



2007 Budget Analysis

(Unaudited)

Year-End Financial Review

Year-Ending December 31, 2007

INTRODUCTION

In December 2006, the Board of Directors adopted an annual budget for 2007. Each quarter, the Finance Department compares the actual revenues and expenditures to the budget, and presents analysis in this quarterly report to the Board's Audit Committee.

The revised 2007 Tollway Budget included estimated revenues of \$636 million. Revenue sources include Toll Revenue and Evasion Recovery, Concessions, Investment Income, and Miscellaneous Income. Toll Revenues are collected from Tollway users either by cash or electronic toll collection for users of I-PASS. Evasion Recovery revenues are fines collected from toll violators. Concessions consist of revenues generated from the Tollway's Oases, which provide fuel, food and other conveniences to users of the Tollway. Investment Income is primarily interest income on Tollway funds and I-PASS cash escrow accounts. Miscellaneous Income includes revenue from overweight truck fines, rental income from assets such as fiber optic lines, data towers, and other minor miscellaneous receipts.

Tollway expenditures are divided into three categories: Maintenance and Operations (M&O), Capital, and Debt Service. The Tollway's 2007 M&O revised Budget is \$225 million. Capital expenditures are those associated with the Tollway's capital program, including costs of the Congestion-Relief Program (CRP) and other capital projects; the 2007 revised Budget for the capital program is \$1,143 million. The aggregate 2007 Debt Service Budget of \$182 million, provides for the payment of principal and interest on bonds issued to finance Tollway capital projects.

This report provides an analysis of unaudited actual revenues and expenditures through the fourth quarter of fiscal year 2007. The purpose of this analysis is to assess the actual financial performance of the Tollway relative to the budgeted plan. The report indicates variances from Revised Budget amounts. A favorable variance contributes to a higher fund balance, and an unfavorable variance would reduce the fund balance. For example, if toll revenues were higher during the quarter than anticipated in the budget, it would be a favorable variance. This fourth quarter review includes some accrual based expenditures versus budget. **All figures contained in this report are unaudited, and should be used for informational purposes only.** Additionally, some variances may exist between budget and actual line items due to accounting treatments.

OVERVIEW

Through December 31, 2007, the Tollway generated \$643.5 million of revenue, or a 1.2 percent favorable variance from the revised 2007 projected total. Unaudited year-end operating expenditures (M&O) totaled \$222.1 million, 1.1 percent below the revised budgeted amount. Capital expenditures totaled \$1,100 million, or 3.8 percent favorable variance from the 2007 budget.

2007 Year-End Summary Revised Budget vs. Unaudited Actual (\$ millions)					
	2007 Revised Budget	2007 Unaudited Actual	Variance (\$)	Variance (%)	
Total Revenues	\$ 636.0	\$ 643.5	\$ 7.5	1.2%	
Total M&O Expenses	224.6	222.1	2.6	1.1%	
Total Capital Program Expenses	1,143.0	1,100.0	43.0	3.8%	
Total Debt Service	182.2	172.2	10.0	5.5%	
Total Expenditures	\$ 1,549.9	\$ 1,494.3	\$ 55.6	3.6%	

Revenues in 2007 surpassed 2006 revenues by \$31.5 million or 5.2 percent, while operating expenditures increased only 4.0 percent or \$8.5 million. Additionally, 2007 capital expenditures were \$1,100 million or 6.7 percent higher than 2006. Debt Service transfers in 2007 were \$26.6 million or 18.3 percent more than 2006.

Summary 2006 Actual vs. 2007 Unaudited Actual (\$ millions)					
	2006 Actual	2007 Unaudited Actual	Variance (\$)	Variance (%)	
Total Revenues	\$ 611.9	\$ 643.5	\$ 31.5	5.2%	
Total M&O Expenses	213.5	222.1	(8.5)	-4.0%	
Total Capital Program Expenses	1,030.4	1,100.0	(69.6)	-6.7%	
Total Debt Service	145.6	172.2	(26.6)	-18.3%	
Total Expenditures	\$ 1,389.6	\$ 1,494.3	\$ (104.7)	-7.5%	

REVENUES

Total revenues for 2007 were \$643.5 million, 1.2 percent higher than projected. Additionally, total revenues increased 5.2 percent, \$31.5 million from prior year. The largest category, Tolls and Evasion Recovery, generated \$588.9 million for 2007, or about 0.5 percent below the revised projected amount. A comparison of 2007 versus 2006 Toll and Evasion Recovery revenues shows an increase of \$21.2 million or 3.7 percent due to a combination of an increase in traffic resulting in higher toll revenues and an increase in Evasion Recovery.

