 1, 2019-2022		378,720,000
Issue of 2014 Series B, 5.00%, due on January 1, 2026-2039		500,000,000
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, 2018-2025		264,555,000
Issue of 2015 Series A, 5.00%, due on January1, 2027-2040		400,000,000
Issue of 2015 Series B, 5.00%, due on January 1, 2027-2040		400,000,000
Totals	$	5,784,165,000
Less current maturities *		(101,325,000)
Plus unamortized bond premium		365,972,340
Total long-term portion	$	6,048,812,340

*Principal amounts either due within one year or for which required third-party liquidity is expiring within one year and was not renewed prior to report issuance. As of December 31, 2015, there was no principal outstanding for which required third-party liquidity was expiring within one year and was not renewed prior to report issuance.

Accrued interest payable for the year ended December 31, 2015, was $104,893,618.

The annual requirements to retire the principal and interest amounts for all bonds outstanding at December 31, 2015, are as follows:

Year ended December 31,	Principal	Interest	Total Debt Service
2016	$ 101,325,000	$ 272,314,691	$ 373,639,691
2017	158,060,000	278,304,046	436,364,046
2018	113,160,000	271,897,291	385,057,291
2019	118,780,000	265,977,250	384,757,250
2020	134,840,000	259,775,807	394,615,807
2021	142,230,000	252,887,165	395,117,165
2022	149,090,000	245,771,034	394,861,034
2023	49,485,000	238,261,404	287,746,404
2024	208,595,000	233,124,896	441,719,896
2025	192,945,000	223,466,768	416,411,768
2026	188,650,000	215,715,760	404,365,760
2027	285,870,000	206,561,169	492,431,169
2028	246,930,000	195,771,948	442,701,948
2029	257,250,000	184,951,592	442,201,592
2030	268,295,000	173,679,432	441,974,432
2031	154,730,000	161,924,496	316,654,496
2032	289,005,000	151,516,386	440,521,386
2033	305,220,000	134,972,738	440,192,738
2034	602,205,000	116,867,902	719,072,902
2035	61,400,000	89,340,000	150,740,000
2036	349,125,000	79,076,875	428,201,875
2037	366,575,000	61,184,375	427,759,375
2038	384,900,000	42,397,500	427,297,500
2039	373,700,000	23,432,500	397,132,500
2040	281,800,000	7,045,000	288,845,000
Total	$ 5,784,165,000	$ 4,386,218,025	$ 10,170,383,025

(dd) Capitalized Interest

In 2015, the Tollway's total interest expense for revenue bonds equaled $254.8 million, of which $40.2 million was capitalized in respect of construction in progress.

(ee) Trust Indenture Agreement

On March 31, 1999, the Tollway executed an Amended and Restated Trust Indenture with the Trustee acting as fiduciary for bondholders. The Indenture establishes the conditions under which the Tollway may issue bonds and the security to be pledged to bondholders. The 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 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 Operation and Maintenance 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 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. The Trustee-held funds classified as net position restricted under the Trust Indenture is included in Note 11.

(ff) Arbitrage Rebate

In the 1980's, 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, 2015, no arbitrage rebate liability had accrued.

(9) Derivative Instruments

The fair value balances and notional amounts of derivative instruments outstanding as of December 31, 2015, classified by type, and the changes in fair value of such derivatives instruments for the year then ended as reported in the 2015 financial statements are as follows (amounts in thousands; debit (credit))

	Changes in fair value		December 31, 2015		Notional
Cash flow hedges:	**Classification**	**Amount**	**Classification**	**Amount**	**Amount**
Pay fixed, receive variable, interest rate swaps	Deferred outflow	$ 16,801	Derivative instrument liability	$ (273,982)	$ 1,301,975

As a means of lowering its borrowing costs, the Tollway had entered into ten separate variable-to-fixed interest rate exchange agreements (swaps) in connection with its three variable rate bond issues. Per the terms of the swaps, the Tollway pays a fixed rate of interest to the swap provider in exchange for a variable rate of interest expected to match or closely approximate the variable rate of interest owed by the Tollway to bondholders. At the time each of the swaps was entered into by the Tollway, the Tollway's fixed rate obligation in the swap was less than the fixed rate of interest obtainable by the Tollway from issuing fixed rate bonds.

Four of the swaps became effective February 7, 2008, two of which are associated with the 2008 Series A-1 bonds and two of which were associated with the 2008 Series A-2 bonds. One of the swaps associated with the 2008 Series A-2 Bonds was terminated on June 10, 2010 in connection with the Tollway's refunding of a portion of its 2008 Series A-2 Bonds on July 1, 2010. Four of the swaps became effective November 1, 2007, two of which are associated with the 2007 Series A-1 bonds and two of which are associated with the 2007 Series A-2 bonds. Two of the swaps became effective December 30, 1998 and are associated with the 1998 Series B bonds.

Details of these derivative instruments outstanding are as follows (amounts in thousands):

Bond Series	Current notional amount	Effective date	Swap Termination Date	Fixed rate paid	Variable rate received	Fair value as of 12/31/15	Counterparty	Estimated counterparty credit ratings
1998B	$ 67,705	12/30/1998	01/01/2017	4.3250%	Actual bond rate	$ (1,507)	Goldman Sachs Mitsui Marine Derivative Products, L.P.	Aa2/AA+
1998B	55,395	12/30/1998	01/01/2017	4.3250%	Actual bond rate	(1,233)	JPMorgan Chase Bank, N.A.	Aa2/A+
2007A-1	175,000	11/01/2007	07/01/2030	3.9720%	SIFMA	(41,866)	Citibank N.A.	A1/A
2007A-1	175,000	11/01/2007	07/01/2030	3.9720%	SIFMA	(41,866)	Goldman Sachs Bank USA	A1/A
2007A-2	262,500	11/01/2007	07/01/2030	3.9925%	SIFMA	(63,369)	Bank of America, N.A.	A1/A
2007A-2	87,500	11/01/2007	07/01/2030	3.9925%	SIFMA	(21,123)	Wells Fargo Bank, N.A.	Aa1/AA-
2008A-1	191,550	02/07/2008	01/01/2031	3.7740%	SIFMA	(41,247)	The Bank of New York Mellon, N.A.	Aa1/AA-
2008A-1	191,550	02/07/2008	01/01/2031	3.7740%	SIFMA	(41,247)	Deutsche Bank AG, New York Branch	A3/BBB+
2008A-2	95,775	02/07/2008	01/01/2031	3.7640%	SIFMA	(20,524)	Bank of America, N.A.	A1/A
Totals	$ 1,301,975					$ (273,982)		

The swap counterparty ratings included in the chart are from Moody's Investors Service and Standard & Poor's Corporation, respectively.

The notional amounts of the swaps match the outstanding principal amounts of the associated bonds, with the exception that the swap associated with the Tollway's $95,800,000 outstanding 2008 Series A-2 bonds is in a notional amount of $95,775,000. The amortizations of the 2008 Series A-2 Bonds and the related swap result in the bond amount outstanding always exceeding the swap notional amount outstanding, with the difference between the two never exceeding $25,000.

Interest rate swaps are not normally valued through exchange-type markets with easily accessible quotation systems and procedures. The fair market values of the swaps were calculated using the zero coupon method as described in GASB 53.

Risks

(a) Credit Risk

Counterparty credit risk is the risk that a swap is terminated and the counterparty fails to make one or more required payments. The termination payment is a market-based payment approximating the fair value of the swap at the time of termination. The Tollway was not exposed to termination payment credit risk as of December 31, 2015 because the negative fair values of each swap would render no payments owing by the counterparties in the event of a termination. If changes in interest rates were to create positive fair values for the swaps in the future, the Tollway would be exposed to counterparty credit risk in the amount of those positive fair values. The swaps require full collateralization from the counterparty of any positive fair value of the swaps in the event the counterparty's credit rating falls below a Standard & Poor's rating of A- or a Moody's Investors Service rating of A3. The swaps require full collateralization from the counterparty of positive market value of the swaps in the event the counterparty's credit rating falls below a Standard & Poor's rating of AA- or a Moody's Investors Service rating of Aa3 and the amount of the positive market value exceeds certain thresholds as specified in the swap agreements. The swaps require such collateral to be held by a third party custodian in the form of cash, debt obligations issued by the U.S. Treasury or debt issued by federally sponsored agencies. The nine swaps outstanding as of December 31, 2015 are with eight different counterparties from seven different financial firms. The financial firm with the largest notional amount holds 28% of the total notional amount of the outstanding swaps.

(b) Basis Risk

Basis risk is the extent to which the Tollway's variable rate interest payments to bondholders differs from the variable rate payments received from the swap counterparties. The Tollway's variable rate interest payments to bondholders are determined by rates established by remarketing agents on a weekly basis. In the case of the 1998 Series B swaps, the variable rate interest payments received from the swap counterparties are equal to the variable rate interest payments owed to bondholders, which renders this swap to be currently without basis risk. Under certain circumstances as specified in the 1998 Series B swap agreements and upon notice from the swap counterparties, the variable rate payments received from swap counterparties may change from a basis of the actual bond interest rate to the SIFMA 7-day Municipal Swap Index plus eight basis points. During 2015, the average interest rate paid to 1998 Series B bondholders was 0.27%, compared to an average SIFMA 7-day Municipal Swap Index of 0.03%. In the case of the 2007 Series A-1 and Series A-2 swaps, the variable rate payments received from the swap counterparties is equal to the SIFMA 7-day Municipal Swap Index, so basis risk is incurred to the extent the rates set by remarketing agents on the Tollway's 2007 Series A-1 and A-2 bonds exceed the SIFMA 7-day Municipal Swap Index. During 2015, the average interest rate paid to Series 2007A bondholders was 0.03%, compared to an average SIFMA 7-day Municipal Swap Index of 0.03%. In the case of the 2008 Series A-1 and Series A-2 swaps, the variable rate payments received from the swap counterparties are equal to the SIFMA 7-day Municipal Swap Index, so basis risk is incurred to the extent the rates set by remarketing agents on the Tollway's 2008 Series A-1 and A-2 bonds exceed the SIFMA 7-day Municipal Swap Index. During 2015, the average interest rate paid to Series 2008A bondholders was 0.05%, compared to an average SIFMA 7-day Municipal Swap Index of 0.03%.

Low interest rates contributed to the negative December 31, 2015 market valuations (fair values) included in the preceding chart for the Tollway's swaps. At the time the swaps were entered into, the synthetic fixed rates achieved by the swaps were less than the fixed rates that could have been achieved by issuing fixed rate bonds.

(c) Termination Risk

The Tollway's swap agreements do not contain any out-of-the-ordinary termination provisions that would expose it to significant termination risk. Consistent with agreements of this type, the Tollway and the counterparty each have the ability to terminate a swap agreement if the other party fails to perform under the terms of the agreement. The agreements allow either party to terminate in the event of a significant loss of creditworthiness by the other party. If a swap were to be terminated, the associated variable rate bonds would no longer be hedged and the Tollway would be subject to variable rate risk, unless it entered into a new hedge following termination. If variable rate bonds were to be redeemed early, the net payments owing under the associated swap agreement(s) would continue to accrue, unless and until the associated swap(s) were to be terminated. If a swap were to have a negative market value at time of termination, the Tollway would be liable to the counterparty for a payment approximately equal to the market value of such swap.

(d) Rollover Risk

There is no swap rollover risk, given that the swap agreements have final maturities and amortizations that approximately match the final maturities and amortizations of the related bond issues.

Derivative Instrument Payments and Hedged Debt

As of December 31, 2015, aggregate projected debt service requirements of the Tollway's hedged debt and net receipts/payments on associated hedging derivative instruments are presented below. The projected amounts assume that the interest rates on variable-rate debt and reference rates on associated hedging derivative instruments as of December 31, 2015 will remain the same for their terms. As these rates vary, interest payments on variable-rate bonds and net receipts/payments on the associated hedging derivative instruments will vary. The hedging derivative instruments column reflects only the net receipts/payments on derivative instruments that qualify for hedge accounting. All of the Tollway's derivative instruments as of December 31, 2015 qualified for hedge accounting.

Fiscal year ending December 31,	Hedged debt Principal	Hedged debt Interest	Hedging derivative instruments – net payments	Total
2016	$ 53,900,000	$ 397,401	$ 49,780,907	$ 104,078,308
2017	69,200,000	243,134	47,187,946	116,631,080
2018	2,375,000	155,806	45,739,268	48,270,074
2019	2,500,000	155,358	45,645,618	48,300,976
2020	2,625,000	154,924	45,589,758	48,369,682
2021	2,750,000	154,359	45,401,716	48,306,075
2022	2,812,500	153,889	45,338,603	48,304,992
2023	2,937,500	153,362	45,228,493	48,319,355
2024	53,062,500	150,758	45,158,164	98,371,422
2025	150,062,500	132,224	40,497,247	190,691,971
2026	140,250,000	112,864	35,071,653	175,434,517
2027	202,312,500	89,536	29,224,606	231,626,642
2028	176,750,000	67,361	22,252,992	199,070,353
2029	182,687,500	44,523	15,098,869	197,830,892
2030	188,500,000	20,696	7,778,628	196,299,324
2031	69,250,000	1,059	221,262	69,472,321
	$ 1,301,975,000	$ 2,187,254	$ 565,215,730	$ 1,869,377,984

(10) 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 terms of twenty years. The Tollway has collected a cumulative total of $35,169,677 in upfront payments; the related revenue will be earned over the lease terms.

