



2008 Budget Analysis

(Unaudited)

Quarterly Financial Review

January 1 – March 31, 2008

INTRODUCTION

In December 2007, the Board of Directors adopted an annual budget for 2008. Each quarter, the Finance Department reviews the actual revenues and expenditures against the budget, and presents analysis in this quarterly report to the Board's Audit Committee.

The 2008 Tollway Budget includes estimated revenues of \$670 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, and 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 2008 M&O Budget is \$236 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 2008 Budget for the capital program is \$1,380 million. The aggregate 2008 Debt Service Budget of \$204 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 first quarter of fiscal year 2008. The purpose of this analysis is to assess the actual financial performance of the Tollway relative to the 2008 annual budgeted plan. The report indicates variances from Budget amounts. A favorable variance contributes to a higher fund balance, and 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. The expenditures reported for the capital program are cash based and do not include accruals for work completed and not yet paid. During the fourth quarter review, estimated accruals will be provided to show 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 March 31, 2008, the Tollway generated \$154.5 million of revenues, or 23.1 percent of the amount projected for all of 2008. Operating expenditures (M&O) totaled \$52.1 million, or 22.1 percent of the annual projected M&O budget. Capital expenditures totaled \$182.8 million, or 13.2 percent of the 2008 annual Capital budget projections. Debt Service expenditures totaled \$53.8 million, or 26.4 percent of the projected 2008 Debt Service budget.

Summary			
% of Annual Budget Realized thru First Quarter 2008			
(\$ millions)			
	2008 Annual Budget	2008 1st Quarter Unaudited Actual	% Realized
Total Revenues	\$670.0	\$154.5	23.1%
M&O Expenses	236.3	52.1	22.1%
Capital Program Expenses	1,379.5	182.8	13.2%
Debt Service	203.8	53.8	26.4%
Total Expenditures	\$1,819.6	\$288.7	15.9%

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

REVENUES

Total revenues for the first quarter 2008 generated \$154.5 million, representing an unfavorable variance of \$4.5 million, or 2.8 percent less than the first quarter budget. The first quarter revenues comprised 23.1 percent of the \$670.0 million annual Revenues budget. This unfavorable variance is primarily a result of reduced traffic due to inclement weather during the winter, construction impacts, and rising fuel prices.

The largest category, Tolls and Evasion Recovery, generated \$4.7 million less than budget for the first quarter 2008, or an unfavorable variance of 3.1 percent.

Through March 31, 2008, Concession revenues totaled \$115 thousand more than the projected amount for the quarter, or a favorable variance of 24.3 percent.

Investment Income for the first quarter 2008 generated \$79 thousand less than the budget amount, or 1.1 percent under budget.

Through March 31, 2008, Miscellaneous revenues showed a favorable variance of \$135 thousand, or 27.9 percent more than the budget projection for the first quarter. The main component of this favorable variance is increased revenues from licensee and fiber optics fees.