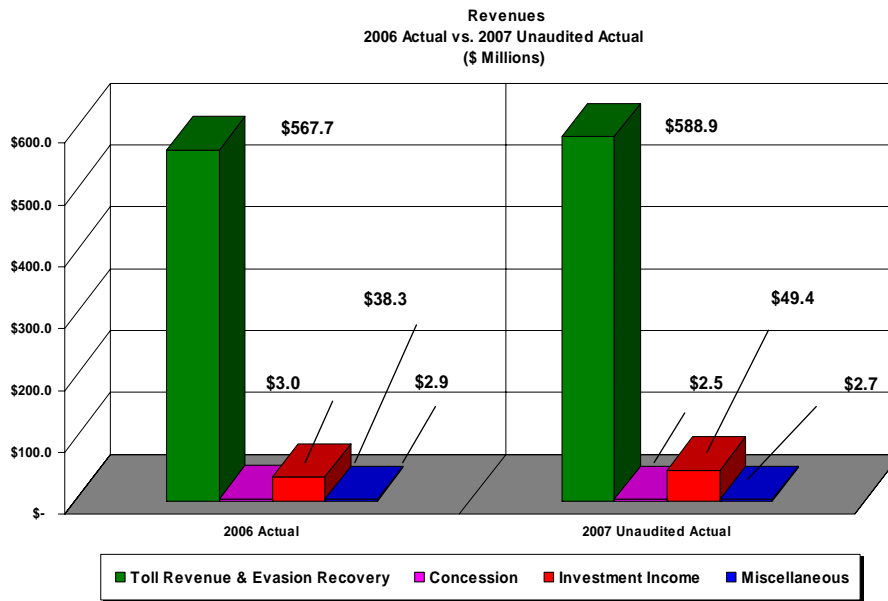
Concession revenues totaled \$2.5 million for the year, which reflected a favorable variance of \$492 thousand or 24.6 percent for the year. The main driver for the favorable variance is higher than expected sales from gasoline and related items, overall a slight increase from 2006 amounts.

Investment Income in 2007 totaled \$49.4 million or 23.5 percent higher than the revised budget due to higher than anticipated short term interest rates. In comparison, the 2007 investment income was \$11.1 million or 28.9 percent higher than the 2006 amounts resulting from a combination of higher short term interest rates on larger cash balances, specifically in the Debt Service Reserve and Debt Service Accounts.

Miscellaneous revenues in 2007 totaled \$2.7 million which reflected a favorable variance of \$685 thousand or 34.3 percent for the year. The largest components for the positive year end variance are sale of property, fiber optics, sale of assets, and scrap sales.

2007 Year-End Revenues Revised Budget vs. Unaudited Actual (\$ millions)					
	Revised Budget	Unaudited Actual	Variance (\$)	Variance (%)	
Revenues					
Toll Revenue & Evasion Recovery	\$ 592.0	\$ 588.9	\$ (3.1)	-0.5%	
Concession	2.0	2.5	0.5	24.6%	
Investment Income	40.0	49.4	9.4	23.5%	
Miscellaneous	2.0	2.7	0.7	34.3%	
Total Revenues	\$ 636.0	\$ 643.5	\$ 7.5	1.2%	

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MAINTENANCE AND OPERATIONS EXPENDITURES

The Tollway's 2007 year-end operating expenditures totaled \$222.1 million representing a favorable variance of \$2.6 million, or approximately 1.1 percent under the revised budget. In comparison to 2006 year-end totals, 2007 expenditures increased \$8.5 million or 4.0 percent, primarily a result of increases in Payroll and Related Costs and Materials and Operational Supplies expenditures.

