THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
FINANCIAL AUDIT
For the Year Ended December 31, 2025

Performed as Special Assistant Auditors
for the Auditor General, State of Illinois

CPAs | CONSULTANTS | WEALTH ADVISORS

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THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
FINANCIAL AUDIT
For the Year Ended December 31, 2025

Table of Contents

	Schedule	Page(s)
Tollway Officials		1
Financial Statement Report:		
Summary		2
Independent Auditors' Report		3-6
Management's Discussion and Analysis		7-14
Basic Financial Statements:		
Statement of Net Position		15-16
Statement of Revenues, Expenses and Changes in Net Position		17
Statement of Cash Flows		18-19
Notes to the Financial Statements		20-56
Required Supplementary Information:		
Schedule of the Tollway's Proportionate Share of the Net Pension Liability of the State Employees' Retirement System (SERS) Pension Plan	1	57
Schedule of Contributions to SERS Pension Plan	2	58
Schedule of the Tollway's Proportionate Share of the Total OPEB Liability of the State Employees Group Insurance Program (SEGIP) OPEB Plan	3	59
Other Supplementary Information – Trust Indenture Agreement Schedules (Non-GAAP):		
Schedule of Changes in Fund Balance – by Fund	4	60-61
Schedule of Changes in Fund Balance – Revenue Fund – by Account	5	62-63
Notes to the Trust Indenture Basis Schedules		64-68
Schedule of Toll Revenue by Class of Vehicles (Unaudited)	6	69
Renewal and Replacement Account (Unaudited)	7	70
Summary of Operating Revenues, Maintenance and Operating Expenses, Net Operating Revenues and Debt Service Coverage (Unaudited)	8	71
Annual Toll Transactions: Passenger and Commercial Vehicles (Unaudited)	9	72
Annual Toll Revenues: Passenger and Commercial Vehicles (Unaudited)	10	73
Operating Revenues, Maintenance and Operating Expenses and Net Operating Revenues (Unaudited)	11	74
Independent Auditors' Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*		75-76

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
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For the Year Ended December 31, 2025

Illinois Tollway Officials

Executive Director	Cassaundra Rouse
Chief Operating Officer (5/1/2025 – Present)	Thaddeus Wilkins
Chief Operating Officer (1/1/2025 – 4/30/2025)	Vacant
Chief of Staff	John Donato
Chief Financial Officer	Cathy R. Williams
Acting Controller (8/1/2025 – Present)	Huan P. Xu
Controller (1/1/2025 – 7/31/2025)	Patricia Pearn
General Counsel	Kathleen Pasulka-Brown

Illinois Tollway Board Members

Governor, State of Illinois	JB Pritzker - Ex-Officio
Secretary, Illinois Dept. of Transportation	Gia Biagi – Ex-Officio
Chairman	Arnaldo Rivera
Vice Chairman	James Connolly
Board Member	Jacqueline Gomez Fuentes
Board Member	Manish Mehta
Board Member	Melissa Neddermeyer
Board Member	Scott Paddock
Board Member	Gary Perinar*
Board Member	James Sweeney
Board Member	Mark Wright

Tollway's Central Administrative offices are located at:

2700 Ogden Avenue
Downers Grove, Illinois 60515

*See Subsequent Events Note 20.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
FINANCIAL AUDIT
For the Year Ended December 31, 2025

FINANCIAL STATEMENT REPORT

Summary

The audit of the accompanying financial statements of the Illinois State Toll Highway Authority (the Tollway) was performed by CliftonLarsonAllen LLP, as special assistant auditors to the Illinois Office of the Auditor General.

Based on their audit, the auditors expressed an unmodified opinion on the Tollway's basic financial statements.

Summary of Findings

Number of	Current Report	Prior Report
Findings	None	None
Repeated Findings	None	None
Prior Recommendations Implemented or Not Repeated	None	None

Exit Conference

The Tollway waived an exit conference in correspondence from Huan Xu, Acting Controller, on June 17, 2026.

CliftonLarsonAllen LLP
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INDEPENDENT AUDITORS' REPORT

Honorable Christopher B. Meister
Auditor General
State of Illinois
and
Board of Directors
The Illinois State Toll Highway Authority

Report on the Audit of the Financial Statements

Opinion

As Special Assistant Auditors for the Auditor General, we have audited the financial statements of the business-type activities of the Illinois State Toll Highway Authority (the Tollway), a component unit of the State of Illinois, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Tollway's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the business-type activities of the Illinois State Toll Highway Authority as of December 31, 2025, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinion

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

Responsibilities of Management for the Financial Statements

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

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

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Auditors' Responsibilities for the Audit of the Financial Statements

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

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for purpose of expressing an opinion on the effectiveness of the Tollway's internal control. Accordingly, no such opinion is expressed.

- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.

- Conclude whether, in our judgement, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Tollway's ability to continue as a going concern for a reasonable period of time.

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

Required Supplementary Information

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

Supplementary Information

Our audit for the year ended December 31, 2025 was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Tollway's basic financial statements. The accompanying supplementary information in Schedules 4 and 5 and the notes to the trust indenture basis schedules for the year ended December 31, 2025 are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements for the year ended December 31, 2025 and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, Schedules 4 and 5 are fairly stated, in all material respects, in relation to the basic financial statements as a whole for the year ended December 31, 2025.

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

Honorable Christopher B. Meister
Auditor General
State of Illinois
and
Board of Directors
The Illinois State Toll Highway Authority

Other Information

Management is responsible for the other information included in the annual report. The other information comprises the Tollway Officials and Schedules 6 through 11, but does not include the basic financial statements and our auditors' report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

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

Report on Summarized Comparative Information

We have previously audited the Tollway's 2024 financial statements, and we expressed an unmodified audit opinion on the basic financial statements of the business-type activities in our report dated July 14, 2025. In our opinion, the summarized comparative information presented herein as of and for the year ended December 31, 2024, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated June 17, 2026, on our consideration of the Tollway's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Tollway's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Tollway's internal control over financial reporting and compliance.

SIGNED ORIGINAL ON FILE

CliftonLarsonAllen LLP

Oak Brook, Illinois
June 17, 2026

This section offers readers a discussion and analysis of the financial performance of the Illinois State Toll Highway Authority (the Tollway), provides an overview of its financial activities, and identifies changes in the Tollway's financial position as of and for the year ended December 31, 2025. Readers should use this section of this report in conjunction with the Tollway's basic financial statements.

Financial Highlights

- In August 2011, the Tollway's Board of Directors approved a $12.2 billion capital program, called "*Move Illinois: the Illinois Tollway Driving the Future*", which defined a program of infrastructure investments to be made by the Tollway in 2012 through 2026.
- In April 2017, the Tollway's Board of Directors approved a modification of the *"Move Illinois"* capital program, increasing the funding by $2.1 billion, to $14.3 billion, to provide for enhancements to the central portion of the Tri-State Tollway (Central Tri-State). On December 14, 2023, the Tollway's Board of Directors increased the "*Move Illinois*" program budget to $15.2 billion and extended the anticipated substantial completion date to 2027.
- To help fund the capital outlays approved for "*Move Illinois*," the Tollway's Board of Directors set new toll rates for passenger vehicles using the Tollway system and these higher rates were effective January 1, 2012. The Tollway also affirmed a previously approved increase in commercial vehicle toll rates which was phased in over 2015-2017, with a Consumer Price Index adjustment applied beginning January 1, 2018, and annually each January 1st thereafter.
- In December 2024, the Board of Directors approved "Bridging the Future", a $2 billion, seven-year capital plan. This plan provides for planning, design and construction services that complement infrastructure investments already underway. "Bridging the Future" establishes a path forward for 2025-2031, allowing the Tollway to continue modernization of its infrastructure and address maintenance needs across the Tollway system. In addition, the new plan lays a foundation for advance work to support a future capital program and provide consistent delivery of infrastructure investment in the region.
- A total of $5.3 billion of revenue bonds have been issued since 2013 to fund the capital program.
- During 2025, construction and professional engineering services contracts with a combined value of $421.1 million were awarded under this program, bringing total "*Move Illinois*" contract and "Bridging the Future" contract awards to $12.0 billion.
- The Tollway's toll revenue totaled $1.5 billion for 2025, which was comparable to the 2024 toll revenue.
- Amounts on deposit on behalf of I-PASS account holders remained fairly stable at $186.5 million; approximately 84.9% of toll transactions are paid via I-PASS.