The total unearned revenue balance for the fiber optic system was $12,770,565 at December 31, 2015, and the amount earned was $22,888,237 through December 31, 2015.

The Tollway also invoices annual fiber optic maintenance fees. At December 31, 2015, 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. In exchange for a sponsorship fee of $1,802,000, Travelers has the exclusive right to place its branding on Tollway H.E.L.P trucks and H.E.L.P truck operator uniforms. The unearned portion of the sponsorship fee paid by Travelers in 2014 has been recorded as unearned revenue.

A summary of changes in unearned revenue for the year ended December 31, 2015, is as follows:

	Balance at January 1	Current year activity	Balance at December 31	Current
Unearned revenue:				
Fiber optics	$ 35,259,186	$ 399,616	$ 35,658,802	$ 2,259,840
Accumulated amortization	(21,120,450)	(1,767,787)	(22,888,237)	(1,770,714)
	14,138,736	(1,368,171)	12,770,565	489,126
Intergovernmental agreements	—	53,304	53,304	53,304
Accumulated amortization	—	—	—	—
	—	53,304	53,304	53,304
H.E.L.P. Truck advertising revenue	1,201,000	601,000	1,802,000	601,000
Accumulated amortization	(725,208)	(601,000)	(1,326,208)	(125,208)
	475,792	—	475,792	475,792
Totals				
Unearned revenue	36,460,186	1,053,920	37,514,106	2,914,144
Accumlated amortization	(21,845,658)	(2,368,787)	(24,214,445)	(1,895,922)
Net deferred revenue	$ 14,614,528	$ (1,314,867)	$ 13,299,661	$ 1,018,222

(11) Restricted Net Position

As of December 31, 2015, the Tollway reported the following restricted net position:

Description	December 31, 2015
Net position restricted under Trust Indenture agreement	$ 427,583,679
Net position restricted for pension benefit obligation	54,049
Total	$ 427,637,728

(12) Contributions to 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 State Employees' Retirement System (SERS or System), 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 comprehensive annual financial report (CAFR). The financial position and results of operations for SERS for fiscal year 2015 are also included in the state's Comprehensive Annual Financial Report (CAFR) for the year ended June 30, 2015.

As of June 30, 2015, the breakdown of employees participating or benefitting from the System, as a whole, is as follows:

Active employees	63,273
Retirees and beneficiaries currently receiving benefits	67,954
Inactive employees entitled to but not yet receiving benefits	4,180

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' CAFR. 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' CAFR, write, call, or email:

State Employees Retirement System
2101 S. Veterans Parkway
Springfield, IL. 62794-9255
(217) 785-2340
sers@mail.state.il.us

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. 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 minimum monthly retirement annuity payable is $15.00 for each year of covered employment and $25.00 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 the respective age and years of service credits.

<table>
<tr><th>Regular Formula Tier 1</th><th>Regular Formula Tier 2</th></tr>
<tr><td>A member must have a minimum of eight years of service credit and may retire at:
• Age 60, with 8 years of service credit.
• Any age, when the member’s age (years & whole months) plus years of service credit (years & whole months) equal 85 years (1,020 months) (Rule of 85) with eight years of credited service.
• Between ages 55-60 with 25-30 years of service credit (reduced 1/2 of 1% for each month under age 60).

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.

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.

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.</td><td>A member must have a minimum of 10 years of credited service and may retire at:
• Age 67, with 10 years of credited service.
• Between ages 62-67 with 10 years of credited service (reduced 1/2 of 1% for each month under age 67).

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.

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 2015 and 2014 are $111,572 and $110,631, respectively.

If the member retires before age 67 with a reduced retirement benefit, 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 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</td></tr>
</table>

Additionally, the Plan 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 non-covered service. The maximum retirement annuity payable is 80% of final average compensation as calculated under the alternative formula.

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 to the System. The nonoccupational (including temporary) disability benefit is equal to 50% of the monthly 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 monthly 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 the System. 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. Member contributions are based on fixed percentages of covered payroll ranging between 4.00% 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 $111,572 for 2015 with limitations for future years increased by the lessor 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 the System 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 2015, 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 2015, the employer contribution rate was 42.339%. For state fiscal year 2016, the employer contribution rate was 45.598%. The Tollway's contribution amount for calendar year 2015 was $49,766,367.

The Tollway has made all required contributions through December 31, 2015.

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

At December 31, 2015, the Tollway reported a liability of $735,523,053 for its proportionate share of the State's net pension liability for SERS on the statement of net position. The net pension liability was measured as of June 30, 2015 (current year measurement date), and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Tollway's portion of the net 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, 2015. As of the current year measurement date of June 30, 2015, the Tollway's proportion was 2.6261%, which was a decrease of .0565% from its proportion of 2.6826% measured as of the prior year measurement date of June 30, 2014.

Change in the net pension liability for the year ended December 31, 2015 is as follows:

	Balance January 1	Additions	Deletions	Balance December 31	Amounts due within one year
Net Pension Liability	$727,079,026	$8,444,027	$ -	$735,523,053	$ -

For the year ended December 31, 2015, the Tollway recognized pension expense of $82.3 million. This expense is higher than the actual contributions made by the Tollway, due to the effect of the implementation of GASB Statement No. 68. At December 31, 2015, 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	$	2,236,992	9,548,938
Changes in assumptions		53,963,335	−
Net difference between projected and actual investment earnings on pension plan investments		−	11,140,147
Changes in proportion and differences between Tollway contributions and proportionate share of contributions		19,477,575	11,265,048
Tollway contributions subsequent to the measurement date		25,839,110	−
Total	$	101,517,012	31,954,133

The $25.8 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 net pension liability in the year ended December 31, 2016.

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

Year Ending	
12/31/16	$18,337,384
12/31/17	18,337,384
12/31/18	7,272,496
12/31/19	(223,495)
Total	$43,723,769

Actuarial Methods and Assumptions

The total pension liability was determined by an actuarial valuation as of June 30, 2015, using the following actuarial assumptions, applied to all periods included in the measurement:

Mortality: 105 percent of the RP2014 Healthy Annuitant mortality table, sex distinct, with rates projected to 2015.

Inflation: 3.0%

Investment Rate of Return: 7.25%, net of pension plan investment expense, including inflation.

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

Post-retirement benefit increases of 3.00%, compounded, for Tier 1 and the lessor 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, 2014, valuation pursuant to an experience study of the period July 1, 2009 to June 30, 2013.

The long-term expected real rate of return on pension plan investments was determined based on the simulated average 10-year annualized geometric return for each major asset class. These returns are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage. For each major asset class that is included in the pension plan's target asset allocation, calculated as of the measurement date of June 30, 2015, the best estimates of the geometric real rates of return as summarized in the following table:

	Asset Allocation	
Asset Class	**Target Allocation**	**Long Term Expected Simulated Real Rate of Return**
U.S. equity	30%	5.69%
Fixed income	20%	1.62%
Hedge funds	10%	4.00%
International equity	20%	6.23%
Real estate	10%	5.50%
Infrastructure	5%	6.00%
Private equity	5%	10.10%
Total	100%	5.03%

Discount Rate

A discount rate of 7.02% was used to measure the total pension liability. This single blended discount rate was based on the expected rate of return on pension plan investments of 7.25% and a municipal bond rate of 3.8%, based on an index of 20 year general obligation bonds with an average AA credit rating as published by the Federal Reserve. 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 based on the statutorily required rates under Illinois law. Based on these assumptions, the pension plan's fiduciary net position and future contributions will be sufficient to finance the benefit payments through the year 2067. As a result, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through the year 2067, and the municipal bond rate was applied to all benefit payments after that date.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The net pension liability for the plan was calculated using the stated discount rate, as well as what the net 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 as of June 30, 2015:

	1% Decrease (6.02%)	Current Discount Rate (7.02%)	1% Increase (8.02%)
Tollway's net pension liability	$ 885,447,656	$ 735,523,053	$ 611,074,047

Payables to the Pension Plan

At December 31, 2015, the Tollway had no payable to SERS for outstanding contributions to the pension plans.

Other Post-Employment Benefits (OPEB)

Under provisions of SERS, the State of Illinois provides certain health, dental, and life insurance benefits to annuitants who are former Tollway employees. Substantially all Tollway employees may become eligible for post-employment benefits if they eventually become annuitants. As of December 31, 2015, 1024 retirees meet the eligibility requirements. Life insurance benefits are limited to $5,000 per annuitant age 60 or older. For the year ended December 31, 2015, the Tollway contributed $4,051,407 towards the state's current cost of benefits.

The actuarially determined annual OPEB cost for providing these benefits and the related OPEB obligations are recorded in the financial statements of the state agencies responsible for paying these benefits. Since the end of fiscal year 2013, the Department of Central Management Services (CMS) has administrative responsibilities for the program. CMS uses the services of an administrator, which purchase insurance policies to fund these benefits.

A summary of OPEB benefit provisions, changes in benefit provisions, and the authority under which benefit provisions are established are included as an integral part of the state's CAFR. Also included therein is a discussion of employer and employee obligations to contribute and the authority under which those obligations are established.

(13) 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 asserted workers' compensation claims of $18,289,098 and both asserted and unasserted employee health claims of $370,609 as of December 31, 2015, are included in the accompanying financial statements.

Workers compensation:

Year	Estimated claims payable January 1	2015 claims	Claims payments	Estimated claims payable December 31	Current Portion
2015	$ 19,386,483	$ 6,271,420	$ 7,368,805	$ 18,289,098	$ 7,400,000
2014	18,082,622	8,698,913	7,395,052	19,386,483	7,400,000

Health Insurance:

Year	Estimated claims payable January 1	2015 claims	Claims payments	Estimated claims payable December 31	Current Portion
2015	$ 358,309	$ 9,547,026	$ 9,534,726	$ 370,609	$ 370,609
2014	294,848	7,046,951	6,983,490	358,309	358,309

Additionally, the Tollway purchases commercial insurance policies for general liability insurance and vehicle liability insurance which have a level of retention of $ 500,000 per occurrence for general liability and $250,000 per occurrence 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.

(14) Compensated Absences

The liability reported in the Statement of Net Position represents the vacation and 50% of unused sick time for the period beginning January 1, 1984, and ending December 31,1997, accrued by the employees, and 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. 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.

Amounts accrued as compensated absences payable at December 31, 2015 are as follows:

	Balance at January 1	Accrued	Used	Balance at December 31	Due within one year
2015	$ 10,049,082	$ 5,709,538	$ 6,199,267	$ 9,559,353	$ 6,100,000

(15) Pledges of Future Revenues

All revenue bonds issued under the Tollway's Trust Indenture are secured by a pledge of and lien on Tollway 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, 2015 Future pledged revenues	December 31, 2015 Term of commitment
1998 Series A Priority Refunding Revenue Bonds (Fixed Rate)	Refund Outstanding Bonds	$ 12,535,500	2016
1998 Series B Priority Refunding Revenue Bonds (Variable Rate)	Refund Outstanding Bonds	128,754,938	2017
2007 Series A-1 & A-2 Variable Rate Senior Priority Revenue Bonds	Fund Congestion Relief Program	1,049,452,036	2030
2008 Series A-1 & A-2 Variable Rate Senior Refunding Revenue Bonds	Refund Outstanding Bonds	691,195,178	2031
2008 Series B Senior Priority Revenue Bonds	Fund Congestion Relief Program	677,507,675	2033
2009 Series A Senior Priority Revenue Bonds (Build America Bonds – Direct Payment)	Fund Congestion Relief Program	975,313,910	2034
2009 Series B Senior Priority Revenue Bonds (Build America Bonds – Direct Payment)	Fund Congestion Relief Program	591,273,200	2034
2010 Series A-1 Senior Priority Refunding Revenue Bonds	Refund Outstanding Bonds	449,729,047	2031
2013 Series A Senior Revenue Bonds	Fund Move Illinios Program	995,499,750	2038
2013 Series B-1 Senior Revenue Bonds	Refund Outstanding Bonds	242,033,000	2018
2014 Series A (Refunding) Senior Revenue Bonds	Refund Outstanding Bonds	483,967,500	2022
2014 Series B Senior Revenue Bonds	Fund Move Illinois Program	1,018,625,000	2039
2014 Series C Senior Revenue Bonds	Fund Move Illinois Program	811,400,000	2039
2014 Series D (Refunding) Bonds	Refund Outstanding Bonds	358,964,625	2025
2015 Series A Senior Revenue Bonds	Fund Move Illinois program	845,871,389	2040
2015 Series B Senior Revenue Bonds	Fund Move Illinois Program	838,260,278	2040
		$ 10,170,383,026	

Proceeds from the bonds identified above provided financing or refinancing for the construction and/or improvement of the various toll highway systems in Illinois. Annual principal and interest payments on the bonds are expected to require approximately 32 percent of the currently projected pledged net revenue (incorporating approved, as of December 31, 2015, future toll rate increases for commercial vehicles). The total principal and interest remaining to be paid on the bonds is $ 10.2 billion. Principal and interest paid in the current year and total pledged net revenues were $358.8 million and $922.0 million, respectively. Annual principal and interest payments for synthetic fixed rate bonds (1998 Series B, 2007 Series A and 2008 Series A) are estimated based on rates applicable on December 31, 2015.