Payroll and Related Costs increased \$12.4 million. The State required retirement contribution increased 29.3 percent from \$11.6 million in 2006 to \$15.0 million in 2007. Additionally, annual salary and collective bargaining increases and overtime costs for State Police and snow plow operators increased a total of \$9.0 million, about 8.0 percent. In 2007, the Tollway experienced a more severe winter than normal increasing the demand for fuel, salt and other roadway materials as reflected in the \$2.9 million or 18.7 percent increase in Materials and Operational Supplies and a \$1.0 million or 19.7 percent increase in Parts and Fuel expenditures.

These higher than anticipated costs were off-set by a \$4.5 million decrease in Contractual Services resulting from the integration of our Violation Processing System, Customer Service Centers, Maintenance On-line Management System, Revenue Collection System and Revenue Collection Maintenance System. Additionally, the Equipment/Office Rental and Maintenance expenditures decreased by approximately \$3.0 million or 21.9 percent due to lower than anticipated maintenance costs on toll collection equipment and the elimination of leasing costs related to the Tollway's transition to a new vendor which included a contract for maintenance only of the toll collection equipment.

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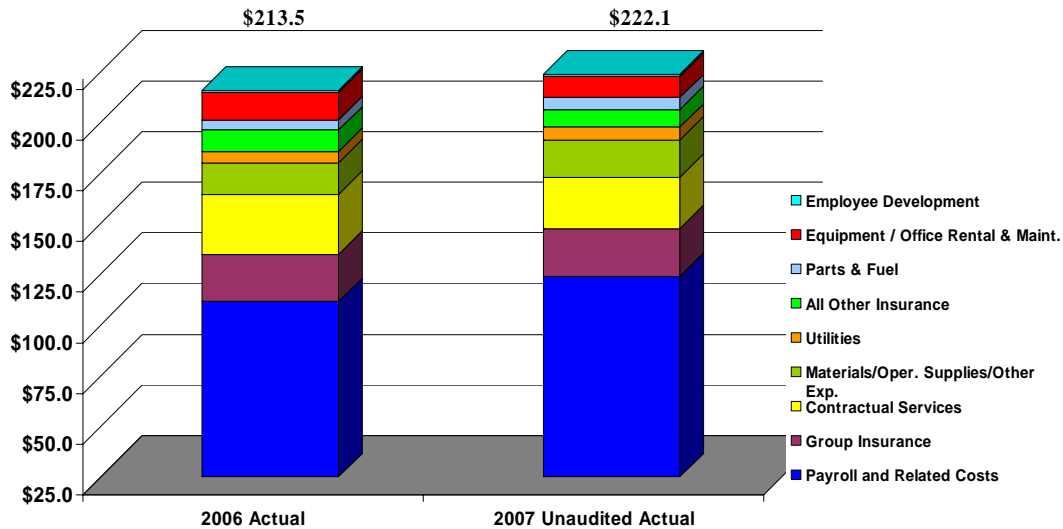
Group Insurance remained relatively level with 2.3 percent increase from 2006 to 2007. The 2007 actual to revised budget analysis showed a favorable variance of 8.6 percent or \$2.2 million due to higher than expected salary and hourly vacancies throughout the year. Utilities (mainly electricity, natural gas and telephone) for 2007 showed an unfavorable variance of \$433 thousand, or 7.2 percent over the revised budget and increased from 2006 amounts by 10.6 percent. These variances were primarily due to an increased cost of electricity and new lighting along the expanded roadway system.

A comparison of 2007 and 2006 All Other Insurance expenditures showed a decrease of \$1.9 million or 18.4 percent. The Workers Compensation reserve is based on the recommendation of the Tollway's actuarial consultant. The variance from the 2007 revised budget to actual shows an unanticipated second year increase in the Workers Compensation reserve as recommended by the Tollway's actuarial consultant.

Employee Development expenditures were \$210 thousand, or 16.9 percent less than the 2007 revised budget. However, expenditures for Employee Development remained consistent with those utilized in 2006 reflective in the 3.3 percent increase from year to year. For 2007, Recovery of Expenses showed an unfavorable variance of \$413 thousand, or 19.3 percent compared to the revised budget. This variance was due to delays in damage claims and court reimbursement recoveries.