Basic Financial Statements

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

Overview of the Financial Statements

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

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

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

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

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

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

Financial Analysis

2025 Results Compared to 2024

Operating Revenue
The Tollway's 2025 operating revenues, totaling $1.7 billion, increased by $79.3 million, or 5.0%, from the previous year. The growth was primarily driven by higher toll revenue and increased toll evasion recovery. In 2025, toll revenue totaled $1.5 billion, an increase of $54.8 million or 3.8%. Revenue from toll evasion recovery totaled $159.0 million, an increase of $14.8 million or 10.2%.

Concession revenue increased slightly in 2025. Miscellaneous revenue increased by $9.8 million or 57.0%, driven by higher equipment sales, increased fiber-optic contract service revenue and a decrease in bad debt expense.

Operating Expenses
Operating expenses, excluding depreciation, amortization and the OPEB adjustment, increased to $430.6 million in 2025 from $423.7 million in 2024, an increase of $6.9 million, or 1.6%. This increase was primarily due to higher service costs associated with the Illinois State Police (ISP).

Depreciation and amortization expense increased by $51.9 million or 9.6% to $594.3 million from $542.4 million in 2024.

Nonoperating Revenues (Expenses)
Nonoperating revenue decreased by $31.1 million, due to lower investment income, a decrease in revenue from intergovernmental agreements (IGA) and the absence in settlement revenue recognized in 2024. The Tollway continued to earn interest rebates from the U.S. Department of the Treasury relating to bonds issued as Build America Bonds. In 2025, these rebates totaled $13.6 million, consistent with 2024.

Nonoperating expenses decreased by $5.4 million, primarily due to lower IGA expenses, a decrease in interest and amortization of financing costs in 2025.

Net nonoperating expenses increased by $25.7 million or 12.7% from $203.2 million in 2024 to $228.9 million in 2025, primarily due to lower nonoperating revenues, including reduced investment income, lower IGA revenue, the absence of settlement revenue recognized in 2024, and the unfavorable change in property disposal results.

Summary of Changes in Net Position

	2025	2024
REVENUES:		
Operating revenues:		
Toll revenue	$ 1,494,127,456	$ 1,439,338,699
Toll evasion recovery	158,959,277	144,190,005
Concessions	60,356	56,766
Miscellaneous	26,957,774	17,172,972
Nonoperating revenues:		
Investment income	71,492,603	88,037,217
Revenues under intergovernmental agreements	3,345,427	9,303,216
Net gain on disposal of property	-	466,770
Miscellaneous	-	8,111,697
Bond interest subsidy (Build America Bonds)	13,600,385	13,628,616
Total revenues	1,768,543,278	1,720,305,958
EXPENSES:		
Operating expenses:		
Engineering and maintenance of roadway and structures	123,597,109	127,598,933
Services and toll collection	135,543,787	118,835,548
Traffic control, safety patrol, and radio communications	5,632,934	23,967,878
Procurement, IT, finance and administration	165,789,054	153,261,387
Depreciation & Amortization	594,280,957	542,389,714
OPEB expense recovery	(67,655,106)	(66,820,130)
Nonoperating expenses:		
Expenses under intergovernmental agreements	3,345,427	9,303,216
Net loss on disposal of property	3,269,102	-
Miscellaneous	360	360
Interest expense and amortization of financing costs	310,753,684	313,431,785
Total expenses	1,274,557,308	1,221,968,691
Increase in net position	493,985,970	498,337,267
Net position, beginning of year	4,725,097,006	4,226,759,739
Net position, end of year	$ 5,219,082,976	$ 4,725,097,006

Changes in Net Position

Net operating income increased in 2025 by $21.4 million to $722.9 million. After deducting this year's net nonoperating expense of $228.9 million, the Tollway posted an increase in net position for the year of $494.0 million compared to $498.3 million increase in net position for 2024. After this year's result, the Tollway's net position totaled $5.2 billion.

Summary of Net Position

	December 31, 2025	December 31, 2024
ASSETS		
Current and other assets	$ 2,606,092,120	$ 2,306,879,561
Capital assets - net	12,745,681,926	12,348,115,113
Total Assets	15,351,774,046	14,654,994,674
DEFERRED OUTFLOWS OF RESOURCES		
Net loss on bond refundings	116,564,668	136,836,045
Pension related	65,129,387	87,903,571
OPEB related	31,408,645	42,641,751
Total Deferred Outflows of Resources	213,102,700	267,381,367
LIABILITIES		
Current debt outstanding	180,230,000	162,715,000
Long-term debt outstanding	8,091,281,085	7,795,421,249
Other liabilities	1,744,879,880	1,905,160,580
Total Liabilities	10,016,390,965	9,863,296,829
DEFERRED INFLOWS OF RESOURCES		
Net gain on bond refundings	72,008,849	74,917,848
Pension related	111,983,472	62,478,199
OPEB related	134,048,239	183,727,006
Lease related	11,362,245	12,859,153
Total Deferred Inflows of Resources	329,402,805	333,982,206
NET POSITION		
Net investment in capital assets	4,201,808,859	4,095,687,678
Restricted under trust indenture agreements	703,485,050	659,158,112
Unrestricted	313,789,067	(29,748,784)
Total Net Position	$ 5,219,082,976	$ 4,725,097,006

Statement of Net Position

The Tollway's capital assets of $12.7 billion consisting of land, buildings, infrastructure, equipment, and right to use lease assets constitutes 81.9% of total assets and deferred outflows of resources. The largest liabilities are revenue bonds totaling $8.3 billion, (inclusive of unamortized premiums), net pension liability and related deferred inflows of $787.8 million and total other postemployment benefits (OPEB) liability and related deferred inflows of $343.9 million, which together constitute 90.9% of total liabilities and deferred inflows of resources.

The restricted net position balance, totaling $703.5 million, consists of resources subject to external restrictions or legislation as to their use. The remaining portion, unrestricted net position, consists of the net amount of assets, deferred outflows, liabilities, and deferred inflows of resources that are not included in the determination of net investment in capital assets or the restricted component of net position.

The Tollway's assets increased by 4.8% to $15.4 billion, from $14.7 billion as of December 31, 2024. This increase was due mainly to an increase in capital assets.

Total liabilities increased by 1.6% to $10.0 billion, from $9.9 billion as of December 31, 2024. This increase was mainly due to the issuance of new bonds in 2025.

Capital Assets and Debt Administration

CAPITAL ASSETS
2025 and 2024

	January 1, 2025 Net Balance	2025 Net Activity	2025 Depreciation and Amortization	December 31, 2025 Net Balance
Land	$ 1,119,492,518	$ 2,215,165	$ -	$ 1,121,707,683
Construction in progress	2,359,320,818	(77,942,138)	-	2,281,378,680
Buildings	19,422,442	961,599	(1,884,104)	18,499,937
Temporary Easement	2,140,472	258,500	(1,138,140)	1,260,832
Infrastructure	8,669,673,781	1,038,407,203	(553,225,925)	9,154,855,059
Machinery and equipment	171,728,944	23,889,998	(35,178,103)	160,440,839
Lease Asset-GASB 96	6,336,138	4,057,443	(2,854,685)	7,538,896
Total	$ 12,348,115,113	$ 991,847,770	$ (594,280,957)	$ 12,745,681,926

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

Capital Assets

Capital assets continue to represent the largest category of Tollway assets, totaling $12.7 billion at year-end ($12.3 billion at 12/31/2024) comprising 81.9% of total Tollway assets and deferred outflows of resources. As the Tollway continues the *"Move Illinois" and "Bridging the Future"* capital programs to expand and rebuild the Tollway system, land and infrastructure assets continue to increase. See the

accompanying Notes to the Financial Statements – Notes 1(h), 5 and 6 – for further information about capital assets.