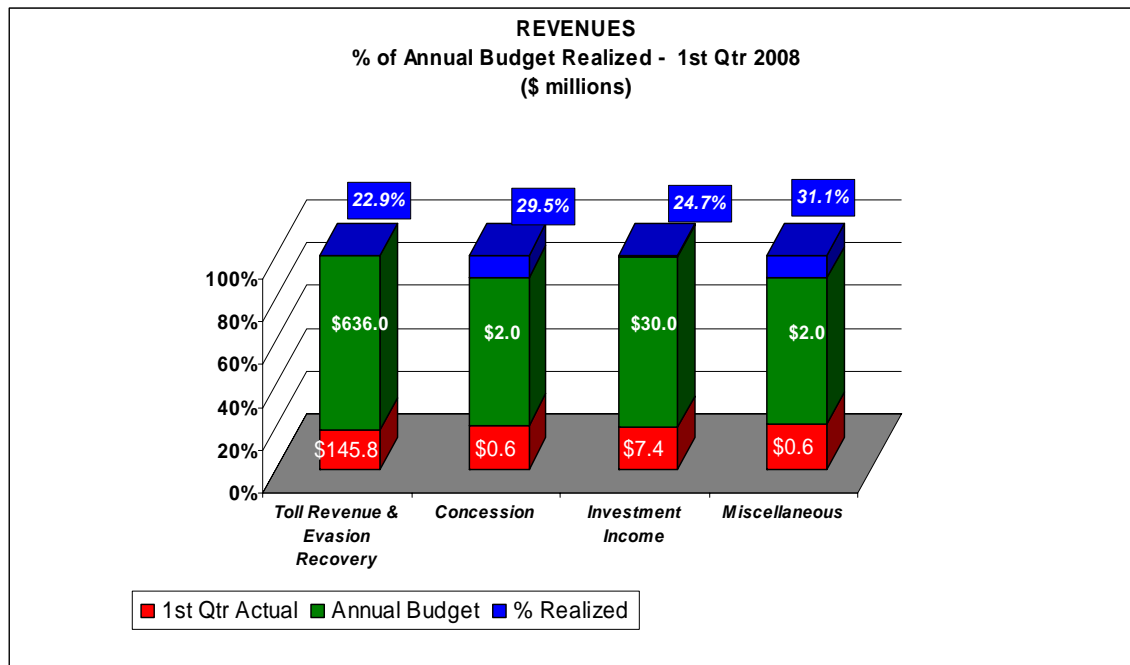
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REVENUES				
BUDGET vs Unaudited ACTUAL				
For the 1st Quarter Ended March 31, 2008				
(\$ millions)				
	1st Qtr	1st Qtr	Variance	Variance
	Budget	Unaudited Actual	(\$)	(%)
Revenues				
Toll Revenue & Evasion Recovery	\$150.5	\$145.8	(\$4.7)	-3.1%
Concession	0.4	0.6	0.1	24.3%
Investment Income	7.5	7.4	(0.1)	-1.1%
Miscellaneous	0.5	0.6	0.1	27.9%
Total Revenues	\$158.9	\$154.5	(\$4.5)	-2.8%

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

Revenues			
% of Annual Budget Realized			
First Quarter 2008			
(\$ millions)			
	Annual	1st Qtr	% Annual Budget
	Budget	Unaudited Actual	Realized
Revenues			
Toll Revenue & Evasion Recovery	\$636.0	\$145.8	22.9%
Concession	2.0	0.6	29.5%
Investment Income	30.0	7.4	24.7%
Miscellaneous	2.0	0.6	31.1%
Total Revenues	\$670.0	\$154.5	23.1%

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



MAINTENANCE AND OPERATIONS EXPENDITURES

The Tollway's 2008 first quarter M&O expenditures totaled \$52.1 million representing an unfavorable variance of \$1.3 million, or approximately 2.6 percent over the first quarter budget. The first quarter expenditures comprise 22.1 percent of the \$236.3 million annual M&O budget.

Payroll and Related Costs for the first quarter resulted in a favorable variance of \$2.2 million or 6.9 percent under the first quarter budget. This financial impact was due to a significant number of vacancies in the first quarter that was partially off-set by increased overtime costs for State Police and snow plow drivers during an unusually severe winter.

Group Insurance had an unfavorable variance of \$0.5 million or 8.7 percent over the first quarter budget. Taking into consideration the current level of vacancies, this category should stay within budget during the remainder of the year.

Contractual Service expenditures exceeded the first quarter budget by \$0.3 million or 7.2 percent, but these expenditures account for 17.9 percent of the full year budget in this category. Contractual Services include Customer Call Center expenses for customer calls relating to I-PASS services, violation processing and missed tolls. Also included are distribution costs for I-PASS transponders and merchant card fees.

Materials and Operational Supplies had an unfavorable variance of \$0.4 million or 14.4 percent over the first quarter budget. A major portion of this variance is attributable to the severe weather and the demand on winter roadway materials such as rock salt, calcium chloride and abrasives.

The Utilities category, which includes electricity, natural gas, water and telephone, exceeded the first quarter budget by \$0.7 million or 65.5 percent due to increased prices and consumption levels. First quarter expenditures account for 27.6 percent of the annual budget.

Expenditures in the Parts and Fuel category totaled \$2.3 million in the first quarter or 122 percent over budget. Replacement Parts accounted for \$0.5 million mainly in Fleet and Roadway Maintenance. Fuel and Oil expenditures represented \$1.8 million. Contributing factors include the increase in fuel costs, the extended running hours of snow plow trucks during a severe winter and the replenishment of a depleted fuel inventory.