2007 Year-End M&O Expenditures Revised Budget vs. Unaudited Actual (\$ millions)						
	Revised Budget	Unaudited Actual	Variance (\$)	Variance (%)		
Maintenance & Operations Expenditures						
Payroll and Related Costs	\$ 122.5	\$ 123.8	\$ (1.3)	-1.1%		
Group Insurance	25.9	23.7	2.2	8.6%		
Contractual Services	27.3	25.4	2.0	7.2%		
Materials/Oper. Supplies/Other Exp.	17.8	18.2	(0.4)	-2.5%		
Utilities	6.0	6.4	(0.4)	-7.2%		
All Other Insurance	5.8	8.6	(2.8)	-47.6%		
Parts & Fuel	5.4	6.0	(0.6)	-11.3%		
Equipment / Office Rental & Maint.	14.8	10.6	4.2	28.2%		
Employee Development	1.2	1.0	0.2	16.9%		
Recovery of Expenses	(2.1)	(1.7)	(0.4)	-19.3%		
Total M&O Expenditures	\$ 224.6	\$ 222.1	\$ 2.6	1.1%		

**M&O Expenditures
2006 Actual vs. 2007 Unaudited Actual
(\$ Millions)**



CAPITAL PROGRAM

Capital expenditures include Renewal/Replacement costs related to maintenance of the existing system and non-roadway facility and system maintenance and enhancements, as well as Improvement costs related to expanded system capacity and Open Road Tolling (ORT). In September 2007, the Illinois Tollway’s Board of Directors approved modifications to the Congestion-Relief Program (CRP) the largest category of capital expenditures, which extended its duration two years through the year 2016 and added \$1.0 billion to the program budget. The goals of the CRP remain to provide congestion relief by converting the entire mainline system to Open Road Tolling, widening most of the roadway network, rebuilding or rehabilitating over 95% of the existing pavement, extending I-355 south from I-55 to I-80 and upgrading or adding interchanges systemwide to meet the needs of growing communities.

The majority of the expenditures for the capital program are for one-time non-recurring payments for improvements made to the system. Variances from year to year are due to the schedule of work and the differing values for projects included in the overall capital program. The primary 2007 capital expenditures were budgeted to build the South Extension of the Veterans Memorial Tollway (\$380.9 million), to provide an additional 12.5 miles of roadway and connect Interstate 55 to Interstate 80. Additionally, \$312.6 million was budgeted to continue reconstruction and widening of the Tri-State Tollway. In 2007, approximately \$103.4 million was budgeted to complete the rehabilitations/reconstructions of the toll plaza buildings and cash lane modifications as part of the Open Road Tolling initiative; \$119.1 million was budgeted to continue the reconstruction and widening of the Reagan Memorial Tollway; and \$16.3 million was

allocated to continue the design of the improvements planned for the Jane Addams Memorial Tollway.

Included in the overall capital program budget, were funds for System Enhancements which include new interchanges, interchange improvements, landscaping and noise reduction projects. Additionally, funds for non-roadway capital projects were included in the 2007 program, in the areas of traffic management, communications equipment, maintenance and roadway equipment, technology initiatives and other miscellaneous projects.

In 2007, \$352.6 million was expended to complete all substantial construction work on the South Extension, in time for the Veterans Memorial Tollway (formerly the North-South Tollway) November Opening Ceremonies. The South Extension project was completed on time and under its multi-year budget. Some punch list work and restoration of wetlands adjacent to the Des Plaines River are ongoing and will continue into 2008.

The second largest category of capital expenditures at \$350.1 million, were utilized for several reconstruction and advance work projects along the Tri-State Tollway (I-294/I-94) corridor, specifically, mainline work along the mid Tri-State in the northbound direction from Balmoral Avenue to Dempster Street, southbound mainline reconstruction from Half Day Road to IL 173 (Rosecrans Road), resurfacing from the Wisconsin State line to Russell Road and advance work on the south Tri-State from 159th Street to 95th Street. Southbound construction work between Stearns School Road and the State line was completed during the fourth quarter of 2007 and landscaping and fiber optic work began. Advance work, including retaining wall and bridge widening for Phase II of the south Tri-State from 159th Street to 95th Street was completed in November 2007. By the end of 2007, 78 contracts required to complete the reconstruction and widening of the Tri-State Tollway were obligated.