Long-Term Debt

The following table lists, as of December 31, 2025, the Tollway's bond series and the current and noncurrent principal amounts outstanding. Amounts presented in this table do not include any unamortized original issue premiums associated with such bonds.

	December 31, 2025		
	Noncurrent	**Current**	**Total**
Issue of 2009 Series A	$ 400,000,000	$ -	$ 400,000,000
Issue of 2009 Series B	280,000,000	-	280,000,000
Issue of 2014 Series C	400,000,000	-	400,000,000
Issue of 2015 Series A	400,000,000	-	400,000,000
Issue of 2015 Series B	400,000,000	-	400,000,000
Issue of 2016 Series A	333,060,000	-	333,060,000
Issue of 2016 Series B	300,000,000	-	300,000,000
Issue of 2017 Series A	300,000,000	-	300,000,000
Issue of 2018 Series A	333,095,000	63,205,000	396,300,000
Issue of 2019 Series A	300,000,000	-	300,000,000
Issue of 2019 Series B	152,950,000	35,625,000	188,575,000
Issue of 2019 Series C	531,440,000	81,400,000	612,840,000
Issue of 2020 Series A	500,000,000	-	500,000,000
Issue of 2021 Series A	700,000,000	-	700,000,000
Issue of 2023 Series A	500,000,000	-	500,000,000
Issue of 2024 Series A	873,710,000	-	873,710,000
Issue of 2025 Series A	500,000,000	-	500,000,000
Total revenue bonds payable	$ 7,204,255,000	$ 180,230,000	$ 7,384,485,000

For additional Information, see Note 7 – Revenue Bonds Payable in the Notes to the Financial Statements.

At year-end 2025, as compared to year-end 2024, the long-term portion of revenue bonds payable, inclusive of total unamortized original issue premium, increased by $295.9 million, from $7,795.4 million to $8,091.3 million. This increase resulted from a $500.0 million new bond issuance on December 2, 2025, plus $33.9 million original issue premium on such bonds, net of $57.8 million amortization of original issue premium during 2025 and $180.2 million of revenue bonds becoming currently payable.

All Tollway bonds outstanding as of December 31, 2025, were issued under the Amended and Restated Trust Indenture effective as of March 31, 1999, amending and restating a Trust Indenture dated as of December 1, 1985 (as amended, restated, and supplemented, the Trust Indenture) from the Tollway to The Bank of New York Mellon Trust Company, N.A., as successor Trustee (the Trustee). The Trustee

serves as a fiduciary for bondholders. The amount of additional senior bonds that the Tollway may issue at any time is limited by the Trust Indenture requirement that the projected Net Revenues are sufficient to meet the estimated Net Revenue Requirement for each full fiscal year through five years after the date the project being financed is estimated to be placed in service, after giving effect to the debt service attributable to such additional senior bonds. The Net Revenue Requirement is the amount necessary to cure deficiencies, if any, in the debt service and debt reserve accounts established under the Trust Indenture, plus the greater of (i) the sum of Aggregate Debt Service on Senior Bonds, the Junior Bond Revenue Requirement, and the Renewal and Replacement Deposit for such period, and (ii) 1.3 times the Aggregate Debt Service on Senior Bonds for such period (all capitalized terms as defined in the Trust Indenture). Under the terms of the Trust Indenture the revenue bond debt service coverage ratio for 2025 was 2.48.

Factors Impacting Future Operations

During 2025, the Tollway continued to progress on the "*Move Illinois"* capital program. Land acquisition, design and construction work continued for the Elgin-O'Hare Western Access Project and for the widening of the Central Tri-State Tollway. The Tollway forecasts approximately 57.1% of the "*Move Illinois"* Program's total remaining costs are expected to be funded by revenue and the remainder is expected to be bond-financed.

The Tollway forecasts that 100% of the costs of its $2 billion "Bridging the Future" capital program, which began in 2025, is expected to be funded by revenue.

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

Contacting the Tollway's Financial Management

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

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Statement of Net Position
For the Year Ended December 31, 2025
(With Comparative Totals for the year ended December 31, 2024)

	2025	2024
Assets		
Current assets:		
Current unrestricted assets:		
Cash and cash equivalents	$ 1,207,565,127	$ 985,062,943
Accounts receivable, less allowance for doubtful accounts of $1,840,470,003	155,405,122	128,789,264
Intergovernmental receivables	79,072,847	49,470,613
Accrued interest receivable	3,709,767	3,384,158
Risk management cash and cash equivalents	12,645,366	13,945,289
Prepaid expenses	19,912,851	13,740,335
Lease Receivable	2,654,603	2,724,913
Total current unrestricted assets	1,480,965,683	1,197,117,515
Current restricted assets:		
Cash and cash equivalents - debt service	242,399,468	233,932,010
Investments - debt service	103,000,000	94,276,000
Cash and cash equivalents - I-PASS accounts	186,542,525	202,781,896
Prepaid expenses restricted for debt reserve	206,897	206,897
Accrued interest receivable	10,994,616	10,706,216
Total current restricted assets	543,143,506	541,903,019
Total current assets	2,024,109,189	1,739,020,534
Noncurrent unrestricted assets:		
Capital assets:		
Land, improvements and construction in progress	3,403,086,363	3,478,813,336
Other capital assets, net of accumulated depreciation/amortization	9,342,595,563	8,869,301,777
Total capital assets	12,745,681,926	12,348,115,113
Other noncurrent unrestricted assets:		
Intergovernmental receivable less current portion	45,293,684	70,512,000
Prepaid expenses less current portion	8,103,966	2,307,656
Lease Receivable less current portion	9,408,130	10,786,586
Total noncurrent unrestricted assets	62,805,780	83,606,242
Noncurrent restricted assets:		
Cash and cash equivalents - debt reserve	39,804,500	5,804,509
Investments - debt reserve	468,000,000	477,000,000
Prepaid expenses - debt reserve	1,241,379	1,448,276
Cash and cash equivalents - construction	10,131,272	-
Total noncurrent restricted assets	519,177,151	484,252,785
Total assets	15,351,774,046	14,654,994,674
Deferred Outflows of Resources		
Deferred outflows - Net loss on bond refundings	116,564,668	136,836,045
Deferred outflows of resources - Pension related	65,129,387	87,903,571
Deferred outflows of resources - OPEB related	31,408,645	42,641,751
Total deferred outflows of resources	$ 213,102,700	$ 267,381,367

See accompanying notes to the financial statements.

(Continued)

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Statement of Net Position
For the Year Ended December 31, 2025
(With Comparative Totals for the year ended December 31, 2024)

	2025	2024
Liabilities		
Current liabilities:		
Payable from unrestricted current assets:		
Accounts payable	$ 9,512,555	$ 15,816,944
Accrued liabilities	202,787,612	234,844,582
Accrued compensated absences	10,700,000	9,800,000
Intergovernmental agreement payable	96,715,100	82,381,975
Risk management claims payable	5,947,728	6,752,913
Deposits and retainage	111,973,768	99,379,394
Unearned revenue, net of accumulated amortization of $4,670,317	496,156	580,036
Total OPEB liability - current	9,542,692	9,131,893
Lease Liabilities	1,526,511	1,648,673
Total current liabilities payable from unrestricted current assets	449,202,122	460,336,410
Payable from current restricted assets:		
Current portion of revenue bonds payable	180,230,000	162,715,000
Accrued interest payable	162,161,810	164,215,796
Deposits and unearned revenue – I-PASS accounts	186,542,525	202,781,896
Total current liabilities payable from current restricted assets	528,934,335	529,712,692
Total current liabilities	978,136,457	990,049,102
Noncurrent liabilities:		
Revenue bonds payable, less current portion	8,091,281,085	7,795,421,249
Accrued compensated absences	1,516,414	2,108,068
Risk management claims payable	8,620,227	8,998,527
Net pension liability	675,778,777	794,976,616
Total OPEB liability, less current portion	200,291,866	229,912,109
Lease Liabilities	3,234,457	2,519,345
Unearned revenue, net of accumulated amortization of $20,767,860	57,531,682	39,311,813
Total noncurrent liabilities	9,038,254,508	8,873,247,727
Total liabilities	10,016,390,965	9,863,296,829
Deferred Inflows of Resources		
Deferred inflows of resources - Net gain on bond refundings	72,008,849	74,917,848
Deferred inflows of resources - Pension related	111,983,472	62,478,199
Deferred inflows of resources - OPEB related	134,048,239	183,727,006
Deferred inflows of resources - Lease related	11,362,245	12,859,153
Total deferred inflows of resources	329,402,805	333,982,206
Net Position		
Net position:		
Net investment in capital assets	4,201,808,859	4,095,687,678
Restricted under the Trust Indenture	703,485,050	659,158,112
Unrestricted	313,789,067	(29,748,784)
Total net position	$ 5,219,082,976	$ 4,725,097,006