Equipment/Office Rental & Maintenance had an unfavorable variance of \$0.4 million or 20.5 percent over the first quarter budget. This category includes the maintenance for electronic toll collection equipment as well as the maintenance

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on IT hardware and software. On a full year basis, the first quarter expenditures amount to 20.1 percent of the budget.

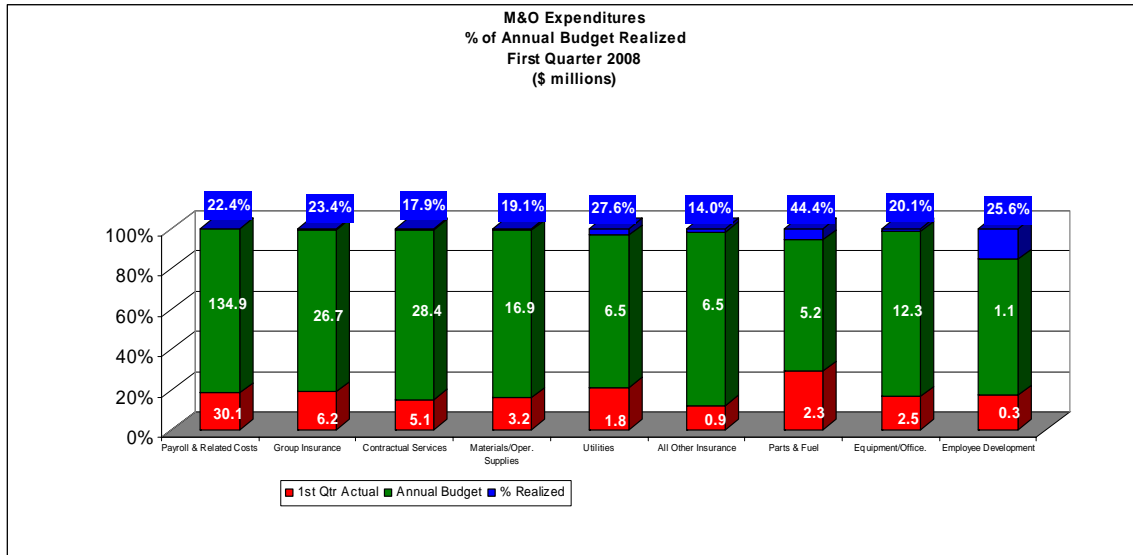
All Other Insurance, Employee Development and Recovery of Expenses have a combined favorable variance of \$0.1 million or 12.2 percent under the first quarter budget.

M&O EXPENSES				
BUDGET vs Unaudited ACTUAL				
For the 1st Quarter Ended March 31, 2008				
(\$ millions)				
	1st Q	1st Q	Variance	Variance
	Budget	Unaudited Actual	(\$)	(%)
Maintenance & Operations				
Payroll and Related Costs	\$32.4	\$30.1	\$2.2	6.9%
Group Insurance	5.7	6.2	(0.5)	-8.7%
Contractual Services	4.7	5.1	(0.3)	-7.2%
Materials/Oper. Supplies/Other Exp.	2.8	3.2	(0.4)	-14.4%
Utilities	1.1	1.8	(0.7)	-65.5%
All Other Insurance	1.2	0.9	0.3	26.0%
Parts & Fuel	1.0	2.3	(1.3)	-122.0%
Equipment / Office Rental & Maint.	2.1	2.5	(0.4)	-20.5%
Employee Development	0.2	0.3	(0.1)	-25.2%
Recovery of Expenses	(0.5)	(0.4)	(0.1)	-28.4%
Total M&O Expenses	\$50.8	\$52.1	(\$1.3)	-2.6%

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

M&O Expenditures			
% of Annual Budget Realized			
First Quarter 2008			
(\$ millions)			
	Annual	1st Qtr	% Annual Budget
	Budget	Unaudited Actual	Realized
Maintenance & Operations			
Payroll and Related Costs	\$134.9	\$30.1	22.4%
Group Insurance	26.7	6.2	23.4%
Contractual Services	28.4	5.1	17.9%
Materials/Oper. Supplies/Other Exp.	16.9	3.2	19.1%
Utilities	6.5	1.8	27.6%
All Other Insurance	6.5	0.9	14.0%
Parts & Fuel	5.2	2.3	44.4%
Equipment/Office Rental & Maint.	12.3	2.5	20.1%
Employee Development	1.1	0.3	25.6%
Recovery of Expenses	(2.3)	(0.4)	16.3%
Total M&O Expenses	\$236.3	\$52.1	22.1%

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



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).