On the Ronald Reagan Memorial from IL Route 83 to York Road, construction continued on the replacement of the Tri-State Connector Ramp Bridge, reconstruction of the 22nd Street overpass, and a new I-88 bridge over Salt Creek. The Harger Road ramp and the York Road Toll Plaza 51 reopened in December 2007. Eastbound construction from Washington Street to Finley Road was completed by the end of 2007. Additionally, a contract was awarded to begin construction of a new eastbound bridge over the Fox River. In total, \$172.9 million was expended in 2007 to continue the reconstruction and widening of the majority of the Reagan Memorial Tollway.

Advance work, including shoulder resurfacing and construction of median crossovers on the Jane Addams Memorial, from the Cherry Valley Interchange to Rockton Road was completed during the fourth quarter of 2007. Reconstruction and widening work for this section of the I-90 corridor is scheduled to begin in 2008. During 2007 \$30.9 million was expended in preparation for the reconstruction and widening work scheduled for 2008.

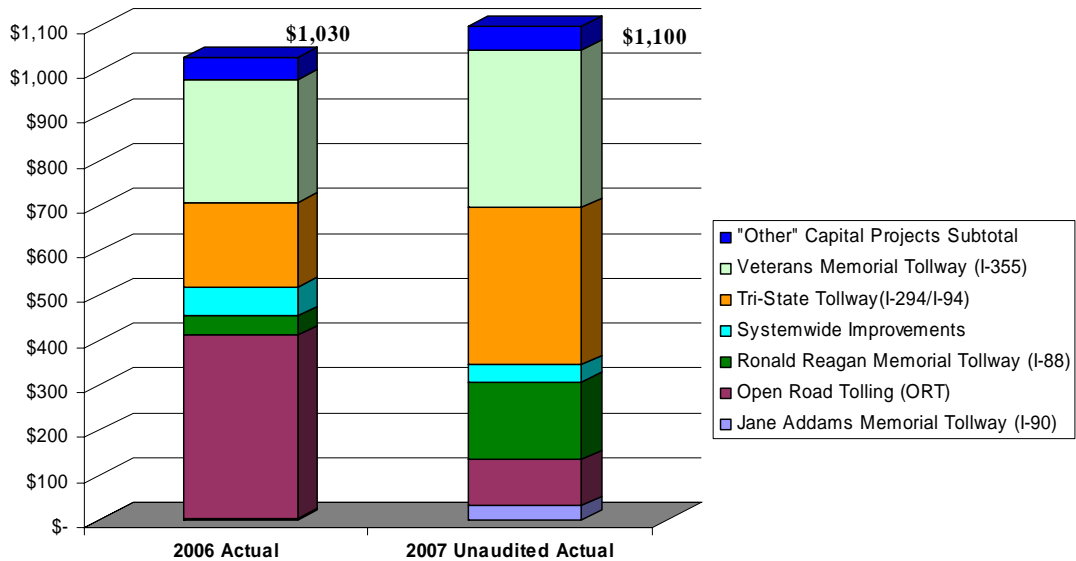
The Tollway's 2007 year-end capital expenditures of \$1,100 million represented a favorable variance of \$43.0 million, or approximately 3.8 percent under the revised budget of \$1,143 million. However, the CRP expenditures portion of the capital budget was 4.3 percent over the annual programmed value. This was partially due to the adjustments made in September 2007, which re-evaluated individual project values due

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to increased material and construction costs, along with the schedule of work. The multi-year CRP budget remains within programmed amounts.