See accompanying notes to the financial statements.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Statement of Revenues, Expenses and Changes in Net Position
For the Year Ended December 31, 2025
(With Comparative Totals for the year ended December 31, 2024)

	2025	2024
Operating revenues:		
Toll revenue	$ 1,494,127,456	$ 1,439,338,699
Toll evasion recovery	158,959,277	144,190,005
Concessions	60,356	56,766
Miscellaneous	26,957,774	17,172,972
Total operating revenues	1,680,104,863	1,600,758,442
Operating expenses:		
Engineering and maintenance of roadway and structures	123,597,109	127,598,933
Services and toll collection	135,543,787	118,835,548
Traffic control, safety patrol and radio communications	5,632,934	23,967,878
Procurement, IT, finance and administration	165,789,054	153,261,387
Depreciation and amortization	594,280,957	542,389,714
OPEB expense recovery	(67,655,106)	(66,820,130)
Total operating expenses	957,188,735	899,233,330
Operating income	722,916,128	701,525,112
Nonoperating revenues (expenses):		
Revenues under intergovernmental agreements	3,345,427	9,303,216
Expenses under intergovernmental agreements	(3,345,427)	(9,303,216)
Net Gain/(Loss) on disposal of property	(3,269,102)	466,770
Interest (expense) and amortization of financing costs	(310,753,684)	(313,431,785)
Bond interest subsidy (Build America Bonds)	13,600,385	13,628,616
Miscellaneous revenue (expense)	(360)	8,111,337
Investment income	71,492,603	88,037,217
Total nonoperating revenues (expenses), net	(228,930,158)	(203,187,845)
Change in net position	493,985,970	498,337,267
Net position, beginning of year	4,725,097,006	4,226,759,739
Net position, end of year	$ 5,219,082,976	$ 4,725,097,006

See accompanying notes to the financial statements.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Statement of Cash Flows
For the Year Ended December 31, 2025
(With Comparative Totals for the year ended December 31, 2024)

Cash flows from operating activities:	2025	2024
Cash received from sales and services	$ 1,627,254,815	$ 1,601,227,504
Cash payments to suppliers	(309,339,281)	(258,300,852)
Cash payments to employees	(172,938,933)	(210,850,450)
Net cash provided by operating activities	1,144,976,601	1,132,076,202
Cash flows from capital and related financing activities:		
Acquisition and construction of capital assets	(1,019,926,481)	(1,049,717,206)
Cash received related to capital assets	24,937,612	18,159,495
Proceeds from sale of property	622,359	1,420,435
Bond proceeds	533,892,120	1,007,842,659
Principal paid on revenue bonds	(162,715,000)	(1,155,025,000)
Bond subsidy (Build America Bonds)	17,682,443	13,628,616
Interest expense and issuance costs paid on revenue bonds	(353,062,637)	(365,727,325)
Net cash (used in) capital and related financing activities	(958,569,584)	(1,529,418,326)
Cash flows from investing activities:		
Proceeds from sales and maturities of investments	228,276,000	66,000,000
Purchase of investments	(228,000,000)	(169,276,000)
Interest on investments	70,878,594	85,429,724
Legal Settlement related to investment activities	-	8,111,697
Net cash provided by (used in) investing activities	71,154,594	(9,734,579)
Net (decrease) increase in cash and cash equivalents	257,561,611	(407,076,703)
Cash and cash equivalents at beginning of year	1,441,526,647	1,848,603,350
Cash and cash equivalents at end of year	$ 1,699,088,258	$ 1,441,526,647
Reconciliation of cash and cash equivalents:		
Cash and cash equivalents	$ 1,207,565,127	$ 985,062,943
Risk management reserved cash and cash equivalents	12,645,366	13,945,289
Cash and cash equivalents restricted for debt service and debt reserve	282,203,968	239,736,519
Cash and cash equivalents restricted for Construction	10,131,272	-
Cash and cash equivalents – I-PASS accounts	186,542,525	202,781,896
Total cash and cash equivalents at end of year	$ 1,699,088,258	$ 1,441,526,647

See accompanying notes to the financial statements.

(Continued)

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Statement of Cash Flows

For the Year Ended December 31, 2025

(With Comparative Totals for the year ended December 31, 2024)

Reconciliation of operating income to net cash provided by operating activities:	2025	2024
Operating income	$ 722,916,128	$ 701,525,112
Adjustments to reconcile operating income to net cash provided by operating activities:		
Depreciation and amortization	594,280,957	542,389,714
Provision for bad debt	391,675,766	392,788,474
Amortization of unearned revenue	(3,986,899)	(2,917,405)
Pension adjustment	(46,918,382)	(22,767,274)
Other post employment benefits adjustment	(67,655,105)	(66,820,130)
Cash paid out Local Fund	(96,728)	(886,747)
GASB 87 Revenue	(3,464,492)	(151,581)
SBITA Expense	(48,142)	(2,790,738)
Effects of changes in operating assets and liabilities:		
(Increase) in accounts receivable	(422,336,460)	(385,324,468)
(Increase) in intergovernmental receivables	(30,437,875)	(7,045,992)
(Increase) in prepaid expenses	(12,029,023)	(4,580,586)
Increase in accounts payable	192,351	444,845
Increase (decrease) in accrued liabilities	5,586,026	(17,081,461)
Increase (decrease) in accrued compensated absences	278,044	(784,911)
Increase in intergovernmental agreement payable	12,778,743	124,927
(Decrease) in deposits - I-PASS	(16,239,371)	(8,329,772)
Increase in unearned revenue	21,759,363	15,349,989
(Decrease) in risk management claims payable	(1,278,300)	(1,065,794)
Net cash provided by operating activities	$ 1,144,976,601	$ 1,132,076,202
Noncash capital and related financing activities:		
(Decrease) in capital asset obligation accounts payable	$ (30,305,598)	$ (3,846,387)
Increase in SBITA Asset	1,202,758	2,834,303
Increase in SBITA Labilities	592,950	2,581,108

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) conform to accounting principles generally accepted in the United States of America (GAAP), as promulgated by the Governmental Accounting Standards Board (GASB).

(a) Financial Reporting Entity

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

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

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

(b) Basis of Accounting

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

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

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

(Continued)

(c) Cash and Cash Equivalents

With the exception of $60.2 million in locally held funds and cash on hand at December 31, 2025, all cash and cash equivalents are held for the Tollway either by the Illinois State Treasurer (the Treasurer) as custodian or by the Trustee under the Tollway's Trust Indenture.

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

(d) Investments

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

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

Investments in the Illinois Funds LGIP, sponsored by the Treasurer in accordance with Illinois state law and that is rated AAAmmf by Fitch Ratings, are reported at amortized cost which is equal to the value of the pool shares. Other funds held for the Tollway by the Treasurer are invested in U.S. Treasury and agency issues which are valued at fair value or par. Repurchase agreements held for the Tollway by the Treasurer are recorded at face value which approximates fair value. State statute requires that all investments comply with the Illinois Public Funds Investment Act (30 ILCS 235/).