(16) Commitments

At December 31, 2015, the remaining obligations against current contracts open for capital programs for CRP and Move Illinois totaled $1.3 billion. The Tollway plans to fund remaining payments under these contracts through revenues, accumulated cash and bond issue proceeds.

(17) Pending Litigation

There are lawsuits pending against the Tollway claiming, among other things, damages for wrongful discharge and personal injury. The Tollway's exposure is generally limited to the self-insured retention of $500,000 per general liability incident. Also pending are various Workers' Compensation claims and numerous Administrative Review actions in which individual parties are challenging the results of toll violation enforcement proceedings against them.

Management, after taking into consideration legal counsel's evaluation of such actions, is of the opinion that the outcome of these matters will have no material adverse effect on the financial position of the Tollway.

(18) 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 contingent liabilities as of December 31, 2015.

(19) New Governmental Accounting Standards

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

Statement No. 68 – *Accounting and Financial Reporting for Pensions, an amendment of GASB Statement No. 27*– Effective for the year ending December 31, 2015, the Tollway adopted GASB 68 which establishes standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, expenses and expenditures. The implementation of this standard significantly impacted the Tollway’s financial statements and footnote disclosures with the recognition of a portion of the net pension liability of SERS, deferred outflows of resources and deferred inflows of resources on the Statement of Net Position and pension expense in the Statement of Revenues, Expenses and Changes in Net Position. Additionally, the requirements of this statement resulted in the restatement of beginning net position, as detailed in Note 1(u). Information regarding the State Employees’ Retirement System can be found in Note 12.

Statement No. 69 – *Government Combinations and Disposals of Government Operations* –Effective for the year ending December 31, 2015, the Tollway adopted this statement, which establishes standards relating to government combinations and disposals of government operations. No combinations or disposals have occurred during the current year. Therefore, the adoption of this standard had no impact on the Tollway's net position or results of operations.

Statement No. 71 – *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68,* which addresses an issue regarding the application of the transition provisions of Statement No. 68. The statement clarifies the accounting for contributions to a defined benefit pension plan after the measurement date of a government's beginning net pension liability. The provisions of this statement were incorporated with the implementation of GASB Statement No. 68.

Statement No. 72 – *Fair Value Measurement and Application* - This Statement provides guidance for determining a fair value measurement for financial reporting purposes. This Statement also provides guidance for applying fair value to certain investments and disclosures related to all fair value measurements. This statement is effective for fiscal years beginning after June 15, 2015. Management does not anticipate that this statement will impact its financial statements.

Statement No. 73 – *Pensions Not Administered through Trusts* - This Statement establishes requirements for defined benefit pensions that are not within the scope of Statement No. 68, *Accounting and Financial Reporting for Pensions*. This statement does not apply to the Tollway.

Statement No. 74 – *Financial Reporting for Postemployment Benefit Plans other than Pension Plans* – This statement establishes standards for the financial reports of defined benefit OPEB plans administered through trusts that meet specific criteria. The standard requires plans to present a statement of fiduciary net position, as well as a statement of changes in net position. The standard also requires more extensive note disclosures and required supplementary information related to significant assumptions and other inputs used in the measurements of OPEB liabilities. Management has not yet determined the impact of this statement on its financial statements.

Statement No. 75 – *Accounting and Financial Reporting for Postemployment Benefits Other Than Pension Plans*- This statement requires the Tollway to report a liability on the face of the financial statements for the OPEB it provides and identifies the methods and assumptions that are required to be used to project benefit payments, discounted benefit payments to their actuarial present value and attribute that present value to periods of employee service. This statement established standards for measuring and recognizing liabilities, deferred outflows of resources, deferred inflows of resources, expenses, and expenditures and identifies the note disclosure and RSI reporting requirements. Management has not yet determined the impact of this statement on its financial statements.

Statement No. 76 – *The Hierarchy of GAAP for State and Local Governments* - The "GAAP hierarchy" consists of the sources of accounting principles used to prepare financial statements of state and local governmental entities in conformity with GAAP and the framework for selecting those principles. This Statement reduces the GAAP hierarchy to two categories of authoritative GAAP and addresses the use of authoritative and non-authoritative literature in the event that the accounting treatment for a transaction or other event is not specified within a source of authoritative GAAP. Management does not believe the adoption of this standard will have a material impact on its financial statements.

Statement No. 77 – *Tax Abatement Disclosures* – This statement requires governments that enter into tax abatement agreements to disclose specific information about the nature and magnitude of tax abatements to make these transactions more transparent to financial statement users. The Tollway does not enter into tax abatement agreements; thus, this statement has no impact on the Tollway's financial statements.

(Continued)

(20) 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 $168.8 million are recorded at December 31, 2015, representing construction projects performed by the Tollway that pertain to the infrastructure owned by IDOT. Accrued liabilities totaling approximately $79.2 million are recorded for amounts owed to IDOT for construction projects IDOT has performed for infrastructure assets owned by the Tollway.

(21) Subsequent Events

Effective January 1, 2016, a toll rate increase for commercial vehicles took effect. The rate increase was approved by the Tollway Board of Directors in 2008 and affirmed in 2011.

On January 14, 2016 the Tollway issued $333,060,000 of Toll Highway Senior Revenue Bonds, 2016 Series A. The 2016 Series A bonds were issued to provide funds that were used to advance refund all $350,000,000 of the Toll Highway Senior Priority Revenue Bonds, 2008 Series B. The purpose of the refunding was to produce debt service savings for the Tollway.

On February 1, 2016, Bank of America, N.A., at the request of the Tollway, extended the 2008A-1b Liquidity Facility supporting the $191,600,000 Series 2008A-1b Bonds from February 5, 2016 to February 3, 2017.

On February 1, 2016, the Tollway, the Trustee, and JPMorgan Chase Bank, N.A. executed an amendment extending the 2008A-1a Liquidity Facility supporting the $191,500,000 Series 2008A-1a Bonds from February 5, 2016 to February 3, 2017.

On February 1, 2016, the Tollway, the Trustee, and JPMorgan Chase Bank, N.A. executed an amendment extending the 2008A-2 Liquidity Facility supporting the $95,800,000 Series 2008A-2 Bonds from February 5, 2016 to February 3, 2017.

On February 26, 2016, Mizuho Bank, Ltd., at the request of the Tollway, extended the 2007A-1b Credit Facility supporting the $175,000,000 Series 2007A-1b Bonds from March 18, 2016 to March 16, 2017.

On April 28, 2016 the Tollway redeemed, from funds on hand, all outstanding $69,200,000 of Toll Highway Refunding Revenue Bonds, 1998 Series B. In connection with such redemption, on April 13, 2016 the Tollway terminated the two swap agreements associated with the 1998 Series B Bonds, one with JPMorgan Chase Bank, N.A. in a notional amount of $31,140,000 and one with Goldman Sachs Mitsui Marine Derivative Products, L.P. in a notional amount of $38,060,000. The purpose of the redemption was to produce savings and to reduce risks associated with third-party agreements related to the 1998 Series B bonds.

On May 18, 2016 the Tollway sold $300,000,000 of Toll Highway Senior Revenue Bonds, 2016 Series B. The 2016 Series B bonds were issued to finance costs of the Move Illinois Program, a deposit to the Debt Reserve Account and costs of issuance.

On May 23, 2016, Moody’s Investors Service downgraded the senior unsecured debt rating of Deutsche Bank AG from “Baa1” to “Baa2”. Deutsche Bank AG is counterparty to the Tollway on a $191,550,000 notional amount variable-to-fixed interest rate exchange agreement associated with the Tollway’s Series 2008A-1 Bonds.

SUPPLEMENTARY INFORMATION

Schedule 1

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

Illinois State Employees' Retirement System
Schedule of Changes in Net Pension Liability and Related Ratios
Single-Employer Plan (Unaudited)
Year ended December 31, 2015

Total pension liability		
Service cost	$	847,997,030
Interest on pension liability		2,912,736,360
Differences between expected and actual experience		(464,942,210)
Assumption changes		360,713,498
Benefit payments, including refunds		(2,057,987,410)
Administrative expenses		(16,547,823)
Net change in total pension liability		1,581,969,445
Total pension liability - June 30, 2014		41,685,086,183
Total pension liability - June 30, 2015 (a)	$	43,267,055,628
Plan fiduciary net position		
Contributions-employer	$	1,804,319,356
Contributions- participants		266,139,156
Net investment income		681,377,052
Benefit payments and refunds		(2,057,987,410)
Administrative expense		(16,547,823)
Net change in plan fiduciary position		677,300,331
Plan fiduciary net position - June 30, 2014		14,581,566,241
Plan fiducairy net position - June 30, 2015 (b)	$	15,258,866,572
State's net pension liability for SERS (a) - (b)	$	28,008,189,056 *
Plan fiduciary net position as a percentage of the total pension liability		35.27%
Covered-employee payroll	$	4,453,683,664
State's net pension liability as a percentage of covered payroll		628.88%

Notes to schedule:	
Total pension liability - June 30, 2014	
Discount rate	7.09%
Investment rate of return	7.25%
Long-term municipal bond rate	4.29%
Total pension liability - June 30, 2015	
Discount rate	7.02%
Investment rate of return	7.25%
Long-term municipal bond rate	3.80%

*** The Illinois Tollway's allocated share of the state's net pension liability is 2.6261% of the total resulting in a liability of $735,523,053.**

See accompanying independent auditors' report.

Schedule 2

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Schedule of Contributions to SERS Pension Plan (Unaudited)

Year ended December 31, 2015

Year Ended		Actuarially Determined Contribution		Actual Contribution*		Contribution Deficiency (Excess)		Covered Payroll	Actual Contribution as a % of Covered Payroll
6/30/14	$	52,494,228	$	44,751,713	$	7,742,515	$	110,979,470	40.32%
6/30/15		53,713,047		48,299,509		5,413,538		112,947,877	42.76%

Note: The amounts presented represent amounts reported in SERS financial statements for fiscal years 2015 and 2014. GASB 68 requires disclosure of this information over a 10 year period. However, since GASB 68 was just implemented in 2015, applicable information is only available for the two years presented.

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

*Actual contributions were equal to the statutorily required contribution.

See accompanying independent auditors' report.

Schedule 3

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)

Year ended December 31, 2015

	Revenue fund	Construction fund	Total
Increases:			
Toll revenue	$ 1,146,629,436	$ —	$ 1,146,629,436
Toll evasion recovery	64,323,149	—	64,323,149
Concessions	2,117,517	—	2,117,517
Interest	1,846,445	12,869	1,859,314
Miscellaneous	5,546,834	—	5,546,834
Total increases	1,220,463,381	12,869	1,220,476,250
Decreases:			
Engineering and maintenance of roadway and structures	55,476,770	—	55,476,770
Services and toll collection	101,415,350	—	101,415,350
Traffic control, safety patrol, and radio communications	24,958,011	—	24,958,011
Procurement, IT, finance and administration	23,850,677	—	23,850,677
Insurance and employee benefits	92,778,364	—	92,778,364
Construction	1,513,515,226	—	1,513,515,226
Construction expense reimbursed by bond proceeds	(895,315,685)	895,315,685	(0)
Bond principal payments	134,605,000	—	134,605,000
Net funds applied to refunding		—	—
Build America bond subsidy	(15,098,919)	—	(15,098,919)
Bond interest and other financing costs	261,914,644	—	261,914,644
Total decreases	1,298,099,438	895,315,685	2,193,415,123
Net increases (decreases)	(77,636,057)	(895,302,816)	(972,938,873)
Bond proceeds	47,106,497	839,757,763	886,864,260
Bond issuance costs	—	(3,598,084)	(3,598,084)
	47,106,497	836,159,679	883,266,176
Change in fund balance	(30,529,560)	(59,143,137)	(89,672,697)
Fund balance, January 1	1,055,964,222	481,145,326	1,537,109,548
Fund balance, December 31	$ 1,025,434,662	$ 422,002,189	$ 1,447,436,851

Statement of Net Position is presented on the full accrual basis in the basic financial statements

See accompanying independent auditors’ report.