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 fiscal year 2008 capital budget reflects the Tollway's pledge to maintain and upgrade the existing facilities and infrastructure of the system. The budget includes funding for the fourth year of the \$6.3 billion, multi-year, Congestion-Relief Program (CRP). In December 2007 the Tollway's Board of Directors approved \$1,379.4 million for the capital budget. In fiscal year 2008, \$1,270.8 million is allocated to the CRP and \$108.6 million is allocated to support other needs such as roadway equipment and vehicles, building repair and improvements and technological equipment and enhancements.

The primary 2008 CRP expenditures are budgeted to rebuild and widen the Tri-State Tollway (\$738.6 million), which includes \$169.9 million for 159th Street to 95th Street; \$147.6 million for Balmoral Avenue to Dempster Street; \$131.0 million for Dempster Street to Lake-Cook Road; \$114.9 million for Half Day Road to IL 137; and \$171.1 million for IL 137 to Russell Road. \$4.1 million is also budgeted on the Tri-State Tollway for improvements at the I-57 Interchange.

Additionally, \$272.5 million is budgeted to rebuild and widen the Reagan Memorial Tollway from York Road to Washington Street and from the Aurora Toll Plaza to IL 56. \$112.6 million is allocated to continue the Jane Addams Memorial Tollway improvements, which includes rebuild and widen from Newburg Road to Rockton Road and the I-39 interchange improvements.

The 2008 approved capital budget allocated \$88.5 million for Systemwide Improvements which include bridge improvements, interchange improvements, environmental, and intermittent pavement projects.

\$38.2 million will be spent in 2008 on the Veterans Memorial Tollway for the resurfacing and widening between 75th Street and the Reagan Memorial Tollway (I-88) and on the South Extension for ongoing restoration of wetlands adjacent to the Des Plaines River and other roadside completion improvements.

In 2008, approximately \$20.5 million is budgeted to complete the wrap-up work as part of the Open Road Tolling (ORT) initiative.

Additionally, \$108.6 million is included for non-roadway capital projects in the areas of traffic management, communications equipment, maintenance and roadway equipment, technology initiatives, maintenance facility building improvements and other miscellaneous projects.

For the quarter ending March 31, 2008, unaudited capital program cash expenditures totaled \$182.8 million. This amount includes work completed in 2007 and paid in 2008, as well as, 2008 work paid during the first quarter. These amounts do not include work completed for which payments have not been made.

Construction continues on the Tri-State Tollway (I-294/I-94) for the rebuild and widening projects along the corridor, specifically, mainline work along the mid Tri-State in the northbound direction between Balmoral Avenue and Touhy Avenue. Southbound mainline widening and reconstruction was initiated with advance bridge, retaining wall and median crossover construction from Balmoral to Lake-Cook Road. Additionally, construction work continues on the mid Tri-State section on the Willow Road Bridge over the Tri-State. Reconstruction and widening continues on the north Tri-State section northbound from Stearns School Road to IL Route 173, reconstruction from IL Route 173 to Russell Road and resurfacing in the IDOT section of I-94 from Russell Road to the State line.

On the Ronald Reagan Memorial (I-88) from IL Route 83 to York Road, construction continues 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. Eastbound mainline work from I-294 to York Road started during the first quarter 2008. Work continues for

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the reconstruction of IL Route 31, the IL Route 31 ramp bridge, and the new eastbound bridge over the Fox River.

Construction started on the Jane Addams Memorial Tollway (I-90) on the Cherry Valley Interchange and the Newburg Road Bridge during the first quarter 2008.

During the first quarter 2008, punch list work and restoration of wetlands adjacent to the Des Plaines River are ongoing on the South Extension of the Veterans Memorial Tollway (I-355).

Expenditures for Open Road Tolling included wrap-up work and Systemwide Improvements continue to maintain the integrity of the existing Tollway system.

Projects to support the Congestion-Relief Program in the Non-CRP category included building repairs, maintenance equipment, and professional and roadway services.

The following table indicates the annual budget by Corridor for 2008, as well as cash payments made during the first quarter. Budgeted amounts represent the estimated value of work to be completed during fiscal year 2008. Cash payments may reflect payments made for work completed in 2007.