The Trust Indenture authorizes the Tollway to invest in U.S. Treasury and agency issues, money market funds comprised of U.S. Treasury and agency issues, repurchase agreements thereon, time deposits, and certificates of deposit. All funds held by the Tollway's Trustee were held in compliance with these restrictions for the year ended December 31, 2025.

(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.

(Continued)

(g) Noncurrent Cash and Investments

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

(h) Capital Assets

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

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

(i) Long-Term Accounts Receivable

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

(j) Debt Refunding

In accordance with GASB Statement No. 65, *Items Previously Reported as Assets and 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.

(k) Unearned Revenue

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

(l) Pensions

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

In accordance with GASB Statement No. 68, *Accounting and Financial Reporting for Pensions - an amendment of GASB Statement No. 27,* and GASB Statement No. 71, *Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB*

(Continued)

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 pension expense is comprised of the service cost or actuarial present value of projected benefit payments attributed to the valuation year, interest on the net pension liability, plan administrative expenses, current year benefit changes, and other changes in plan fiduciary net position less employee contributions and projected earnings on plan investments.

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

For purposes of measuring the 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.

(m) Adoption of New Accounting Pronouncements

The Tollway adopted GASB Statement No. 102, *Certain Risk Disclosures,* during the year ended December 31, 2025. The adoption of this statement did not have a material impact on the Tollway's financial statements.

(n) Net Position

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

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

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

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

At December 31, 2025, restrictions on net position consisted of: *Restricted under the Trust Indenture* which reflects restrictions imposed by the Tollway's Trust Indenture.

(o) Toll Revenue and Evasion Recovery

Toll revenue is recognized when the transaction occurs. Effective June 25, 2020, the Tollway implemented an invoicing process for unpaid tolls. This process provides for invoice(s) for missed tolls, including an administrative fee(s). The toll and fee amount, reduced by an estimated allowance for doubtful accounts, is recorded as evasion recovery revenue when

(Continued)

the invoice is issued. Tolls that remain unpaid through the invoicing process become subject to additional administrative fees, which, reduced by an estimated allowance for doubtful accounts, are recorded as evasion recovery. Fines on pre-June 25, 2020 violation debt are recorded as revenue upon receipt of cash by the Tollway.

(p) Classification of Operating Revenues and Expenses

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

In fiscal year 2024 police services were included in the expense line item "Traffic control, safety patrol, and radio communications". Beginning in fiscal year 2025 police services are included in the line item "Services and collection" as a result of a revised contract with Illinois State Police and a modified business model in which police services are funded based on a fee for service model.

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

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

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

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

(q) Risk Management

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

(r) Use of Estimates in Preparing Financial Statements

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

(s) Summarized Comparative Information

Comparative amounts for the prior year have been presented in the basic financial statements to provide an understanding of changes in the Tollway's financial position and operations.

The comparative amounts may be summarized in total and not at the level of detail required for presentation in conformity with generally accepted accounting principles. Accordingly,

(Continued)

such information should be read in conjunction with the government's financial statements for the year ended December 31, 2024, from which the summarized information was derived.

(2) Cash and Investments

(a) Custodial Credit Risk – Deposits

Custodial credit risk is the risk that an institution holding the Tollway's deposits may fail and expose the Tollway to a loss if the Tollway's deposits cannot be returned upon maturity or demand. The State Officers and Employees Money Disposition Act (30 ILCS 230/2c) requires that all deposits of public funds be covered by the Federal Deposit Insurance Corporation (FDIC) insurance or eligible collateral. The Tollway has no policy that would further limit the requirements under State law. As of December 31, 2025, the Tollway's deposits were covered by FDIC insurance or eligible collateral.

(b) Schedule of Investments

As of December 31, 2025, the carrying value of the Tollway's investments (with associated maturities) is as follows:

		Investment Maturities (in years)	
Investment Type	Fair Value or Amortized Cost	Less Than 1	1 - 5
Money market funds*	$ 1,455,411,240	$ 1,455,411,240	$ -
U.S. Treasuries - State and Local Government Series (SLGS)	571,000,000	237,000,000	334,000,000
Illinois Funds LGIP*	194,227,075	194,227,075	-
	$ 2,220,638,315	$ 1,886,638,315	$ 334,000,000

* Weighted average maturity is less than one year.

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

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

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

(Continued)

(c) Interest Rate Risk

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

(d) Credit and Concentration Risks

Credit risk is the risk that the Tollway will not recover its investments due to the inability of the issuer to fulfill its obligation. The Tollway's investment policy limits investment of Tollway funds to: securities guaranteed by the United States government; obligations of agencies and instrumentalities of the United States; interest-bearing savings accounts, certificates of deposit, or bank time deposits with institutions which meet specified capitalization requirements; money market mutual funds registered under the Investment Company Act of 1940; the Illinois Funds LGIP; and repurchase agreements of government securities as defined in the Government Securities Act of 1986. The Tollway's investment policy further requires that the investment portfolio be diversified, as necessary to reduce the risk of loss in terms of specific maturity, specific issuer, or specific class of securities. Final maturities are limited to ten years; the majority of the Tollway's funds, excluding bond proceeds, are to be invested in maturities of less than one year. The Tollway was in compliance with these policies during 2025.

As of December 31, 2025, the Tollway's investments in debt securities were rated by Moody's Investor Services, S&P Global and Fitch Ratings, as follows. The ratings shown for United States Treasury securities include short-term ratings applicable to maturities of less than one year.

Investment Type	Fair Value or Amortized Cost	Ratings at 12/31/2025		
		Moody's Investor Services	S&P Global	Fitch Ratings
Money Market Funds	$ 1,455,411,240	Aaa-mf	AAAm	N/A
U.S. Treasury SLGS	571,000,000	Aa1	AA+/A-1+	AA+/F1+
Illinois Funds LGIP	194,227,075	N/A	N/A	AAAmmf
Total	$ **2,220,638,315**			

(Continued)

(3) Accounts Receivable

The Tollway's accounts receivable consists of various toll charges and other amounts due from individuals, commercial, governmental, and other entities. A provision for doubtful accounts has been recorded for estimated uncollectible amounts. As of December 31, 2025, the Tollway's accounts receivable balance consists of the following:

	Gross accounts receivables	Allowance for doubtful accounts	Net accounts receivable
Tolls	$ 29,930,489	$ (19,915,257)	$ 10,015,232
Toll evasion recovery	1,932,223,109	(1,809,303,122)	122,919,987
Oases & Pavillion	57,465	-	57,465
Damage claims	378,197	(147,147)	231,050
Over dimension vehicle permit	832,441	(503,673)	328,768
Fiber optic agreements	29,469,754	(7,836,809)	21,632,945
Other	2,983,670	(2,763,995)	219,675
Total non-governmental receivables	1,995,875,125	(1,840,470,003)	155,405,122
Various local government and other state agency	3,420,915	-	3,420,915
E-Z Pass Agency Group	72,651,932	-	72,651,932
Illinois Department of Transportation	48,293,684	-	48,293,684
Total intergovernmental receivables	124,366,531	-	124,366,531
Total receivables	$ 2,120,241,656	$ (1,840,470,003)	$ 279,771,653

As of December 31, 2025, long term accounts receivable consisted of the following:

Illinois Department of Transportation	$ 45,293,684

(4) Prepaid Expenses

In the normal course of business, the Tollway pays for goods and services that will be consumed beyond the current year. These are established as prepaid expenses. As of December 31, 2025, the Tollway had $29.5 million in prepaid expenses. These are categorized as both current and noncurrent.

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

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

(Continued)

use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources.