Schedule 3

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)

Year ended December 31, 2014

	Revenue fund	Construction fund	Total
Increases:			
Toll revenue	$ 968,971,925	$ —	$ 968,971,925
Toll evasion recovery	53,769,282	—	53,769,282
Concessions	2,096,881	—	2,096,881
Interest	1,041,296	16,641	1,057,937
Miscellaneous	10,276,277	—	10,276,277
Total increases	1,036,155,661	16,641	1,036,172,302
Decreases:			
Engineering and maintenance of roadway and structures	47,614,405	—	47,614,405
Services and toll collection	107,326,071	—	107,326,071
Traffic control, safety patrol, and radio communications	27,606,025	—	27,606,025
Procurement, IT, finance and administration	24,191,911	—	24,191,911
Insurance and employee benefits	91,082,480	—	91,082,480
Construction	1,119,325,729	—	1,119,325,729
Construction expense reimbursed by bond proceeds	(729,238,326)	729,238,326	—
Bond principal payments	92,855,000	—	92,855,000
Gain/loss on defeased bonds	20,623,449	—	20,623,449
Build America bond subsidy	(15,066,431)	—	(15,066,431)
Bond interest and other financing costs	235,078,682	—	235,078,682
Total decreases	1,021,398,996	729,238,326	1,750,637,321
Net increases (decreases)	14,756,665	(729,221,685)	(714,465,019)
Bond proceeds	58,614,967	944,052,311	1,002,667,278
Bond issuance costs	2,201,421	(3,898,101)	(1,696,680)
Change in fund balance	75,573,053	210,932,526	286,505,579
Fund balance, January 1	980,391,169	270,212,800	1,250,603,969
Fund balance, December 31	$ 1,055,964,222	$ 481,145,326	$ 1,537,109,548

Statement of Net Position is presented on the full accrual basis in the basic financial statements

See accompanying independent auditors' report.

Schedule 4

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)

Year ended December 31, 2015

	Revenue fund and accounts							
		Maintenance and operations						
	Revenue account	Operating sub account	Operating reserve sub account	Debt service	Debt service reserve	Renewal and replacement	Improvement	Total
Increases:								
Toll revenue	$ 1,146,629,436	$ —	$ —	$ —	$ —	$ —	$ —	$ 1,146,629,436
Toll evasion recovery	64,323,149	—	—	—	—	—	—	64,323,149
Concessions	2,117,517	—	—	—	—	—	—	2,117,517
Interest	109,603	—	—	13,072	1,137,424	311,545	274,801	1,846,445
Miscellaneous	5,546,834	—	—	—	—	—	—	5,546,834
Intrafund transfers	(1,208,304,419)	309,444,200	—	353,021,688	—	240,000,000	305,838,531	—
Total increases	10,422,120	309,444,200	—	353,034,760	1,137,424	240,311,545	306,113,332	1,220,463,381
Decreases:								
Engineering and maintenance of roadway and structures	—	55,476,770	—	—	—	—	—	55,476,770
Services and toll collection	—	101,415,350	—	—	—	—	—	101,415,350
Traffic control, safety patrol, and radio communications	—	24,958,011	—	—	—	—	—	24,958,011
Procurement, IT, finance and administration	—	23,850,677	—	—	—	—	—	23,850,677
Insurance and employee benefits	—	92,778,364	—	—	—	—	—	92,778,364
Construction expenses	—	—	—	—	—	297,343,385	1,216,171,841	1,513,515,226
Construction expenses reimbursed by bond								—
proceeds	—	—	—	—	—	—	(895,315,685)	(895,315,685)
Bond principal payments	—	—	—	134,605,000	—	—	—	134,605,000
Gain/loss on defeased bonds	—	—	—		—	—	—	—
Build America bond subsidy	—	—	—	(15,098,919)	—	—	—	(15,098,919)
Interest and other financing costs	—	—	—	261,707,747	206,897	—	—	261,914,644
Total decreases	—	298,479,172	—	381,213,828	206,897	297,343,385	320,856,156	1,298,099,438
Net increase (decrease)	10,422,120	10,965,028	—	(28,179,068)	930,527	(57,031,840)	(14,742,824)	(77,636,057)
Bond proceeds	—	—	—	—	47,106,497	—	—	47,106,497
Interfund transfer -to meet DSR Requirements	—	—	—	(128,828)	128,828	—	—	—
Change in fund balance	10,422,120	10,965,028	—	(28,307,896)	48,165,852	(57,031,840)	(14,742,824)	(30,529,560)
Fund balance, January 1	7,717,882	1,166,016	27,400,000	117,072,800	304,420,279	336,799,561	261,387,684	1,055,964,222
Fund balance, December 31	$ 18,140,002	$ 12,131,044	$ 27,400,000	$ 88,764,904	$ 352,586,131	$ 279,767,721	$ 246,644,860	$ 1,025,434,662

Note: Total may not foot due to rounding.

See accompanying independent auditors' report.

Schedule 4

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)

Year ended December 31, 2014

	Revenue fund and accounts							
		Maintenance and operations						
	Revenue account	Operating sub account	Operating reserve sub account	Debt service	Debt service reserve	Renewal and replacement	Improvement	Total
Increases:								
Toll revenue	$ 968,971,925	$ —	$ —	$ —	$ —	$ —	$ —	$ 968,971,925
Toll evasion recovery	53,769,282	—	—	—	—	—	—	53,769,282
Concessions	2,096,881	—	—	—	—	—	—	2,096,881
Interest	30,958	—	—	27,128	613,642	208,079	161,489	1,041,296
Miscellaneous	10,276,277	—	—	—	—	—	—	10,276,277
Intrafund transfers	(1,040,170,080)	293,081,349	—	313,319,980	—	200,000,000	233,768,749	—
Total increases	(5,024,757)	293,081,349	—	313,347,108	613,642	200,208,079	233,930,238	1,036,155,661
Decreases:								
Engineering and maintenance of roadway and structures	—	47,614,405	—	—	—	—	—	47,614,405
Services and toll collection	—	107,326,071	—	—	—	—	—	107,326,071
Traffic control, safety patrol, and radio communications	—	27,606,025	—	—	—	—	—	27,606,025
Procurement, IT, finance and administration	—	24,191,911	—	—	—	—	—	24,191,911
Insurance and employee benefits	—	91,082,480	—	—	—	—	—	91,082,480
Construction expenses	—	—	—	—	—	202,719,997	916,605,732	1,119,325,729
Construction expenses reimbursed by bond proceeds	—	—	—	—	—	—	(729,238,326)	(729,238,326)
Bond principal payments	—	—	—	92,855,000	—	—	—	92,855,000
Net funds applied to refunding	—	—	—	20,451,642	171,807	—	—	20,623,449
Build America bond subsidy	—	—	—	(15,066,431)	—	—	—	(15,066,431)
Interest and other financing costs	—	—	—	234,871,785	206,897	—	—	235,078,682
Total decreases	—	297,820,892	—	333,111,996	378,704	202,719,997	187,367,406	1,021,398,996
Net increase (decrease)	(5,024,757)	(4,739,543)	—	(19,764,888)	234,938	(2,511,918)	46,562,832	14,756,665
Bond proceeds	—	—	—	—	58,614,967	—	—	58,614,967
Prior Period Adju-Series 2013 A Issuance Cost	—	—	—	2,201,421	—	—	—	2,201,421
Change in fund balance	(5,024,757)	(4,739,543)	—	(17,563,466)	58,849,904	(2,511,917)	46,562,832	75,573,053
Fund balance, January 1	12,742,639	5,905,559	27,400,000	134,636,266	245,570,375	339,311,478	214,824,852	980,391,169
Fund balance, December 31	$ 7,717,882	$ 1,166,016	$ 27,400,000	$ 117,072,800	$ 304,420,279	$ 336,799,561	$ 261,387,684	$ 1,055,964,222

Note: Total may not foot due to rounding.

See accompanying independent auditors' report.

(1) Summary of Significant Accounting Policies

The 1999 Amended and Restated Trust Indenture (the Trust Indenture) requires the Tollway to provide separate funds for construction (Construction Fund) and for operations (Revenue Fund), which funds are not 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 custodian account. This account is part of the Maintenance and Operation Account within the Revenue Fund.

Prior to fiscal year 2005, the Tollway issued separate financial statements, prepared on the basis of accounting described below, in order to demonstrate compliance with the requirements of the Trust Indenture (Trust Indenture Statements). Beginning in 2005, 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 requirements of the Trust Indenture. As a result, separate Trust Indenture 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 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 Statements included “Infrastructure and Long-term Debt of Accounts,” which was optional reporting allowed under the Trust Indenture.

(a) 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.

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 and as miscellaneous operating revenue for GAAP.

10. In trust indenture, 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.

13. The provisions of GASB 68 regarding net pension liability and deferred outflows and inflows of resources are not reflected in the trust indenture statements.

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:

(b) 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 thirty percent of the amount annually budgeted for operating expenses.

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 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.

(c) 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.

(Continued)

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.

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 $25 million fund balance in this account and has subsequently authorized a fund balance of $17 million.

(d) 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 Service 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.

(e) 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.

(f) 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.

(g) 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.

(h) 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.

(2) Miscellaneous

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

Components of Interest and Other Financing Costs – 2015

	Debt service account	Debt reserve account	Total
Bond interest expense	$ 254,795,852	$ —	$ 254,795,852
Other financing costs	6,911,895	206,897	7,118,792
	$ 261,707,747	$ 206,897	$ 261,914,644

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.
- 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, 2015, are $183.5 million in the Debt Service accounts and $348.7 million in the Debt Reserve account.
- Insurance and Employee Benefits includes expense for retirement, workers compensation, the employer portion of FICA, and medical insurance.

Schedule 5

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Schedule of Capital Assets by Source

Trust Indenture Basis of Accounting (Non-GAAP)

December 31, 2015

	2015	2014
Capital assets (at original cost):		
Land and improvements	$ 454,898,994	$ 389,297,651
Buildings	56,710,416	56,235,616
Infrastructure [1]	7,987,902,358	7,228,536,379
Vehicles	48,773,583	46,418,427
Office equipment	39,661,258	37,291,671
Information systems	192,765,431	170,855,071
Construction in progress	1,254,798,075	817,322,173
Total capital assets	$ 10,035,510,115	$ 8,745,956,988
Capital assets provided from:		
Bond proceeds net of related interest income	$ 7,429,659,233	$ 6,534,343,548
Revenues	2,605,850,882	2,211,613,440
Total sources of capital assets	$ 10,035,510,115	$ 8,745,956,988

[1] Infrastructure assets do not include capitalized interest totaling $211.9 million and $171.6 million at December 31, 2015 and 2014, respectively.

See accompanying independent auditors’ report.

Schedule 6

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

Schedule of Changes in Capital Assets [(1) (3)]

Trust Indenture Basis (Non-GAAP)

Year ended December 31, 2015

	Balance January 1, 2015	Additions	Deletions[(2)]	Balance December 31, 2015
Land and improvements	$ 389,297,651	$ 65,601,343	$ —	$ 454,898,994
Buildings	56,235,616	474,800	—	56,710,416
Infrastructure	7,228,536,379	899,347,788	(139,981,809)	7,987,902,358
Vehicles	46,418,427	3,376,525	(1,021,369)	48,773,583
Office equipment	37,291,671	2,803,435	(433,848)	39,661,258
Information systems	170,855,071	23,368,335	(1,457,975)	192,765,431
Construction in progress	817,322,173	1,297,798,897	(860,322,995)	1,254,798,075
Total capital assets	$ 8,745,956,988	$ 2,292,771,123	$ (1,003,217,996)	$ 10,035,510,115

	Balance January 1, 2014	Additions	Deletions[(2)]	Balance December 31, 2014
Land and improvements	$ 337,264,544	$ 52,033,107	$ —	$ 389,297,651
Buildings	54,481,555	1,754,061	—	56,235,616
Infrastructure	7,165,000,043	546,571,778	(483,035,442)	7,228,536,379
Vehicles	44,324,906	7,128,695	(5,035,174)	46,418,427
Office equipment	35,882,176	1,776,462	(366,967)	37,291,671
Information systems	150,880,425	20,744,293	(769,647)	170,855,071
Construction in progress	355,523,656	971,599,999	(509,801,482)	817,322,173
Total capital assets	$ 8,143,357,305	$ 1,601,608,395	$ (999,008,712)	$ 8,745,956,988

(1) Prepared in accordance with the Trust Indenture (non-GAAP), infrastructure assets do not include capitalized interest totaling $211.9 million and $171.6 million as of December 31, 2015 and 2014, respectively.