Capital Program		
First Quarter 2008		
(\$ millions)		
	Annual Budget	1st Qtr Cash Payments (Unaudited)
Capital Program		
Jane Addams Memorial Tollway (I-90)	\$112.6	\$8.3
Open Road Tolling (ORT)	20.5	19.5
Ronald Reagan Memorial Tollway (I-88)	272.5	37.3
Systemwide Improvements	88.5	8.4
Tri-State Tollway(I-294/I-94)	738.6	64.7
Veterans Memorial Tollway (I-355)	38.2	32.7
Congestion-Relief Program Subtotal	\$1,270.8	\$170.8
"Other" Capital Projects Subtotal	108.6	11.9
Total Capital Program Expenses	\$1,379.5	\$182.8

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

DEBT SERVICE

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. Transfers from the Revenue Fund for Debt Service in the first quarter ended March 31, 2008 were approximately \$53.8 million, as opposed to a budgeted amount for Debt Service of approximately \$48.8 million. The approximately \$5 million variance over budget in the first quarter of 2008 is comprised of \$3.3 million in timing issues and \$1.7 million of additional interest expense, both as described below.

- An Indenture provision relating to the Tollway's weekly-mode variable rate Series 2008A Bonds requires that when monthly interest expense is calculated to determine the amount to be transferred to the Trustee, any days for which the weekly interest rates have not yet been set must be calculated assuming the Maximum Rate allowed for the 2008A Bonds, 12%. This provision increased the amount transferred from the Revenue Fund for debt service in the first quarter of 2008 by approximately \$3.3 million. This \$3.3 million amount is in excess of the actual interest expense on the 2008A Bonds, and is available to offset future transfers for debt service.
- The \$1.7 million of additional interest expense is comprised of: (i) \$2.8 million of additional interest expense on the Series 2007A Bonds caused by the credit deterioration of the Series 2007A Bond Insurer, a problem resolved by the cancellation of the Bond Insurance on March 20, 2008; and (ii) \$1.1 million of reduced interest expense from the refunding of a portion of the Tollway's Series 2006A Bonds, which closed on February 7, 2008.

Bond Costs – Credit Enhancement Providers, Remarketing Agents and Miscellaneous

In addition to debt service, there were approximately \$843,000 of costs related to the Tollway's outstanding bond issues, which included credit enhancement fees, remarketing fees, rating agency fees, and costs related to the Series 2007A bond insurance cancellation. Such costs are typically paid from a Provider Payment Account held by the Trustee. In January of 2008, the Tollway deposited \$4.5 million to the Provider Payment Account to fund such costs during fiscal year 2008. This \$4.5 million amount equaled the excess investment earnings that had accumulated throughout fiscal year 2007 in the Tollway's various debt service accounts.

Debt Service			
% of Annual Budget Realized			
First Quarter 2008			
(\$ millions)			
	Annual Budget	1st Qtr Unaudited Actual	% Annual Budget Realized
Debt Service			
Previous Debt	\$195.5	\$53.8	27.5%
New Debt	8.3	-	0.0%
Total Debt Service Expenses	\$203.8	\$53.8	26.4%

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

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, 1998, 2007 and 2008. As of March 31, 2008, the Tollway had one agreement attached to the 1993 Series B bond issue, two agreements attached to the 1998 Series B bond issue, four agreements attached to the Series 2007 bond issue (two each to Series 2007A-1 and 2007A-2) and four agreements attached to the Series 2008 bond issue (two each to Series 2008A-1 and 2008A-2). The four agreements attached to Series 2007 were originally entered into as forward agreements in September 2005, and became effective upon closing of the \$700 million Series 2007A Bonds on November 1, 2007. The four agreements attached to Series 2008 were originally entered into in December 2007, and became effective when the Tollway closed the \$766.2 million Series 2008A Bonds on February 7, 2008.

Mark-to-market valuations of the Tollway's agreements typically decline in value when interest rates decline and increase in value when interest rates increase. Thus to the extent that any negative valuation of the Tollway's derivatives were to become realized by an agreement termination, it is probable that such a realization would be mitigated by a lower cost of capital expected to be available in that lower-interest rate market.