2007 Year-End Capital Program Revised Budget vs. Unaudited Actual (\$ millions)					
	Revised Budget	Unaudited Actual	Variance (\$)	Variance (%)	
Capital Program					
Jane Addams Memorial Tollway (I-90)	\$ 16.3	\$ 30.9	\$ (14.6)	-89.4%	
Open Road Tolling (ORT)	103.4	102.5	0.9	0.9%	
Ronald Reagan Memorial Tollway (I-88)	119.1	172.9	(53.7)	-45.1%	
Systemwide Improvements	72.5	38.9	33.7	46.4%	
Tri-State Tollway(I-294/I-94)	312.6	350.1	(37.5)	-12.0%	
Veterans Memorial Tollway (I-355)	380.9	352.6	28.3	7.4%	
Congestion-Relief Program Subtotal	\$ 1,004.9	\$ 1,047.8	\$ (42.9)	-4.3%	
"Other" Capital Projects Subtotal	138.1	52.1	85.9	62.2%	
Total Capital Program Expenses	\$ 1,143.0	\$ 1,100.0	\$ 43.0	3.8%	

Capital Program
2006 Actual vs 2007 Unaudited Actual
(\$ Millions)



DEBT

Debt service expenditures consist of the retirement of principal at maturity or redemption plus the payment of interest due on the Tollway's outstanding bonds. Debt service transfers in 2007 totaled \$172.2 million, which was \$10.0 million less than anticipated.

The lower than budgeted debt service was caused by a change in timing of the Tollway's Series 2007 Bonds. The \$700 million Senior Priority Revenue Bonds, Series 2007A-1 and Series 2007A-2, were issued on November 1, 2007. The timing of the bond issue was changed so that the documentation associated with the bond issue would incorporate the update to the Congestion-Relief Program. The following chart details how actual debt service on the Series 2007 Bonds differed from budgeted debt service as a result of this change in timing.

Debt Service Series 2007 A-1 and A-2 REVISED BUDGET vs Unaudited ACTUAL (\$ million)				
	2007 Budget	2007 Unaudited Actual	Variance (\$)	
<u>Series 2007 A-1 and A-2</u>				
1st & 2nd Quarter	\$ -	\$ -	\$ -	
3rd Quarter	7.3	-	(7.3)	
4th Quarter	7.3	4.7	(2.6)	
Full Year 2007	\$ 14.7	\$ 4.7	\$ (10.0)	

DERIVATIVES

The Tollway has employed the use of interest rate exchange agreements (agreements) and forward-starting interest rate exchange agreements (forward agreements) to hedge against increases in interest rates, and to provide synthetic fixed rates associated with the Tollway's variable rate bonds issued in 1993 and 1998.

As of December 31, 2007, the Tollway had one agreement attached to the 1993 Series B bond issue, two agreements attached to the 1998 Series B bond issue and four agreements attached to the Series 2007 bond issue, two to Series 2007A-1 and two to Series 2007A-2. The four agreements attached to Series 2007 were originally entered into as forward agreements in 2005, and became effective when the Tollway closed the \$700 million Series 2007 Bonds on November 1, 2007.

On a Fair Market Value (FMV) basis and using market conditions as of approximately December 31st, the following chart itemizes the fair market values of the Tollway's agreements. The 1998 Series B, 2007 Series A-1 and A-2, and the 2008 Series A-1 and A-2 agreements show a negative mark-to-market value due to current market interest rates declining to near historic lows at the end of 2007. The 1993 Series B interest rate

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exchange agreement had a negative mark-to-market value also, but increased in market value since year-end 2006.

DERIVATIVES DECEMBER 31, 2007		
SWAP	NOTIONAL AMOUNT	MARK-to-MARKET AS OF 12/31/2007
1993 SERIES B	114,800,000	(3,370,263)
1993 SERIES B TOTAL \$	114,800,000	\$ (3,370,263)
1998 SERIES B	67,705,000	(5,283,636)
1998 SERIES B	55,395,000	(4,322,975)
1998 SERIES B TOTAL \$	123,100,000	\$ (9,606,611)
2007 SERIES A-1	175,000,000	(4,717,042)
2007 SERIES A-1	175,000,000	(4,717,042)
2007 SERIES A-1 TOTAL \$	350,000,000	\$ (9,434,084)
2007 SERIES A-2	262,500,000	(7,771,095)
2007 SERIES A-2	87,500,000	(2,590,365)
2007 SERIES A-2 TOTAL \$	350,000,000	\$ (10,361,460)
2008 SERIES A-1	287,325,000	(464,362)
2008 SERIES A-1	95,775,000	(154,787)
2008 SERIES A-1 TOTAL \$	383,100,000	\$ (619,149)
2008 SERIES A-2	191,550,000	(549,496)
2008 SERIES A-2	191,550,000	(549,496)
2008 SERIES A-2 TOTAL \$	383,100,000	\$ (1,098,992)
TOTAL	\$ 1,704,100,000.0	\$ (34,490,558.6)