(2) Infrastructure deletions above represent assets that are fully depreciated on a GAAP basis.

(3) No depreciation is reflected in this schedule.

See accompanying independent auditors' report.

STATISTICAL SECTION
(UNAUDITED)

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

Comprehensive Annual Financial Report
Statistical Section (Unaudited)
December 31, 2015

This part of the Tollway's comprehensive annual financial report presents detailed information to amplify the information in the Tollway's financial statements, note disclosures, and required supplementary.

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.*

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

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.*

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

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.*

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

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

Net Position by Type (GAAP Basis)
Last Ten Fiscal Years (Unaudited)

Net Position by Type	2015	2014	2013	2012	2011	2010	2009	2008	Restated 2007	2006
Net Investment in Capital Assets	$ 1,714,006,541	$ 1,227,482,902	$ 1,126,446,163	$ 1,196,676,074	$ 1,095,891,441	$ 1,196,572,979	$ 1,284,350,633	$ 1,622,755,006	$ 1,577,006,044	$ 1,337,313,700
Restricted Net Position	427,583,679	410,020,656	364,205,442	277,001,048	295,857,893	272,539,329	234,633,390	282,076,511	288,359,204	249,169,152
Restricted for Pension Benefit Obligation	54,049	57,996	61,950	65,755	69,473	74,407	360,441	-	-	-
Unrestricted Net Position	51,278,228	841,142,933	755,622,037	567,820,608	458,931,125	452,800,823	498,549,013	200,324,808	218,238,576	347,153,490
Total Net Position	$ 2,192,922,497	$ 2,478,704,487	2,246,335,592	$ 2,041,563,485	$ 1,850,749,932	$ 1,921,987,538	$ 2,017,893,477	$ 2,105,156,325	$ 2,083,603,824	$ 1,933,636,342

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

Changes in Net Position (GAAP Basis)
Last Ten Fiscal Years (Unaudited)

	2015	2014	2013	2012	2011	2010	2009	2008	Restated 2007	2006
OPERATING REVENUES										
Toll Revenue	1,146,629,436	968,971,925	943,152,070	922,390,189	652,673,895	628,753,508	592,063,529	583,646,592	572,092,902	567,499,808
Toll Evasion Recovery	64,323,149	53,769,282	54,220,590	32,598,735	33,268,033	34,923,828	54,828,660	77,653,862	6,516,958	196,461
Concessions	2,117,517	2,096,881	2,305,563	2,272,864	2,421,164	2,387,581	2,338,841	2,236,551	3,788,756	3,031,576
Miscellaneous	15,493,528	17,982,788	17,238,843	12,569,929	9,507,791	7,385,229	8,759,200	4,273,563	2,819,131	2,868,573
Total Operating Revenues	1,228,563,630	1,042,820,876	1,016,917,066	969,831,717	697,870,883	673,450,146	657,990,230	667,810,568	585,217,747	573,596,418
OPERATING EXPENSES										
Engineering and Maintenance of Roadway and Structures	98,064,006	80,052,707	47,314,811	40,054,392	44,803,170	45,768,938	48,942,122	46,309,976	44,833,917	35,261,319
Services and Toll Collection	160,233,841	152,516,584	116,319,349	107,225,405	106,466,995	112,640,323	116,613,280	110,681,535	86,550,454	84,164,027
Traffic Control, Safet Patrol and Radio Communications	50,307,156	43,280,371	22,554,755	22,818,258	23,071,556	22,821,776	22,649,767	22,374,844	21,246,925	18,743,387
Procurement, IT, Finance and Administration	42,135,110	38,687,973	24,325,930	21,452,099	22,176,542	24,369,106	22,406,891	22,100,592	24,261,781	19,983,865
Insurance and Employee Benefits	-	-	86,277,850	77,543,643	69,987,945	71,681,925	72,493,677	59,634,767	52,414,462	49,640,432
Depreciation and Amortization	328,650,467	308,835,872	308,869,419	314,107,807	318,165,918	314,933,272	297,371,719	278,626,714	219,434,538	186,283,372
Total Operating Expenses	679,390,580	623,373,507	605,662,114	583,201,604	584,672,126	592,215,340	580,477,456	539,728,428	448,742,077	394,076,402
Operating Income	549,173,050	419,447,369	411,254,952	386,630,113	113,198,757	81,234,806	77,512,774	128,082,140	136,475,670	179,520,016
NONOPERATING REVENUE/(EXPENSES)										
Investment Income	1,859,314	1,057,937	946,210	1,389,324	1,064,068	1,749,894	3,199,960	22,979,654	43,367,461	74,738,940
Intergovernmental Contributions	481,600	1,868,528	103,915	701,954	2,262,302	(1,858,125)				
Intergovernmental Agreement Revenue	79,451,042	39,218,519	35,287,508	7,405,421	6,753,264	10,734,092	97,983,825	81,091,003	-	-
Build America Bond Rebate	15,098,919	15,066,431	14,952,722	16,244,130	16,244,130	16,132,636	6,422,870	-	-	-
Net Increase (Decrease) in Fair Value of Investments	-	-	-	-	(299,150)	287,425	(1,365,846)	(221,181)	3,297,367	(2,471,262)
Net Gain (Loss) on Disposal of Property	(261,018)	(451,284)	159,590	(70,480)	(1,157,639)	(26,357)	(3,249,477)	377,214	(8,491,090)	(2,240,196)
Interest Expense and Amortization of Financing Costs	(214,946,627)	(203,660,387)	(207,566,638)	(198,659,178)	(206,933,905)	(197,804,008)	(190,168,729)	(130,889,438)	(92,553,608)	(93,613,153)
Intergovernmental Agreement Expense	(79,451,042)	(39,218,519)	(35,287,508)	(7,405,421)	(6,753,264)	(10,734,092)	(97,983,825)	(81,091,003)	-	-
Miscellaneous Income (Expense)	(3,937,904)	(959,699)	(15,078,644)	(360)	4,383,831	4,007,969	13,424,947	542,517	(11,461,519)	5,751,428
Total Nonoperating Revenues (Expenses)	(201,705,716)	(187,078,474)	(206,482,845)	(180,394,610)	(184,436,363)	(177,510,566)	(171,736,275)	(107,211,234)	(65,841,389)	(17,834,243)
INCREASE (DECREASE) IN NET POSITION	347,467,334	232,368,895	204,772,107	206,235,503	(71,237,606)	(96,275,760)	(94,223,501)	20,870,906	70,634,281	161,685,773
Capital Contributions		-	-	-	-	369,821	6,570,819	1,071,429	-	-
NET POSITION AT BEGINNING OF YEAR	2,478,704,487	2,246,335,592	2,041,563,485	1,835,327,982	1,921,987,538	2,017,893,477	2,105,546,159	2,083,603,824	2,012,969,543	1,771,950,569
Restatement for implementation of GASB 68 and 71	(633,249,324)									
NET POSITION AT END OF YEAR	2,192,922,497	2,478,704,487	2,246,335,592	2,041,563,485	1,850,749,932	1,921,987,538	2,017,893,477	2,105,546,159	2,083,603,824	1,933,636,342

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

Operating Revenues by Source (GAAP Basis)
Last Ten Fiscal Years (Unaudited)

	Toll Revenue	Toll Evasion Recovery	Concessions[1]	Miscellaneous [1]	Total Operating Revenue
2006	567,499,808	196,461	3,031,576	2,868,573	573,596,418
2007	572,092,902	6,516,958	3,788,756	2,819,131	585,217,747
2008	583,646,592	77,653,862	2,236,551	4,273,563	667,810,568
2009	592,063,529	54,828,660	2,338,841	8,759,200	657,990,230
2010	628,753,508	34,923,828	2,387,581	7,385,229	673,450,146
2011	652,673,895	33,268,033	2,421,164	9,507,791	697,870,883
2012	922,390,189	32,598,735	2,272,864	12,569,929	969,831,717
2013	943,152,070	54,220,590	2,305,563	17,238,843	1,016,917,066
2014	968,971,925	53,769,282	2,096,881	17,982,788	1,042,820,876
2015	1,146,629,436	64,323,149	2,117,517	15,493,528	1,228,563,630
Change from 2006 to 2015	102.05%	32640.93%	-30.15%	440.11%	114.19%

[1] Revenue represented in these columns may not be based on consistent categorization between fiscal years.

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 #	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
JANE ADDAMS MEMORIAL TOLLWAY (NORTHWEST):											
WESTERN SECTION:											
South Beloit	1	$ 46,852,269	$ 36,261,219	$ 34,924,784	$ 34,761,307	$ 27,882,663	$ 26,907,318	$ 25,235,627	$ 25,322,241	$ 26,830,755	$ 26,383,291
Riverside Drive	2	2,167,181	1,915,452	1,890,552	1,920,431	1,314,702	1,230,394	1,168,112	1,117,439	1,035,965	843,952
South Rockford	3	573,667	-	-	-	-	-	-	-	-	-
Route 173	4	1,533,912	1,317,050	1,228,205	1,209,218	807,356	698,887	614,479	570,041	278,404	-
Belvidere	5	23,180,492	15,830,910	16,272,251	19,309,039	14,871,366	14,842,534	14,026,981	14,072,128	14,305,341	13,969,134
Route 47	6	2,549,090	2,258,232	270,947	-	-	-	-	-	-	-
Marengo	7	25,254,328	17,958,263	18,920,305	21,706,448	16,123,502	16,193,501	15,901,593	16,224,587	15,775,474	15,811,292
Randall Road	8	1,952,975	1,505,332	1,554,245	1,869,458	1,274,610	1,306,386	1,257,254	1,284,311	1,242,444	1,191,452
Elgin	9	38,569,871	32,208,402	32,689,498	35,368,361	24,880,101	25,262,130	24,781,191	24,961,460	24,676,301	23,961,579
				-	-						-
EASTERN SECTION											
Barrington Road	10	1,653,043	1,648,787	1,703,963	1,618,660	1,021,221	1,075,842	1,091,722	1,119,303	1,134,063	1,254,969
Route 31	11	4,174,685	4,266,303	4,458,524	4,363,422	2,776,034	2,946,956	3,099,635	3,093,940	3,221,424	3,502,222
Roselle Rd	12	1,912,803	1,879,817	1,899,500	1,893,005	1,228,114	1,197,206	1,163,776	1,132,132	1,068,669	1,105,596
Route 25	13	1,268,026	1,248,192	1,335,405	1,347,153	913,462	1,018,094	956,875	1,032,590	1,084,534	1,177,995
Route 59	14	1,180,052	1,009,819	981,693	1,035,813	635,214	694,209	692,618	691,510	664,398	637,033
Route 53	15	5,516,123	5,034,461	5,044,261	5,195,903	3,345,242	3,164,487	3,527,547	3,415,206	3,440,463	3,551,472
Beverly Rd	16	2,821,346	2,499,979	2,417,908	2,308,759	1,497,924	1,637,385	1,655,483	1,606,868	1,456,851	1,611,084
Devon Avenue	17	29,708,167	27,713,955	29,056,282	28,335,486	19,151,556	19,806,345	18,073,323	18,593,856	18,475,502	18,098,289
Arlington Heights Rd	18	4,214,733	3,950,339	4,044,006	3,958,170	2,810,731	2,948,562	2,926,321	2,914,846	3,001,904	2,927,023
River Road	19	21,090,508	19,762,102	20,933,337	21,597,563	12,975,006	13,617,594	13,221,147	13,177,712	12,604,155	13,195,475
		$ 216,173,271	$ 178,268,614	$ 179,625,666	$ 187,798,196	$ 133,508,804	$ 134,547,830	$ 129,393,684	$ 130,330,170	$ 130,296,648	$ 129,221,858