Lessor Activity:

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

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

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

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

For the year ended December 31, 2025, the Tollway recognized revenue from these leases, as follows:

Lease revenue	$ 2,476,795
Interest revenue	631,546
Total	$ 3,108,341

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

	Business Type Activities		
	Principal	Interest	Total
2026	$ 2,654,603	$ 354,792	$ 3,009,395
2027	1,787,569	283,775	2,071,344
2028	1,384,891	238,734	1,623,625
2029	1,202,354	195,388	1,397,742
2030	979,402	159,571	1,138,973
2031-2035	2,163,246	502,836	2,666,082
2036 and Thereafter	1,890,668	340,267	2,230,935
Total minimum lease payments	$ 12,062,733	$ 2,075,363	$ 14,138,096

(Continued)

Lessee Activity:

The Tollway was not a lessee under any lease in 2025 and, thus, did not have any right-to-use lease assets and liabilities.

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

The Tollway has entered into various SBITAs with varying remaining contract terms. At December 31, 2025, subscription assets under SBITA are as follows:

Cloud-Based Subscription Assets	$ 11,990,075
Accumulated amortization	(4,451,179)
Balance - December 31, 2025	$ 7,538,896

Changes in SBITA payable for year ended December 31, 2025, are as follows:

Balance at January 1	Additions	Deletions	Balance at December 31	Current Portion
$ 4,168,018	$ 4,057,443	$ 3,464,493	$ 4,760,968	$ 1,526,511

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

	Business Type Activities		
	Principal	Interest	Total
2026	$ 1,526,511	$ 184,955	$ 1,711,466
2027	789,200	130,799	919,999
2028	1,384,139	91,089	1,475,228
2029	792,712	33,533	826,245
2030	178,096	8,782	186,878
2031-2033	90,310	7,389	97,699
Total minimum subscription technology agreement payments	$ 4,760,968	$ 456,547	$ 5,217,515

(Continued)

(6) Capital and Lease Assets

Changes in capital and lease assets for the year ended December 31, 2025, are as follows:

	Balance at Jan 1, 2025	Additions and transfers in	Deletions and transfers out	Balance at Dec 31, 2025
Nondepreciable capital assets:				
Land and improvements	$ 1,119,492,518	$ 2,215,165	$ -	$ 1,121,707,683
Construction in progress	2,359,320,818	879,399,387	(957,341,525)	2,281,378,680
Total nondepreciable capital assets	3,478,813,336	881,614,552	(957,341,525)	3,403,086,363
Depreciable capital assets				
Buildings	73,458,738	961,599	-	74,420,337
Temporary Easement	4,710,783	258,500	(207,240)	4,762,043
Infrastructure	14,188,103,972	1,038,857,703	(149,500,147)	15,077,461,528
Machinery and equipment	533,682,488	27,781,459	(23,186,987)	538,276,960
SBITA	9,826,245	4,057,443	(1,893,613)	11,990,075
Total depreciable capital and lease assets	14,809,782,226	1,071,916,704	(174,787,987)	15,706,910,943
Less accumulated depreciation and amortization				
Buildings	(54,036,296)	(1,884,104)	-	(55,920,400)
Temporary Easement	(2,570,311)	(1,138,140)	207,240	(3,501,211)
Infrastructure	(5,518,430,191)	(553,225,925)	149,049,647	(5,922,606,469)
Machinery and equipment	(361,953,544)	(35,178,103)	19,295,526	(377,836,121)
SBITA	(3,490,107)	(2,854,685)	1,893,613	(4,451,179)
Total accumulated depreciation and amortization	(5,940,480,449)	(594,280,957)	170,446,026	(6,364,315,380)
Total depreciable assets, net	8,869,301,777	477,635,747	(4,341,961)	9,342,595,563
Total capital assets, net	$ 12,348,115,113	$ 1,359,250,299	$ (961,683,486)	$ 12,745,681,926

(Continued)

(7) Revenue Bonds Payable

Changes in revenue bonds payable for the year ended December 31, 2025, are as follows:

	Balance at Jan 1, 2025*	Additions	Deletions	Balance at Dec 31, 2025	Due within one year
2009 Series A	$ 400,000,000	$ -	$ -	$ 400,000,000	$ -
2009 Series B	280,000,000	-	-	280,000,000	-
2014 Series C	400,000,000	-	-	400,000,000	-
2014 Series D	1,000,000	-	(1,000,000)	-	-
2015 Series A	400,000,000	-	-	400,000,000	-
2015 Series B	400,000,000	-	-	400,000,000	-
2016 Series A	333,060,000	-	-	333,060,000	-
2016 Series B	300,000,000	-	-	300,000,000	-
2017 Series A	300,000,000	-	-	300,000,000	-
2018 Series A	442,630,000	-	(46,330,000)	396,300,000	63,205,000
2019 Series A	300,000,000	-	-	300,000,000	-
2019 Series B	225,245,000	-	(36,670,000)	188,575,000	35,625,000
2019 Series C	691,555,000	-	(78,715,000)	612,840,000	81,400,000
2020 Series A	500,000,000	-	-	500,000,000	-
2021 Series A	700,000,000	-	-	700,000,000	-
2023 Series A	500,000,000	-	-	500,000,000	-
2024 Series A	873,710,000	-	-	873,710,000	-
2025 Series A	-	500,000,000	-	500,000,000	-
Totals	$ 7,047,200,000	$ 500,000,000	$ (162,715,000)	$ 7,384,485,000	$ 180,230,000
Current portion of revenue bonds payable	(162,715,000)	(180,230,000)	162,715,000	(180,230,000)	
Unamortized bond premium	910,936,249	33,892,120	(57,802,284)	887,026,085	
Revenue bonds payable net of current portion, plus unamortized bond premium	$ 7,795,421,249	$ 353,662,120	$ (57,802,284)	$ 8,091,281,085	

* The January 1, 2025 balances are before any payments of principal due on January 1, 2025.

(a) Build America Bonds

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

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

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

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

(b) Series 2009A Bonds

On May 21, 2009, the Tollway issued $500,000,000 of Toll Highway Senior Priority Revenue Bonds, Taxable 2009 Series A (Build America Bonds – Direct Payment). The Tollway made an irrevocable election to designate the bonds as Build America Bonds pursuant to the provisions of Section 54AA(g) of the Internal Revenue Code of 1986. The Tollway covenanted to apply Build America Bonds subsidy payments to the payment of debt service. This issuance was the fifth bond sale utilized to finance capital projects in the Congestion-Relief Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as two term bonds, $100,000,000 maturing on January 1, 2024, and $400,000,000 maturing on January 1, 2034. The term bond maturing January 1, 2024, then-outstanding in an amount of $78,060,000, was refunded and redeemed, at a redemption price of 100% of the principal amount plus accrued interest, in connection with the issuance of the Tollway's Series 2018A Bonds on January 10, 2019. The bonds maturing January 1, 2034 bear an interest rate of 6.184%, were sold at a price of 100% of the par amount of the bonds, and are subject to optional redemption at a redemption price equal to the greater of: (i) 100% of the principal amount of the bonds to be redeemed; and (ii) the sum of the present value of the remaining scheduled payments of principal and interest to the maturity date of the bonds to be redeemed, discounted to the date on which the bonds are to be redeemed on a semi-annual basis at the yield to maturity as of such redemption date of the U.S. Treasury security with a constant maturity most nearly equal to the period from the redemption date to the maturity date of the bonds to be redeemed, plus 30 basis points, plus, in each case, accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(c) Series 2009B Bonds

On December 8, 2009, the Tollway issued $280,000,000 of Toll Highway Senior Priority Revenue Bonds, Taxable 2009 Series B (Build America Bonds – Direct Payment). The Tollway made an irrevocable election to designate the bonds as Build America Bonds

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

(d) Series 2014C Bonds

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

(e) Series 2014D Bonds

On December 18, 2014, the Tollway issued $264,555,000 of Toll Highway Senior Revenue Bonds, 2014 Series D (Refunding). The bonds advance refunded $291,660,000 of Toll Highway Senior Priority Revenue Bonds, 2006 Series A-1. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2018 through 2025. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of $49,884,988. The bonds are not subject to optional redemption. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was $38.4 million. The present value of such savings was estimated at $33.0 million at the time of the transaction’s closing. The final principal and interest payments on the bonds was on January 1, 2025, as scheduled.