DERIVATIVES			
First Quarter 2008			
SWAP		NOTIONAL AMOUNT	MARK-to-MARKET AS OF 3/31/2008
1993 SERIES B	\$	80,500,000	\$ (3,402,120)
1993 SERIES B TOTAL	\$	80,500,000	\$ (3,402,120)
1998 SERIES B	\$	67,705,000	\$ (6,315,350)
1998 SERIES B	\$	55,395,000	\$ (5,167,104)
1998 SERIES B TOTAL	\$	123,100,000	\$ (11,482,454)
2007 SERIES A-1	\$	175,000,000	\$ (8,213,821)
2007 SERIES A-1	\$	175,000,000	\$ (8,213,821)
2007 SERIES A-1 TOTAL	\$	350,000,000	\$ (16,427,642)
2007 SERIES A-2	\$	262,500,000	\$ (13,047,838)
2007 SERIES A-2	\$	87,500,000	\$ (4,349,279)
2007 SERIES A-2 TOTAL	\$	350,000,000	\$ (17,397,117)
2008 SERIES A-1	\$	287,325,000	\$ (5,257,850)
2008 SERIES A-1	\$	95,775,000	\$ (1,752,617)
2008 SERIES A-1 TOTAL	\$	383,100,000	\$ (7,010,466)
2008 SERIES A-2	\$	191,550,000	\$ (3,759,274)
2008 SERIES A-2	\$	191,550,000	\$ (3,759,274)
2008 SERIES A-2 TOTAL	\$	383,100,000	\$ (7,518,548)
TOTAL	\$	1,669,800,000	\$ (63,238,347)

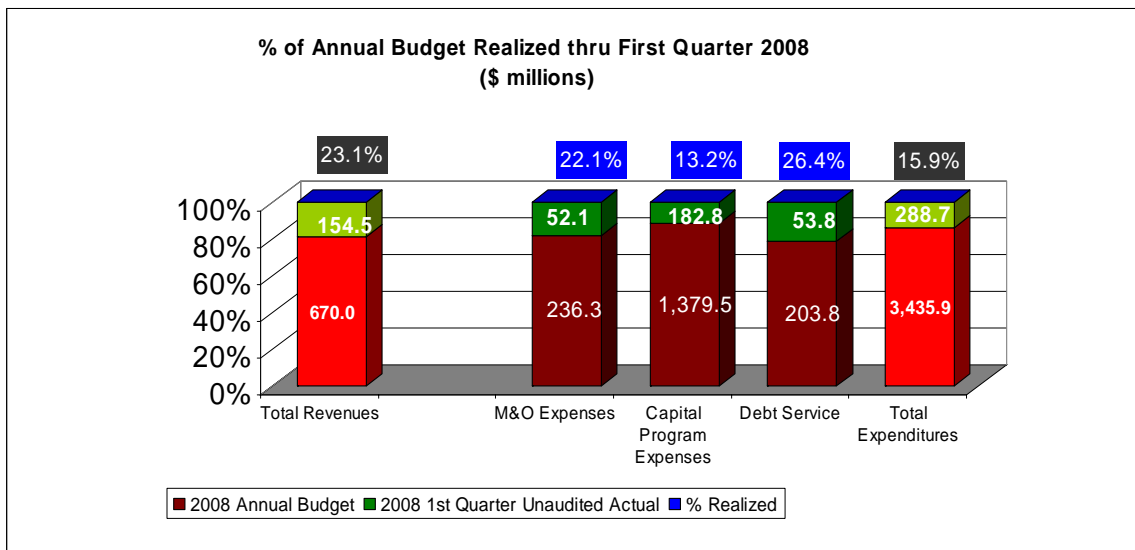
SUMMARY

As the first quarter 2008 concluded, the Tollway's revenues generated \$154.5 million, or 23.1 percent of the 2008 budget projection of \$670.0 million.

Operating expenditures totaled \$52.1 million or 22.1 percent of the 2008 projection of \$236.3 million.

At the end of March 31, 2008, Capital cash expenditures totaled \$182.8 million, or 13.2 percent of the 2008 budget projection of \$1,379.5 million.

Debt Service expenditures totaled \$53.8 million, or 26.4 percent of the 2008 budget projection of \$203.8 million.