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 #	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
REAGAN MEMORIAL TOLLWAY (EAST-WEST):											
EASTERN SECTION:											
York Road	51	32,573,299	29,475,755	28,670,167	27,091,268	17,779,544	16,327,184	14,098,853	13,611,550	15,594,535	28,825,800
Meyers Road	52	31,844,193	28,278,504	27,503,571	26,333,861	17,201,189	15,616,653	13,299,792	13,688,586	15,037,979	3,918,875
Spring Road	53	2,597,468	2,472,295	2,387,169	2,353,045	1,385,023	1,337,560	1,092,645	1,117,416	1,308,128	1,281,111
Route 83	54	2,559,077	2,397,851	2,350,300	2,337,468	1,388,837	1,303,527	1,256,377	1,303,216	1,378,382	411,950
Midwest Road	55	1,246,672	1,141,577	1,070,187	992,291	590,361	538,088	513,693	465,140	421,554	971,091
Highland Avenue	56	3,183,446	3,049,691	3,115,052	3,147,312	1,903,676	1,844,849	1,782,123	1,792,728	1,724,252	1,803,764
Naperville Road	57	1,275,135	1,244,321	1,267,617	1,270,949	689,984	685,372	620,527	561,807	247,083	499,242
Winfield Road	58	975,659	900,160	886,487	880,346	529,411	521,157	509,667	567,139	785,807	605,029
Farnsworth Road	59	7,532,314	6,526,865	6,705,569	6,770,561	4,463,965	4,264,887	4,354,527	4,193,611	3,977,423	4,245,236
Eola Road	60	3,131,801	2,563,818	2,107,748	1,909,699	1,207,219	1,046,808	92,745	-	-	-
Aurora	61	35,203,203	31,346,017	30,316,892	28,244,425	20,138,094	18,664,376	17,449,421	16,976,347	18,127,767	18,531,965
				-	-					-	-
WESTERN SECTION:											
Route 31	63	850,438	760,229	743,080	712,569	521,275	486,043	335,656	268,255	545,239	552,436
Orchard Rd.	64	1,136,875	954,853	895,009	904,810	671,352	669,882	752,448	732,731	640,503	580,702
DeKalb East (Peace Rd)	65	3,948,445	3,305,483	3,268,493	3,368,553	2,181,399	1,851,725	2,094,029	2,058,003	2,023,308	2,045,837
DeKalb Main	66	33,390,671	29,037,859	26,434,904	21,872,233	19,200,594	17,189,127	16,351,774	15,667,524	15,647,288	14,498,904
DeKalb (Annie Glidden Rd)	67	2,370,052	2,200,319	2,174,636	2,106,818	1,577,427	1,925,863	1,549,878	1,468,141	1,484,467	1,596,770
Dixon Mainline	69	22,292,037	19,361,757	18,465,994	17,965,604	15,028,416	14,280,918	13,676,669	13,177,619	13,114,045	11,174,733
Dixon Ramp 1	70	-	-	-	-	-	-	-	-	-	198,327
Dixon Ramp 2	71	-	-	-	-	-	-	-	-	-	880,429
		$ 186,110,785	$ 165,017,354	$ 158,362,875	$ 148,261,812	$ 106,457,766	$ 98,554,019	$ 89,830,824	$ 87,649,813	$ 92,057,760	$ 92,622,201

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 #	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
TRI-STATE TOLLWAY:											
NORTHERN SECTION:											
Buckley Road	20	1,506,012	1,379,072	1,367,436	1,314,822	937,786	$ 977,658	$ 1,088,014	$ 908,583	$ 822,451	$ 807,752
Waukegan	21	78,563,105	63,218,232	60,429,979	57,711,916	44,340,887	42,052,993	38,835,619	37,611,917	39,495,418	42,136,567
Route 60	22	2,038,512	1,969,406	1,948,044	1,863,473	1,208,165	1,084,973	1,094,784	950,758	1,064,386	1,116,365
Half Day Road	23	1,957,445	1,853,204	1,831,064	1,812,904	1,109,245	1,038,093	904,295	1,042,946	1,144,347	1,194,063
Edens Spur	24	27,368,544	24,841,382	24,971,465	24,627,944	16,138,598	14,697,860	15,440,293	14,406,731	15,842,507	16,912,037
Lake Cook Road	26	6,989,702	6,451,544	6,084,853	5,994,838	3,687,200	3,818,083	3,546,201	3,565,800	3,828,910	3,739,047
Willow Road	27	7,090,823	6,443,834	6,226,549	6,049,039	3,792,851	3,764,022	3,368,255	3,302,397	3,050,296	3,481,053
Golf Road	28	7,055,841	6,404,116	6,071,586	5,983,043	3,619,463	3,523,318	3,420,611	3,416,909	3,711,393	3,903,549
CENTRAL SECTION:											
Touhy Avenue	29	48,123,196	41,621,337	40,863,081	40,185,456	26,180,031	25,038,552	21,875,432	21,501,911	21,990,791	25,301,960
Balmoral Avenue	30	3,634,910	3,108,754	2,564,374	1,924,861	61,098	-	-	-	-	-
O'Hare West	31	6,596,015	6,451,960	6,536,229	6,548,332	4,068,810	3,698,064	3,581,919	3,831,869	4,075,336	4,173,715
O'Hare East	32	5,388,288	5,062,211	4,804,353	5,289,713	3,933,770	3,867,781	3,600,944	4,058,177	4,260,308	4,276,021
Irving Park Road	33	44,432,648	37,381,451	36,008,810	34,222,893	23,922,769	23,945,428	20,902,093	21,375,825	22,699,363	22,838,478
75th St.(Willow Springs Rd)	34	3,518,872	2,668,565	2,351,698	2,183,696	1,914,905	1,926,293	1,956,474	1,977,680	1,914,772	1,974,737
Cermak Road	35	75,525,775	61,183,487	58,973,282	56,169,335	43,806,207	42,787,256	39,446,102	39,351,136	41,486,213	40,841,586
SOUTHERN SECTION:											
82nd Street	36	40,503,756	32,413,033	30,773,883	29,042,174	22,614,216	21,379,401	18,283,772	18,538,749	22,322,985	21,654,345
I-55 (Stevenson Expressway)	37	11,893,851	9,858,532	9,653,892	9,281,349	6,920,622	6,992,320	6,601,247	6,163,670	5,848,223	6,703,122
95th Street	38	5,292,706	4,264,634	4,111,776	4,041,240	2,988,119	2,762,586	2,489,008	2,661,269	2,712,443	2,625,874
83rd Street	39	39,516,276	31,449,855	30,437,564	28,743,679	22,284,370	20,886,442	18,171,747	18,797,801	21,948,441	20,838,615
159th Street	40	3,441,896	3,668,793	3,598,523	3,493,012	2,266,922	2,044,704	2,031,375	2,293,107	3,461,818	5,155,368
163rd Street	41	61,203,941	52,812,702	51,551,347	48,485,195	39,489,367	37,103,594	31,154,805	31,424,656	36,002,318	31,651,475
Interstate 57	42	10,907,334	1,244,590	-	-	-	-	-	-	-	-
I-80 Westbound	43	16,796,386	13,570,846	13,585,869	13,357,983	10,103,925	9,764,886	9,480,275	9,003,061	7,849,812	5,997,921
I-80 Eastbound	45	16,221,870	12,979,288	13,057,028	12,917,795	9,772,974	9,596,884	9,329,820	8,860,204	7,790,133	5,631,042
Halsted Street	47	3,609,271	3,299,157	3,309,299	3,293,625	2,229,936	2,217,167	2,049,649	1,971,568	1,530,762	1,142,316
		$ 529,176,975	$ 435,599,985	$ 421,111,984	$ 404,538,317	$ 297,392,236	$ 284,968,358	$ 258,652,734	$ 257,016,724	$ 274,853,426	$ 274,097,008

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 #	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
VETERANS MEMORIAL TOLLWAY (NORTH-SOUTH):											
NORTHERN SECTION:											
Army Trail Road	73	50,333,617	45,239,351	44,838,968	45,404,713	28,495,629	26,883,297	29,307,534	29,291,830	28,276,067	28,401,464
North Avenue	75	10,973,537	9,632,686	9,435,024	9,178,507	6,135,998	5,862,790	5,777,117	5,696,651	5,751,292	5,789,741
Roosevelt Road	77	4,097,453	3,860,751	3,862,731	3,805,203	2,299,650	2,183,817	2,140,078	2,048,499	2,043,047	2,068,631
Butterfield Road	79	2,989,688	2,839,057	2,850,026	2,941,591	1,897,076	1,871,201	1,866,968	1,868,556	1,744,271	1,730,117
SOUTHERN SECTION:											
Ogden Avenue	81	838,590	735,212	793,740	782,168	499,283	500,053	471,477	513,554	503,718	454,930
Maple Avenue	83	2,647,535	2,513,963	2,624,031	2,596,039	1,675,154	1,605,583	1,587,843	1,635,285	1,692,871	1,643,775
63rd Street	85	4,275,436	4,126,751	4,135,627	4,175,058	2,483,847	2,380,574	2,388,491	2,407,346	2,497,638	2,532,161
75th Street	87	5,023,966	4,747,289	4,713,845	4,625,024	2,999,514	2,883,422	2,859,632	3,072,069	3,387,915	3,571,094
Boughton Road	89	58,202,523	50,700,447	49,288,477	49,660,462	31,887,683	30,469,118	30,724,140	29,484,987	24,726,212	24,469,221
Boughton Ramp	90	2,409,578	2,205,580	2,189,352	2,218,848	1,438,746	1,383,175	1,299,068	1,193,429	774,066	601,929
127th Street	93	2,861,954	2,480,775	2,424,901	2,447,051	1,604,978	1,545,658	1,544,261	1,331,573	172,240	-
Archer Ave/143Rd Street	95	4,762,678	4,106,344	3,859,491	3,687,539	2,386,403	2,261,939	2,165,616	1,783,164	182,742	-
Route 7 (159th Street)	97	7,791,992	7,222,686	6,905,562	6,870,036	4,327,510	4,056,050	3,882,286	3,466,494	372,119	-
Spring Creek	99	55,842,198	47,965,571	44,807,646	42,229,877	26,389,476	26,060,650	27,450,317	24,313,287	2,461,905	-
Route 6	101	875,535	749,844	719,074	664,713	407,137	383,754	357,860	266,496	25,245	-
		$ 213,926,280	$ 189,126,307	$ 183,448,495	$ 181,286,829	$ 114,928,084	$ 110,331,081	$ 113,822,688	$ 108,373,220	$ 74,611,348	$ 71,263,063
OVER DIMENSION VEHICLES		1,242,125	959,665	603,050	505,035	387,005	352,220	363,599	276,665	273,720	$ 295,677
TOTAL TOLL REVENUE		$ 1,146,629,436	$ 968,971,925	$ 943,152,070	$ 922,390,189	$ 652,673,895	$ 628,753,508	$ 592,063,529	$ 583,646,592	$ 572,092,902	$ 567,499,807

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

Renewal and Replacement Account (Unaudited)[1]
Trust Indenture Basis
Years Ended December 31, 2001 through 2015

		Total funds Credited (1)
Year:		
2001	$	91,073,256
2002		121,375,438
2003		157,366,445
2004		157,375,682
2005		204,609,580
2006		186,545,035
2007		198,331,687
2008		1,907,175
2009		161,463,238
2010		206,096,487
2011		174,192,997
2012		300,660,937
2013		200,364,611
2014		200,208,079
2015		240,311,545
	$	2,601,882,192

[1] Includes earnings on the Renewal and Replacement Account

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

Historical Toll Rates by Vehicle Class [1]
For the Years 1959 to 2015 (Unaudited)

Vehicle Class		Period									
Classification	Description	1959-1963	1964-1970	1971-1983	1983-2004	2005 - 2011 [2][3]		2012-2014 [2][3]		2015	
						Non-Discounted	Discounted	Non-Discounted	Discounted	Non-Discounted	Discounted
1	Automobile, motorcycle, taxi, station wagon, ambulance, single unit truck or tractor, two axles, four or less tires	$0.30	$0.35	$0.30	$0.40	$0.80	$0.40	$1.50	$0.75	$1.50	$0.75
2	Single unit truck or tractor, buses, two axles, six tires	$0.40	$0.45	$0.30	$0.50	$1.50	$1.00	$1.50	$1.00	$2.10	$1.40
3	Three axle trucks and buses	$0.50	$0.50	$0.45	$0.75	$2.25	$1.75	$2.25	$1.75	$3.15	$2.45
3	Trucks with four axles	$0.50	$0.60	$0.60	$1.00	$2.25	$1.75	$2.25	$1.75	$3.15	$2.45
3	Class 1 vehicle with one axle trailer	$0.50	$0.50	$0.45	$0.60	$2.25	$1.75	$2.25	$1.75	$3.15	$2.45
3	Class 1 vehicle with two axle trailer	$0.50	$0.60	$0.60	$0.80	$2.25	$1.75	$2.25	$1.75	$3.15	$2.45
4	Trucks with five axles	$0.50	$0.75	$0.75	$1.25	$4.00	$3.00	$4.00	$3.00	$5.60	$4.20
4	Trucks with six axles	$0.50	$0.90	$0.90	$1.50	$4.00	$3.00	$4.00	$3.00	$5.60	$4.20
4	Miscellaneous, special or unusual vehicles not classified above	$0.50	$0.90	$1.00	$1.75	$4.00	$3.00	$4.00	$3.00	$5.60	$4.20

[1] The toll rates listed above are for half (11 of 22) of the mainline plazas on the existing Tollway System. Toll rates at the other 11 mainline plazas are higher by various amounts. A complete listing of toll rates at each Tollway System plaza may be found on the Tollway's website (http://www.illinoistollway.com/tolls-and-i-pass/toll-information/rates-by-toll-plaza).

[2] Rate tier 1 vehicles making payment via I-PASS are tolled at the discounted rate, and the non-discounted rate applies to cash forms of payment.