SUMMARY

For fiscal year 2007, the Tollway's total revenues were more than the revised budgeted amount by \$7.5 million, a favorable variance of 1.2 percent. The increase in revenues is due to higher than expected concession, miscellaneous and investment income, partially offset by a decrease in Toll and Evasion Recovery revenues.

Operating expenditures show a favorable variance of \$2.6 million, or 1.1 percent under the budgeted amounts. The main drivers for this variance are savings in Group Insurance, Contractual Services, Equipment/Office Rental & Maintenance and Employee Development. These items are partially offset by increases in Payroll and Related Costs, Materials/Operation Supplies, All Other Insurance, Parts & Fuel and Recovery of Expenses.

In 2007, expenditures of \$1,100 million for the capital program resulted in a favorable variance of \$43.0 million or 3.8 percent less than the revised budget of \$1,143 million. This slight variance in budget versus actual expenditures is a combination of minor schedule modifications and slightly lower than anticipated costs for the overall capital program.

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ILLINOIS TOLLWAY					
REVISED BUDGET vs. Unaudited ACTUAL					
2007 Year -End					
	2007	2007	Variance	Variance	
	Revised Budget	Unaudited Actual	(\$)	(%)	
REVENUES					
Toll Revenue & Evasion Recovery	\$ 592,000,000	\$ 588,892,902	\$ (3,107,098)	-0.5%	
Concession	2,000,000	2,492,305	492,305	24.6%	
Investment Income	40,000,000	49,401,700	9,401,700	23.5%	
Miscellaneous	2,000,000	2,685,019	685,019	34.3%	
Total Revenues	\$ 636,000,000	\$ 643,471,926	\$ 7,471,926	1.2%	
EXPENDITURES					
Maintenance & Operations (M&O)					
Payroll and Related Costs	\$ 122,516,406	\$ 123,846,085	\$ (1,329,679)	-1.1%	
Group Insurance	25,878,400	23,660,835	2,217,565	8.6%	
Contractual Services	27,319,985	25,351,788	1,968,197	7.2%	
Materials/Oper. Supplies/Other Exp.	17,800,700	18,248,327	(447,627)	-2.5%	
Utilities	6,006,500	6,439,070	(432,570)	-7.2%	
All Other Insurance	5,826,000	8,596,734	(2,770,734)	-47.6%	
Parts & Fuel	5,407,293	6,015,685	(608,392)	-11.3%	
Equipment/Office Rental & Maint.	14,771,819	10,599,547	4,172,272	28.2%	
Employee Development	1,239,483	1,029,711	209,772	16.9%	
Recovery of Expenses	(2,140,700)	(1,727,872)	(412,828)	-19.3%	
Total M&O Expenses	\$ 224,625,886	\$ 222,059,910	\$ 2,565,976	1.1%	
Capital Program					
Jane Addams Memorial Tollway (I-90)	\$ 16,338,670	\$ 30,943,478	\$ (14,604,808)	-89.4%	
Open Road Tolling (ORT)	103,407,519	102,473,976	933,543	0.9%	
Ronald Reagan Memorial Tollway (I-88)	119,147,490	172,879,353	(53,731,863)	-45.1%	
Systemwide Improvements	72,541,657	38,863,263	33,678,394	46.4%	
Tri-State Tollway(I-294/I-94)	312,621,312	350,076,648	(37,455,336)	-12.0%	
Veterans Memorial Tollway (I-355)	380,892,493	352,597,522	28,294,971	7.4%	
Congestion-Relief Program Subtotal	\$ 1,004,949,141	\$ 1,047,834,240	\$ (42,885,099)	-4.3%	
"Other" Capital Projects Subtotal	138,076,442	52,149,603	85,926,839	62.2%	
Total Capital Program Expenses	\$ 1,143,025,583	\$ 1,099,983,843	\$ 43,041,740	3.8%	
Debt Service					
Previous Debt	\$ 167,508,968	\$ 167,508,968	\$ -	0.0%	
New Debt	14,691,031	4,706,536	9,984,495	68.0%	
Total Debt Service	\$ 182,200,000	\$ 172,215,505	\$ 9,984,495	5.5%	
Total Expenditures	\$ 1,549,851,469	\$ 1,494,259,258	\$ 55,592,211	3.6%	