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ILLINOIS TOLLWAY				
BUDGET vs Unaudited ACTUAL				
For the 1st Quarter Ended March 31, 2008				
	1st Quarter Budget	1st Quarter Unaudited Actual	Variance (\$)	Variance (%)
REVENUES				
Toll Revenue & Evasion Recovery	\$150,485,642	\$145,834,270	(\$4,651,372)	-3.1%
Concession	474,000	589,001	115,001	24.3%
Investment Income	7,500,000	7,420,499	(79,501)	-1.1%
Miscellaneous	486,000	621,433	135,433	27.9%
Total Revenues	\$158,945,642	\$154,465,203	(\$4,480,439)	-2.8%
EXPENDITURES				
Maintenance & Operations (M&O)				
Payroll and Related Costs	\$32,369,873	\$30,148,374	\$2,221,499	6.9%
Group Insurance	5,740,500	6,239,869	(499,369)	-8.7%
Contractual Services	4,743,537	5,083,023	(339,486)	-7.2%
Materials/Oper. Supplies/Other Exp.	2,824,437	3,230,428	(405,991)	-14.4%
Utilities	1,086,001	1,797,310	(711,309)	-65.5%
All Other Insurance	1,229,381	909,784	319,597	26.0%
Parts & Fuel	1,042,742	2,314,912	(1,272,170)	-122.0%
Equipment/Office Rental & Maint.	2,055,442	2,476,467	(421,025)	-20.5%
Employee Development	228,763	286,435	(57,672)	-25.2%
Recovery of Expenses	(514,420)	(368,097)	(146,323)	-28.4%
Total M&O Expenses	\$50,806,256	\$52,118,505	(\$1,312,249)	-2.6%
Debt Service				
Existing Debt	\$48,835,183	\$53,762,218	(\$4,927,035)	-10.1%
New Debt	-	-	-	N/A
Total Debt Service	\$48,835,183	\$53,762,218	(\$4,927,035)	-10.1%
Total M&O & Debt Service Expenditures	\$99,641,439	\$105,880,723	(\$6,239,284)	-6.3%

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ILLINOIS TOLLWAY			
% of Annual Budget Realized			
First Quarter 2008			
	2008	2008	1st Qtr Actual
	Budget	1st Qtr	vs
		Unaudited Actual	Annual Budget (%)
REVENUES			
Toll Revenue & Evasion Recovery	\$636,000,000	\$145,834,270	22.9%
Concession	2,000,000	589,001	29.5%
Investment Income	30,000,000	7,420,499	24.7%
Miscellaneous	2,000,000	621,433	31.1%
Total Revenues	\$670,000,000	\$154,465,203	23.1%
EXPENDITURES			
Maintenance & Operations (M&O)			
Payroll and Related Costs	\$134,874,471	\$30,148,374	22.4%
Group Insurance	26,700,000	6,239,869	23.4%
Contractual Services	28,404,416	5,083,023	17.9%
Materials/Oper. Supplies/Other Exp.	16,912,795	3,230,428	19.1%
Utilities	6,503,000	1,797,310	27.6%
All Other Insurance	6,515,000	909,784	14.0%
Parts & Fuel	5,213,710	2,314,912	44.4%
Equipment/Office Rental & Maint.	12,308,035	2,476,467	20.1%
Employee Development	1,118,100	286,435	25.6%
Recovery of Expenses	(2,259,200)	(368,097)	16.3%
Total M&O Expenses	\$236,290,327	\$52,118,505	22.1%
Capital Program			
Jane Addams Memorial Tollway (I-90)	\$112,620,525	\$8,329,896	7.4%
Open Road Tolling (ORT)	20,476,966	19,506,545	95.3%
Ronald Reagan Memorial Tollway (I-88)	272,466,286	37,253,251	13.7%
Systemwide Improvements	88,515,342	8,363,582	9.4%
Tri-State Tollway(I-294/I-94)	738,554,956	64,684,004	8.8%
Veterans Memorial Tollway (I-355)	38,188,963	32,702,180	85.6%
Congestion-Relief Program Subtotal	\$1,270,823,038	\$170,839,458	13.4%
"Other" Capital Projects Subtotal	108,649,046	11,939,267	11.0%
Total Capital Program Expenses	\$1,379,472,084	\$182,778,725	13.2%
Debt Service			
Previous Debt	\$195,493,059	\$53,762,218	27.5%
New Debt	8,333,333	-	0.0%
Total Debt Service	\$203,826,392	\$53,762,218	26.4%
Total Expenditures	\$1,819,588,803	\$288,659,448	15.9%