[3] Commercial vehicles (Rate Tiers 2 - 4) are tolled at a discounted rate during the overnight period of 10p.m. - 6a.m. whether paying by I-PASS or cash (the "Overnight Discount Rate").
Prior to January 1, 2009, commercial vehicles paying by I-Pass were tolled at the discounted rate for certain off-peak time periods (the "Off-Peak Discount Rate"). This I-PASS Off-Peak Discount Rate expired on 12/31/2008. The Overnight Discount Rate continues.

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)

		2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Passenger	Revenue	$ 662,720	$ 630,556	$ 622,349	$ 615,957	$ 354,186	$ 348,946	$ 334,520	$ 335,653	$ 321,008	$ 324,556
	Traffic	777,719	737,238	720,513	711,680	743,195	730,797	694,837	688,516	696,055	678,535
Commercial	Revenue	$ 483,909	338,416	320,803	306,433	298,488	279,808	257,543	247,994	251,085	242,944
	Traffic	103,896	101,041	95,529	92,100	89,633	86,285	80,516	89,366	92,237	85,590
Total	Revenue	$ 1,146,629	968,972	943,152	922,390	652,674	628,754	592,063	583,647	572,093	567,500
	Traffic	881,615	838,279	816,042	803,780	832,828	817,082	775,353	777,882	788,292	764,125
Revenue Percentage											
Passenger		58%	65%	66%	67%	54%	55%	57%	58%	56%	57%
Commercial		42%	35%	34%	33%	46%	45%	43%	42%	44%	43%
Traffic Percentage											
Passenger		88%	88%	88%	89%	89%	89%	90%	89%	88%	89%
Commercial		12%	12%	12%	11%	11%	11%	10%	11%	12%	11%

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

Schedule of Transactions and Toll Revenue by Class of Vehicles (Unaudited)
For the Years Ended December 31, 2015 and 2014

	2015		2014	
Class of Vehicle	**Average Daily Transactions***	**Toll Revenue****	**Average Daily Transactions***	**Toll Revenue****
1. Auto, motorcycle, taxi, station wagon, ambulance, single-unit truck or tractor: 2 axles, 4 tires	2,130,737	$ 662,719,826	2,019,831	$ 630,556,388
2. Single-unit truck or tractor, buses: 2 axles, 6 tires	40,884	28,778,088	40,536	20,528,117
3. Trucks and buses with 3 & 4 axles	44,466	48,994,725	42,392	33,396,815
4. Trucks with 5 or more axles, other vehicles and toll adjustments	199,298	406,136,797	193,896	284,490,605
TOTAL	2,415,385	$ 1,146,629,436	2,296,655	$ 968,971,925

* 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 $9.5 million in 2015 and $9.6 million in 2014. These are included in Toll Evasion Recovery revenues.

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

Annual Toll Transactions
Passenger and Commercial Vehicles (Unaudited)
For selected years from 1959 to 2015

Year	Passenger	Commercial	Total	% Passenger
1959	37,884	5,050	42,934	88.23%
1969	146,476	14,488	160,964	91.00%
1979	268,051	42,606	310,657	86.29%
1989	428,745	57,193	485,938	88.23%
1999	648,269	71,835	720,104	90.02%
2000	664,002	72,308	736,310	90.18%
2001	687,856	76,429	764,285	90.00%
2002	715,073	77,763	792,836	90.19%
2003	693,507	108,096	801,603	86.52%
2004	714,120	109,025	823,145	86.76%
2005	695,378	85,068	780,446	89.10%
2006	678,535	85,590	764,125	88.80%
2007	696,055	92,237	788,292	88.30%
2008	688,516	89,366	777,882	88.51%
2009	694,837	80,516	775,353	89.62%
2010	730,797	86,286	817,083	89.44%
2011	743,195	89,633	832,828	89.24%
2012	711,680	92,100	803,780	88.54%
2013	720,513	95,529	816,042	88.29%
2014	737,238	101,041	838,279	87.95%
2015	777,719	103,896	881,615	88.22%

1959 was the first full year of toll operations for the Illinois State Toll Highway Authority.

In 2003 with a change to the toll collection system, vehicles were classified by a combination of axle count and actual toll paid. In 2003 and 2004 commercial vehicle counts were inflated by the system due to passenger vehicle overpayments at ramp plazas.

In 2006 the Tollway converted from bidirectional to one-way tolling at the Belvidere and Marengo Mainline Toll Plazas in conjunction with a doubling of the fares at these plazas. Due to this reconfiguration total transactions were reduced by 14.6 million in 2006 with no localized revenue impact.

In 2007, the Tollway opened the 355 South extension.

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

Annual Toll Revenues
Passenger and Commercial Vehicles (Unaudited)
For Selected Years from 1959 to 2015
(Revenue in thousands)

Year	Passenger	Commercial	Total	% Passenger
1959	$ 11,943	$ 2,593	$ 14,536	82.16%
1969	46,872	8,803	55,675	84.19%
1979	73,048	24,068	97,116	75.22%
1989	155,394	57,387	212,781	73.03%
1999	259,448	73,178	332,626	78.00%
2000	268,277	75,668	343,945	78.00%
2001	276,724	78,050	354,774	78.00%
2002	276,763	86,472	363,235	76.19%
2003	275,751	101,703	377,454	73.06%
2004	287,218	104,368	391,586	73.35%
2005	341,352	239,090	580,442	58.81%
2006	324,556	242,943	567,499	57.19%
2007	321,008	251,085	572,093	56.11%
2008	335,653	247,994	583,647	57.51%
2009	334,520	257,544	592,064	56.50%
2010	348,946	279,808	628,754	55.50%
2011	354,186	298,488	652,674	54.27%
2012	615,957	306,433	922,390	66.78%
2013	622,349	320,803	943,152	65.99%
2014	630,556	338,416	968,972	65.07%
2015	662,720	483,909	1,146,629	57.80%

1959 was the first full year of toll operations for the Illinois State Toll Highway Authority.

Due to the changed rate structures implemented in 2005, 2012, and 2015, the percentage of revenues from passenger vehicles decreased in 2005, increased in 2012, and decreased in 2015.

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
Trust Indenture Basis (Unaudited)
Years ended December 31, 2006 through December 31, 2015
(Amounts in thousands)

	2015[6]	2014[5]	2013 [4]	2012	2011	2010	2009 [3]	2008	2007	2006
Operating revenues:										
Toll revenue	$ 1,146,630	968,972	$ 943,152	$ 922,390	$ 652,674	$ 628,754	$ 592,063	$ 583,647	$ 572,093	$ 567,500
Toll evasion recovery	64,323	53,769	54,221	32,599	33,268	34,924	54,829	77,654	10,080	195
Concession & miscellaneous revenue	7,664	12,373	11,537	7,377	10,410	7,332	7,960	6,832	5,775	5,900
Investment income [1]	1,846	1,041	866	1,389	1,064	1,750	3,200	22,980	49,846	33,359
Total operating revenue	1,220,463	1,036,155	1,009,776	963,755	697,416	672,760	658,052	691,113	637,794	606,954
Maintenance and operating expenses:										
Engineering and maintenance	55,477	47,614	43,225	39,144	43,667	45,627	47,895	43,899	44,834	35,559
Toll Services	101,415	107,326	106,321	93,590	88,737	88,580	91,541	100,464	79,538	85,887
Police, safety and communication	24,958	27,606	22,551	22,808	23,061	22,811	22,650	21,895	21,247	19,145
Procurement, IT, finance and admin	23,851	24,192	19,138	19,971	20,522	22,165	20,605	18,382	24,262	23,279
Insurance and employee benefits	92,778	91,082	86,278	77,544	69,988	71,674	72,494	59,635	52,414	49,640
Total expenses	298,479	297,820	277,513	253,057	245,975	250,857	255,185	244,275	222,295	213,510
Net operating revenues	921,984	738,335	732,263	710,698	451,441	421,903	402,867	446,838	415,499	393,444
Total debt service [2] [3]	358,846	308,443	297,708	250,253	249,960	248,108	173,319	198,429	172,284	145,633
Net revenues after debt service [2]	563,138	429,892	434,555	460,455	201,481	173,795	229,548	248,409	243,215	247,811
Debt service coverage [2]	2.57	2.39	2.46	2.84	1.81	1.70	2.32	2.25	2.41	2.70

(1) - Excludes investment income on construction funds.

(2) - Includes synthetic fixed interest rates as determined under swap agreements for 1993 Series B, 1998 Series B, 2007 Series A and 2008 Series A. See Note 8 for specifics.

(3) - In January 2009 the Tollway early retired the 1993B bonds ($44.4 million of principal) from existing funds. The amount is not included as part of Total Debt Service above.

(4) - In August 2013 the Tollway early retired a portion of the 2005A bonds.

(5) - In February 2014 the Tollway advance refunded a portion of its 2005A bonds. In December 2014, the Tollway advance refunded its remaining 2006A-1 bonds.

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

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

December 31, 2015

Operating Revenues, Maintenance and Operating Expenses and Net Opertaing Revenues [1] (Unaudited)
Trust Indenture Basis of Accounting
For selected years from 1959 to 2015
(Dollars in thousands)

Year	Operating Revenues	Maintenance and Operating Expenses	Net Operating Revenues
1959	$ 14,974	$ 4,709	$ 10,265
1969	57,395	13,015	44,380
1979	100,436	39,733	60,703
1989	254,734	85,065	169,669
1999	366,092	146,881	219,211
2000	398,215	150,372	247,843
2001	389,827	160,565	229,262
2002	381,329	166,009	215,320
2003	430,804	187,300	243,504
2004	423,427	198,302	225,125
2005	613,034	205,575	407,459
2006	606,954	213,510	393,444
2007	637,794	222,295	415,499
2008	691,113	244,275	446,838
2009	658,052	255,185	402,867
2010	672,760	250,857	421,903
2011	697,416	245,975	451,441
2012	963,755	253,058	710,697
2013	1,009,776	277,512	732,264
2014	1,036,155	297,820	738,335
2015	1,220,463	298,479	921,984

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

ILLINOIS STATE TOLL HIGHWAY AUTHORITY

(A Component Unit of the State of Illinois)

December 31, 2015

Debt Service Coverage (GAAP Basis) (1)

Last Ten Fiscal Years (Unaudited)

	Gross Revenue (2)	Operating Expenses (3)	Net Revenue Available for Debt Service	Debt Service Requirements: Principal	Debt Service Requirements: Interest	Debt Service Requirements: Total	Debt Service Coverage
2005	$ 642,619,648	$ 215,796,147	$ 426,823,501	$ 45,035,000	$ 54,330,616	$ 99,365,616	4.30
2006	660,874,141	219,291,843	441,582,298	47,350,000	98,283,402	145,633,402	3.03
2007	646,613,131	252,529,185	394,083,946	50,030,000	122,254,166	172,284,166	2.29
2008	773,872,385	261,101,715	512,770,670	52,750,000	145,678,579	198,428,579	2.58
2009 (4)	785,592,651	283,105,737	502,486,914	1,065,000	172,254,062	173,319,062	2.90
2010	706,731,983	277,282,065	429,449,918	49,910,000	198,198,124	248,108,124	1.73
2011	728,578,478	266,506,208	462,072,270	53,040,000	196,920,480	249,960,480	1.85
2012	995,572,546	269,094,242	726,478,304	56,365,000	193,888,118	250,253,118	2.90
2013	1,068,367,011	296,792,695	771,574,316	92,855,000 (5)	207,089,431	299,944,431	2.57
2014	1,100,032,291	314,537,635	785,494,656	97,795,000	210,648,237	308,443,237	2.55
2015	1,325,454,505	350,740,113	974,714,392	102,910,000	255,935,608	358,845,608	2.72

(1) - Note that for purposes of this chart, debt service owed on January 1st is treated as though due on December 31st of the preceding year.

(2) - Gross revenue includes operating and nonoperating revenue.

(3) - Operating expenses exclusive of depreciation and amortization.

(4) - In January 2009 the Tollway early retired the 1993B bonds ($44.4 million of principal) from existing funds. The amount is not shown as part of the Debt Service above.

(5) - The amount shown for 2013 princpal payment has been corrected to show the actual 2013 principal payments, which were understated in the 2013 CAFR.