(f) Series 2015A Bonds

On July 30, 2015, the Tollway issued $400,000,000 of Toll Highway Senior Revenue Bonds, 2015 Series A. This issuance was the fourth bond sale utilized to finance capital projects in

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the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2037 and a term bond maturing January 1, 2040. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of $39,445,649. The bonds are subject to optional redemption on or after July 1, 2025, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2040, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2038. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(g) Series 2015B Bonds

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

(h) Series 2016A Bonds

On January 14, 2016, the Tollway issued $333,060,000 of Toll Highway Senior Revenue Bonds, 2016 Series A (Refunding). The bonds advance refunded $350,000,000 of Toll Highway Senior Priority Revenue Bonds, 2008 Series B. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on December 1, 2031, bearing interest rates of 4.00% and 5.00% and December 1, 2032, bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of $49,635,106. The bonds are subject to optional redemption on or after January 1, 2026, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was $70.0 million. The present value of such savings was estimated at $50.9 million at the time of the transaction’s closing.

(i) Series 2016B Bonds

On June 16, 2016, the Tollway issued $300,000,000 of Toll Highway Senior Revenue Bonds, 2016 Series B. This issuance was the sixth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2027 through 2038 and a term bond maturing January 1, 2041. All bonds were sold bearing a 5.0% interest rate. The bonds were sold at yields which produced an original issue premium of $59,573,902. The bonds are subject to optional redemption on or after July 1,

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2026, at a redemption price of 100% of the principal amount plus accrued interest. The term bond maturing January 1, 2041, is subject to annual sinking fund redemption prior to maturity, beginning January 1, 2039. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(j) Series 2017A Bonds

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

(k) Series 2018A Bonds

On January 10, 2019, the Tollway issued $515,250,000 of Toll Highway Senior Revenue Bonds, 2018 Series A (Refunding). The bonds refunded $262,500,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-2, $189,600,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-1a, and $78,060,000 2009 Series A Bonds scheduled to mature on January 1, 2024. The bonds also financed costs of issuance and costs of terminating two variable-to-fixed interest rate exchange agreements (swaps) associated with the refunded bonds. The bonds were sold as serial bonds maturing on January 1 of each of the years 2020 through 2031 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of $79,372,651. The bonds are subject to optional redemption on or after January 1, 2029, at a redemption price of 100% of the principal amount plus accrued interest. The purpose of the refunding was to reduce risks related to variable interest rates and third-party agreements. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(l) Series 2019A Bonds

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

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(m) Series 2019B Bonds

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

(n) Series 2019C Bonds

On December 23, 2019, the Tollway issued $697,870,000 Toll Highway Senior Revenue Bonds, 2019 Series C (Refunding). The bonds refunded $350,000,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-1, $87,500,000 of Toll Highway Variable Rate Senior Priority Revenue Bonds, 2007 Series A-2d, $189,600,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-1b, and $94,825,000 of Toll Highway Variable Rate Senior Refunding Revenue Bonds, 2008 Series A-2. The bonds also financed costs of issuance and costs of terminating five variable-to-fixed interest rate exchange agreements (swaps) associated with the refunded bonds. The bonds were sold as serial bonds maturing on January 1 of each of the years 2022 through 2031 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of $166,652,297. The bonds are subject to optional redemption on or after January 1, 2030, at a redemption price of 100% of the principal amount plus accrued interest. The purpose of the refunding was to reduce risks related to variable interest rates and third-party agreements. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(o) Series 2020A Bonds

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

(p) Series 2021A Bonds

On December 16, 2021, the Tollway issued $700,000,000 of Toll Highway Senior Revenue Bonds, 2021 Series A. This issuance was the tenth bond sale utilized to finance capital

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projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2039 through 2043 and two term bonds maturing January 1, 2046. Bonds were sold bearing interest rates of 4.0% or 5.0%. The bonds were sold at yields which produced an original issue premium of $172,974,010. The bonds are subject to optional redemption on or after January 1, 2032, at a redemption price of 100% of the principal amount plus accrued interest. The term bonds maturing January 1, 2046, are each subject to annual sinking fund redemption prior to maturity, beginning January 1, 2044. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(q) Series 2023A Bonds

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

(r) Series 2024A Bonds

On January 4, 2024, the Tollway issued $873,710,000 of Toll Highway Senior Revenue Bonds, 2024 Series A (Refunding). The bonds, with other funds, refunded $500,000,000 of Toll Highway Senior Revenue Bonds, 2013 Series A and $500,000,000 of Toll Highway Senior Revenue Bonds, 2014 Series B. The bonds also financed costs of issuance. The bonds were sold as serial bonds maturing on January 1 of each of the years 2028 through 2039 and were sold bearing an interest rate of 5.00%. The bonds were sold at yields which produced an original issue premium of $136,849,914. The bonds are subject to optional redemption on or after July 1, 2034, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway. The purpose of the refunding was to reduce debt service. The aggregate difference in net debt service between the refunding debt, if outstanding through final maturity, and the refunded debt, had it remained outstanding through final maturity, net of Tollway funds on hand that were applied to the refunding transaction, was $192.8 million. The present value of such savings was estimated at $151.8 million at the time of the transaction’s closing.

(s) Series 2025A Bonds

On December 2, 2025, the Tollway issued $500,000,000 of Toll Highway Senior Revenue Bonds, 2025 Series A. This was the twelfth bond sale utilized to finance capital projects in the Move Illinois Program. The bonds also financed a deposit to the debt reserve account and costs of issuance. The bonds were sold as serial bonds maturing January 1 of each of the years 2041 through 2047. Bonds were sold bearing interest rates of 5.00%. The bonds were sold at yields which produced an original issue premium of $33,892,120. The bonds are subject to optional redemption on or after July 1, 2035, at a redemption price of 100% of the principal amount plus accrued interest. The bonds have not been insured or otherwise credit enhanced by the Tollway.

(Continued)

(t) All Series

Details of outstanding revenue bonds as of December 31, 2025, are as follows:

Issue of 2009 Series A, 6.184% due on January 1, 2032-2034	$	400,000,000
Issue of 2009 Series B, 5.851% due on December 1, 2034		280,000,000
Issue of 2014 Series C, 5.00% due on January 1, 2027-2039		400,000,000
Issue of 2015 Series A, 5.00% due on January 1, 2027-2040		400,000,000
Issue of 2015 Series B, 5.00% due on January 1, 2027-2040		400,000,000
Issue of 2016 Series A, 4.00% due on December 1, 2031 and 5.00% due on December 1, 2031-2032		333,060,000
Issue of 2016 Series B, 5.00% due on January 1, 2027-2041		300,000,000
Issue of 2017 Series A, 5.00% due on January 1, 2028-2042		300,000,000
Issue of 2018 Series A, 5.00% due on January 1, 2026-2031		396,300,000
Issue of 2019 Series A, 3.00% due on January 1, 2038, 4.00% due on January 1, 2037, 2039 and 2042-2044, and 5.00% due on January 1, 2036 and 2040-2044		300,000,000
Issue of 2019 Series B, 5.00% due on January 1, 2026-2031		188,575,000
Issue of 2019 Series C, 5.00% due on January 1, 2026-2031		612,840,000
Issue of 2020 Series A, 5.00% due on January 1, 2036-2045		500,000,000
Issue of 2021 Series A, 4.00% due on January 1, 2039-2040, 2042, and 2044-2046, and 5.00% due on January 1, 2041 and 2043-2046		700,000,000
Issue of 2023 Series A, 5.00% due on January 1, 2041-2042, and 2044, 5.25% due on January 1, 2043 and 2045		500,000,000
Issue of 2024 Series A, 5.00% due on January 1, 2028-2039		873,710,000
Issue of 2025 Series A, 5.00% due on January 1, 2041-2047		500,000,000
Total revenue bonds payable	$	7,384,485,000
Less current portion*	$	(180,230,000)
Plus unamortized bond premium		887,026,085
Long-term portion of revenue bonds payable plus unamortized bond premium	$	8,091,281,085

Accrued interest payable as of the year ended December 31, 2025, was $162,161,810.