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ILLINOIS TOLLWAY				
2006 Actual vs 2007 Unaudited ACTUAL				
	2006	2007	Variance	Variance
	Actual	Unaudited Actual	(\$)	(%)
REVENUES				
Toll Revenue & Evasion Recovery	\$ 567,695,082	\$ 588,892,902	\$ 21,197,820	3.7%
Concession	3,031,576	2,492,305	(539,271)	-17.8%
Investment Income	38,336,717	49,401,700	11,064,983	28.9%
Miscellaneous	2,868,573	2,685,019	(183,554)	-6.4%
Total Revenues	\$ 611,931,948	\$ 643,471,926	\$ 31,539,978	5.2%
EXPENDITURES				
Maintenance & Operations (M&O)				
Payroll and Related Costs	\$ 111,480,768	\$ 123,846,085	\$ (12,365,317)	-11.1%
Group Insurance	23,125,376	23,660,835	(535,459)	-2.3%
Contractual Services	29,803,437	25,351,788	4,451,649	14.9%
Materials/Oper. Supplies/Other Exp.	15,376,409	18,248,327	(2,871,918)	-18.7%
Utilities	5,820,259	6,439,070	(618,811)	-10.6%
All Other Insurance	10,539,098	8,596,734	1,942,364	18.4%
Parts & Fuel	5,023,837	6,015,685	(991,848)	-19.7%
Equipment/Office Rental & Maint.	13,567,793	10,599,547	2,968,246	21.9%
Employee Development	996,727	1,029,711	(32,984)	-3.3%
Recovery of Expenses	(2,223,705)	(1,727,872)	(495,833)	-22.3%
Total M&O Expenses	\$ 213,509,999	\$ 222,059,910	\$ (8,549,911)	-4.0%
Capital Program				
Jane Addams Memorial Tollway (I-90)	\$ 2,727,432	\$ 30,943,478	\$ (28,216,046)	-1034.5%
Open Road Tolling (ORT)	408,160,723	102,473,976	305,686,747	74.9%
Ronald Reagan Memorial Tollway (I-88)	43,221,609	172,879,353	(129,657,744)	-300.0%
Systemwide Improvements	63,817,019	38,863,263	24,953,756	39.1%
Tri-State Tollway(I-294/I-94)	189,839,855	350,076,648	(160,236,793)	-84.4%
Veterans Memorial Tollway (I-355)	273,209,661	352,597,522	(79,387,861)	-29.1%
Congestion-Relief Program Subtotal	\$ 980,976,299	\$ 1,047,834,240	\$ (66,857,941)	-6.8%
"Other" Capital Projects Subtotal	49,457,162	52,149,603	(2,692,441)	-5.4%
Total Capital Program Expenses	\$ 1,030,433,461	\$ 1,099,983,843	\$ (69,550,382)	-6.7%
Debt Service				
Previous Debt	\$ 117,300,000	\$ 167,508,968	\$ (50,208,968)	-42.8%
New Debt	28,333,333	4,706,536	23,626,797	83.4%
Total Debt Service	\$ 145,633,333	\$ 172,215,505	\$ (26,582,172)	-18.3%
Total Expenditures	\$ 1,389,576,793	\$ 1,494,259,258	\$ (104,682,465)	-7.5%