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

December 31, 2015

Population and Commuting Statistics
Last Ten Fiscal Years (Unaudited)

Year	County	Population	Workers Commuting to Work	Percentage that Carpool	Percentage that drive alone	Mean Travel Time in Minutes
2015	Boone	53,585	n/a	n/a	n/a	n/a
	Cook	5,238,216	n/a	n/a	n/a	n/a
	DeKalb	104,352	n/a	n/a	n/a	n/a
	DuPage	933,736	n/a	n/a	n/a	n/a
	Kane	530,847	n/a	n/a	n/a	n/a
	Lake	703,910	n/a	n/a	n/a	n/a
	McHenry	307,343	n/a	n/a	n/a	n/a
	Will	687,263	n/a	n/a	n/a	n/a
	Winnebago	287,078	n/a	n/a	n/a	n/a
		8,846,330				
2014	Boone	53,869	23,995	9.3%	83.8%	28.9
	Cook	5,246,456	2,383,016	8.9%	62.3%	32.0
	DeKalb	105,462	50,125	10.5%	78.2%	25.8
	DuPage	932,708	465,327	7.6%	78.2%	28.9
	Kane	527,306	245,661	9.7%	80.4%	29.3
	Lake	705,186	340,095	7.9%	77.1%	29.5
	McHenry	307,283	152,672	7.7%	82.0%	33.8
	Will	685,419	321,124	6.7%	83.3%	32.9
	Winnebago	288,542	128,100	9.0%	84.2%	21.5
		8,852,231				
2013	Boone	53,957	23,555	9.0%	83.9%	30.1
	Cook	5,240,700	2,364,074	9.2%	62.6%	31.7
	DeKalb	104,741	49,655	10.5%	76.9%	26.1
	DuPage	932,126	461,643	7.6%	78.5%	28.9
	Kane	523,643	242,560	9.1%	80.9%	29.3
	Lake	703,019	337,985	8.3%	76.8%	29.7
	McHenry	307,409	156,762	7.9%	83.3%	32.5
	Will	682,829	316,970	7.3%	82.4%	32.8
	Winnebago	290,666	127,847	8.6%	84.8%	21.7
		8,839,090				

n/a = not available

Source: US Census Bureau - American Fact Finder Website (American Community Surveys)
Source: 2013 American Community Survey

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

December 31, 2015

Population and Commuting Statistics
Last Ten Fiscal Years (Unaudited)

Year	County	Population	Workers Commuting to Work	Percentage that Carpool	Percentage that drive alone	Mean Travel Time in Minutes
2012	Boone	53,859	27,459	9.5%	83.5%	31.9
	Cook	5,227,992	1,705,826	9.2%	62.4%	31.6
	DeKalb	104,622	42,885	11.9%	77.4%	26.4
	DuPage	927,418	404,235	8.4%	78.2%	28.9
	Kane	521,306	219,740	11.1%	79.1%	29.0
	Lake	701,219	283,148	7.8%	77.6%	29.4
	McHenry	307,729	136,759	7.0%	83.1%	32.9
	Will	681,590	287,612	6.1%	83.7%	31.8
	Winnebago	291,844	119,762	8.6%	85.2%	21.5
		8,817,579				
2011	Boone	54,223	23,362	9.8%	83.6%	32.2
	Cook	5,212,589	2,371,364	9.5%	62.7%	31.8
	DeKalb	104,478	50,471	8.9%	79.0%	25.5
	DuPage	923,781	458,954	7.4%	78.3%	29.1
	Kane	520,223	240,006	9.0%	80.5%	29.2
	Lake	701,052	339,866	9.0%	76.4%	30.3
	McHenry	307,913	150,562	8.0%	81.5%	34.2
	Will	680,192	315,251	7.8%	81.9%	33.5
	Winnebago	293,651	130,432	8.8%	84.5%	22.1
		8,798,102				
2010	Boone	54,165	n/a	n/a	n/a	n/a
	Cook	5,194,675	2,214,074	9.4%	62.5%	31.4
	DeKalb	105,160	47,255	7.2%	78.5%	25.8
	DuPage	916,924	432,347	7.5%	78.0%	29.2
	Kane	515,269	224,714	6.7%	83.1%	29.5
	Lake	703,462	308,288	8.2%	78.0%	29.4
	McHenry	308,760	141,058	9.2%	79.6%	33.6
	Will	677,560	290,684	6.9%	81.5%	33.5
	Winnebago	295,266	120,405	9.1%	83.7%	22.1
		8,771,241				

n/a = not available

Source: US Census Bureau - American Fact Finder Website (American Community Surveys)
Source: 2013 American Community Survey

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

December 31, 2015

Population and Commuting Statistics
Last Ten Fiscal Years (Unaudited)

Year	County	Population	Workers Commuting to Work	Percentage that Carpool	Percentage that drive alone	Mean Travel Time in Minutes
2009	Boone	54,020	21,950	9.9%	82.7%	31.7
	Cook	5,287,037	2,316,366	9.7%	62.9%	31.9
	DeKalb	107,333	48,944	9.0%	78.6%	24.8
	DuPage	932,541	446,261	7.4%	78.7%	28.9
	Kane	511,892	225,732	9.7%	79.9%	28.7
	Lake	712,567	322,462	9.1%	77.3%	30.7
	McHenry	320,961	147,237	8.1%	81.5%	33.7
	Will	685,251	305,101	8.4%	81.6%	33.1
	Winnebago	299,702	129,197	9.2%	84.4%	21.7
		8,911,304				
2008	Boone	54,142	24,690	10.9%	83.2%	32.3
	Cook	5,294,664	2,425,243	9.7%	63.5%	32
	DeKalb	106,321	52,790	8.7%	79.9%	24.9
	DuPage	930,528	474,062	7.2%	78.9%	28.9
	Kane	507,579	242,035	10.3%	79.3%	28.9
	Lake	712,453	349,971	9.4%	77.4%	30.9
	McHenry	318,641	159,013	8.3%	81.1%	33.2
	Will	681,097	327,594	7.9%	82.2%	33.9
	Winnebago	300,252	136,231	9.5%	84.6%	21.6
		8,905,677				
2007	Boone	53,531	23,669	11.3%	81.9%	30.7
	Cook	5,285,107	2,379,962	9.9%	63.9%	31.8
	DeKalb	103,729	50,768	8.5%	80.6%	24.4
	DuPage	929,192	466,098	7.1%	79.3%	28.9
	Kane	501,021	235,466	11.2%	79.1%	28.7
	Lake	710,241	342,154	8.5%	78.7%	30.6
	McHenry	315,943	154,228	8.2%	81.6%	33.6
	Will	673,586	314,656	8.6%	81.3%	33.8
	Winnebago	298,759	134,092	9.5%	84.5%	21.6
		8,871,109				

n/a = not available

Source: US Census Bureau - American Fact Finder Website (American Community Surveys)
Source: 2013 American Community Survey

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

December 31, 2015

Population and Commuting Statistics
Last Ten Fiscal Years (Unaudited)

Year	County	Population	Workers Commuting to Work	Percentage that Carpool	Percentage that drive alone	Mean Travel Time in Minutes
2006	Boone	52,617	n/a	n/a	n/a	n/a
	Cook	5,288,655	2,365,196	1.00%	64.0%	31.7
	DeKalb	100,139	51,295	10.0%	77.7%	24.1
	DuPage	932,670	496,226	6.2%	75.9%	28.6
	Kane	493,735	239,453	10.9%	79.2%	28.3
	Lake	713,076	351,677	8.9%	78.3%	30.6
	McHenry	312,373	160,378	7.0%	82.9%	32.5
	Will	668,217	332,924	8.4%	81.4%	33.0
	Winnebago	295,635	136,215	10.8%	83.0%	21.3
		8,857,117				
2005	Boone	50,419	n/a	n/a	n/a	n/a
	Cook	5,303,943	2,323,617	10.12%	64.80%	31.9
	DeKalb	97,770	46,262	7.55%	84.22%	24.9
	DuPage	931,219	462,182	8.22%	79.02%	27.4
	Kane	483,208	206,014	11.88%	80.46%	27.1
	Lake	704,086	327,738	8.54%	80.14%	30.7
	McHenry	304,701	149,936	8.07%	82.23%	34.4
	Will	642,625	266,490	10.25%	81.64%	32.1
	Winnebago	291,639	131,148	9.09%	85.28%	21.4
		8,809,610				

n/a = not available
Source: US Census Bureau - American Fact Finder Website (American Community Surveys)
Source: 2013 American Community Survey

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

Average Number of Employees by Function (Unaudited)
For the Years Ended December 31, 2006 through 2015

	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006
Tollway Employees										
Executive Office	5	6	5	5	4	6	3	4	4	3
Directors	10	10	9	10	10	10	10	10	10	10
Inspector General	6	6	5	6	5	4	5	5	4	4
Internal Audit	6	6	5	9	9	8	8	8	7	8
Legal	9	12	10	11	10	11	11	11	12	12
State Police (Civilians)	14	15	15	13	15	16	17	18	16	16
Finance	53	52	51	44	43	44	49	51	49	51
Administration	28	30	31	29	29	31	31	40	35	36
Operations										
Toll Collectors	436	442	439	473	430	495	539	568	582	591
Plaza Supervisors										
and Managers	34	39	39	38	33	34	39	47	53	53
Facilities	128	138	139	141	144	147	154	141	139	178
Information Technology	42	49	43	43	50	54	61	63	62	66
Engineering:										
Maintenance:										
Roadway	373	374	361	363	368	358	381	381	371	362
Transportation	65	68	68	71	68	69	69	72	65	69
Others	55	62	76	74	75	75	73	75	70	62
Engineers	44	48	46	31	35	35	35	34	32	42
Planning	20	22	21	18	16	16	17	17	18	15
Procurement	45	49	46	47	47	50	52	51	51	50
Diversity & Strategic Development	6	5	4	4	-	-	-	-	-	-
Communications	11	11	10	10	10	11	10	11	11	5
Business Systems	60	57	60	60	62	61	63	58	48	12
Total Authority Employees	1,450	1,501	1,483	1,500	1,463	1,535	1,627	1,665	1,639	1,645
State Troopers	173	185	167	174	168	174	193	196	188	138
Total Personnel	1,623	1,686	1,650	1,674	1,631	1,709	1,820	1,861	1,827	1,783

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

Location Map
December 31, 2015

Agency Mission

The Illinois State Toll Highway Authority is dedicated to providing and promoting a safe and efficient system of toll supported highways while ensuring the highest possible level of customer service.

Strategic Priorities

With the above Mission Statement in mind, the Illinos Tollway is guided by five strategic priorities that are consistent with those outlined by the Governor's Office of Management and Budget:

- Promote the regional economy (*Attract, retain and grow business)*
- Foster environmental responsibility and sustainability in roadway and agency operations *(Improve infrastructure safety)*
- Increase collaboration with regional transportation and planning agencies *(Improve infrastructure safety)*
- Further transparency and accountability *(Support basic functions of government)*
- Enhance customer service for its 1.5 million daily drivers *(Improve infrastructure safety)*

Summary of Agency Operations

The Illinois Tollway maintains and operates 286 miles of interstate tollways in 12 counties in northern Illinois, including the Reagan Memorial Tollway (I-88), the Veterans Memorial Tollway (I-355), the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294/I-80).

The Tollway is a user fee system. No state or federal tax dollars are used to support the maintenance and operation of the Tollway System. The Tollway depends on toll revenues and proceeds from the issuance of revenue bonds for the expansion, reconstruction an improvement of the Tollway system. The Tollway's budget is a balanced budget in which revenues provide sufficient resources for operating and maintenance expenses, debt service and required deposits to the Renewal and Replacement and Improvement Accounts as required by the Trust Indenture.

Key Performance Measures

The following metrics were reported for the year ending December 31, 2015.

1.	The percentage of vehicles using I-PASS during rush hour:	90.4%	
2.	The percentage of vehicles using I-PASS for all hours:	86.6%	
3.	Travel Time Index Congestion Measure for the A.M. rush hour:	1.05	
4.	The average personal injury accident clearance time:	31.08	minutes

The following metrics were reported for the year ending December 31, 2014.

1.	The percentage of vehicles using I-PASS during rush hour:	90.4%	
2.	The percentage of vehicles using I-PASS for all hours:	86.6%	
3.	Travel Time Index Congestion Measure for the A.M. rush hour:	1.06	
4.	The average personal injury accident clearance time:	32.1	minutes

Legislation enabled Illinois State Toll Higway Commission to issue bonds	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

Length of Illinois Tollways:

Jane Addams Memorial Tollway (I-90)	76 miles
Tri State Tollway (I-94/I-294/I-80)	84 miles
Reagan Memorial Tollway (I-88)	96 miles
Veterans Memorial Tollway (I-355)	30 miles

Tollway Oases:

Jane Addams Memorial Tollway (I-90)	Tri-State Tollway (I-94/I294/I-80)	Reagan Memorial Tollway (I-88)
Des Plaines	Chicago Southland Lincoln	DeKalb
Belvidere	Hinsdale	
	O'Hare	
	Lake Forest	

Each oasis includes service stations and concessions, except for Des Plaines which only has service stations.

Number of Employees:

Engineering and maintenance of roadway and structures	557
Services and toll collection	598
Traffic control, safety, patrol and radio communication (includes District 15 State Police)	187
Administrative	281

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

Printed by the authority of the State of Illinois. 50 hardcopies @ $1.34 per copy.