(Continued)

The annual requirements to retire principal and pay interest on all bonds outstanding at December 31, 2025, all of which are fixed interest rate bonds, are as follows:

Year ending December 31	Principal	Interest	Total Debt Service
2026	180,230,000	357,399,439	537,629,439
2027	208,560,000	358,165,800	566,725,800
2028	236,445,000	347,040,675	583,485,675
2029	248,565,000	334,915,425	583,480,425
2030	261,190,000	322,171,550	583,361,550
2031	436,945,000	308,786,175	745,731,175
2032	304,770,000	290,557,048	595,327,048
2033	139,570,000	274,377,025	413,947,025
2034	606,245,000	260,761,652	867,006,652
2035	65,625,000	233,027,125	298,652,125
2036	365,315,000	222,253,625	587,568,625
2037	383,610,000	203,550,500	587,160,500
2038	402,760,000	183,951,250	586,711,250
2039	422,755,000	163,463,375	586,218,375
2040	454,800,000	141,734,500	596,534,500
2041	469,200,000	118,734,500	587,934,500
2042	445,600,000	96,502,000	542,102,000
2043	445,500,000	74,828,875	520,328,875
2044	459,500,000	52,585,750	512,085,750
2045	426,300,000	30,981,625	457,281,625
2046	279,000,000	13,775,000	292,775,000
2047	142,000,000	3,550,000	145,550,000
Total	$ 7,384,485,000	$ 4,393,112,914	$ 11,777,597,914

(u) Capitalized Interest

In 2018, the Tollway implemented GASB 89 – *Accounting for Interest Cost Incurred Before the End of a Construction Period* which requires that all interest costs be recognized as an expense in the current period. Prior to implementation, a portion of interest expense attributable to construction was required to be capitalized. GASB 89 changed this requirement prospectively. As of December 31, 2025, the Tollway continues to amortize previously capitalized interest with an unamortized balance of $71.8 million.

(Continued)

(v) Trust Indenture Agreement

All Tollway bonds outstanding as of December 31, 2025, were issued under the Amended and Restated Trust Indenture effective as of March 31, 1999, amending and restating a Trust Indenture dated as of December 1, 1985 (as amended, restated, and supplemented, the "Trust Indenture") from the Tollway to The Bank of New York Mellon Trust Company, N.A., as successor Trustee (the "Trustee"). The Trustee serves as a fiduciary on behalf of bondholders. The Trust Indenture establishes the conditions under which the Tollway may issue bonds and the security to be pledged to bondholders. The Trust Indenture establishes two funds: (i) a construction fund to account for the spending of Tollway bond proceeds; and (ii) a revenue fund to account for the deposit of Tollway revenues. The construction fund is divided into different accounts for each project under the Trust Indenture. The revenue fund is divided into six different accounts (some of which are further divided into sub-accounts) which establish an order of funding priority through which Tollway revenues flow. Revenues first fund the maintenance and operation account, which is the only account in the revenue fund in which bondholders do not have a security interest. Remaining revenues fund the other accounts of the revenue fund in the following order of priority: the debt service account, the debt reserve account, the renewal and replacement account, the improvement account, and the system reserve account. (The Trust Indenture also allows for the creation of junior lien bond accounts; to date the Tollway has never issued junior lien bonds.) All accounts of the construction fund and the debt service account and debt reserve account of the revenue fund are held by the Trustee. Trustee-held funds classified as net position restricted under the Trust Indenture is included in Note 9.

(w) Arbitrage Rebate

In the 1980s, Congress determined that arbitrage rebate rules were needed to curb issuance of investment motivated tax-exempt bonds. These rules were designed to create additional safeguards against issuers obtaining an arbitrage benefit by issuing bonds either prematurely or in excess of actual need in order to benefit from an expected spread between tax-exempt borrowing cost and return on investment of bond proceeds. As a result, under certain conditions gain from arbitrage ("positive arbitrage") must be rebated to the United States Government, and any such positive arbitrage becomes due as of the fifth anniversary of a bond issuance date and each five year anniversary thereafter. The Tollway estimates that, as of December 31, 2025, no arbitrage rebate liability was owing.

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(8) Unearned Revenue

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

The total unearned revenue balance for the fiber optic system, after removing fully amortized agreements, was $75,489,181 at December 31, 2025, and the amount earned was $17,499,969 through December 31, 2025.

The Tollway also invoices annual fiber optic maintenance fees. At December 31, 2025, some of these fees had been paid in advance. These have also been recorded as unearned revenue.

On October 1, 2013, the Tollway entered into a 3-year agreement with Travelers Marketing, LLC, for sponsorship of the Tollway's Highway Emergency Lane Patrol (H.E.L.P.) trucks by its advertising sponsor/partner, Geico Insurance. In exchange for a cumulative sponsorship fee of $7,963,250, Travelers has the exclusive right to place State Farm Insurance branding on Tollway H.E.L.P. trucks and H.E.L.P. truck operator uniforms. On October 1, 2016, this contract was extended for an additional 3 years, and on October 1, 2019, a three-month extension was executed. Additional 3-year agreements were executed in January 2020 and January, 2023. The sponsorship fee paid by Travelers in 2025 has been recorded as unearned revenue and is recognized as revenue as earned.

A summary of changes in unearned revenue for the year ended December 31, 2025, is as follows:

	Balance at January 1	Current Year Activity	Balance at December 31	Current Portion
Unearned revenue				
Fiber optics and co-location	$ 53,730,001	$ 21,759,180	$ 75,489,181	$ 5,127,846
Accumulated amortization	(13,972,294)	(3,527,676)	(17,499,970)	(4,670,317)
	39,757,707	18,231,504	57,989,211	457,529
Intergovernmental agreements	109,100	(95,515)	13,585	13,585
Accumulated amortization	-	-	-	-
	109,100	(95,515)	13,585	13,585
H.E.L.P. Truck advertising revenue	7,362,250	601,000	7,963,250	25,042
Accumulated amortization	(7,337,208)	(601,000)	(7,938,208)	-
	25,042	-	25,042	25,042
Totals				
Unearned revenue	61,201,351	22,264,665	83,466,016	5,166,473
Accumulated amortization	(21,309,502)	(4,128,676)	(25,438,178)	(4,670,317)
Net unearned revenue	$ 39,891,849	$ 18,135,989	$ 58,027,838	$ 496,156

(Continued)

(9) Restricted Net Position

As of December 31, 2025, the Tollway reported the following restricted net position:

Description	December 31, 2025
Net position restricted under Trust Indenture Agreement	$ 703,485,050

(10) State Employees' Retirement System

Plan Description

Substantially all of the Tollway's full-time employees participate in the Illinois State Employees' Retirement System (SERS), which is a component unit of the State of Illinois reporting entity. SERS is a single-employer defined benefit public employee retirement system in which State employees participate, except those covered by the State Universities, Teachers, General Assembly and Judges' Retirement Systems. SERS is governed by a 13 member Board of Trustees, consisting of the Illinois Comptroller, six trustees appointed by the Governor with the advice and consent of the Illinois Senate, four trustees elected by SERS members, and two trustees appointed by SERS retirees. SERS issues a separate annual comprehensive financial report (ACFR). The financial position and results of operations for SERS for fiscal year 2025 are also included in the State's ACFR for the year ended June 30, 2025.

As of June 30, 2025, the breakdown of employees participating or benefitting from SERS, as a whole, is as follows:

Active employees	67,723
Retirees and beneficiaries currently receiving benefits	77,935
Inactive employees entitled to but not yet receiving benefits	3,612

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

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

State Employees' Retirement System
2101 S. Veterans Parkway
Springfield, IL 62794-9255
(217) 785-7444
sers@mail.state.il.us

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Benefit Provisions

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

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

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

Regular Formula Tier 1	**Regular Formula Tier 2**
A member must have a minimum of eight years of service credit and may retire at: • Age 60, with eight years of service credit. • Any age, when the member's age (years and whole months) plus years of service credit (years and whole months) equal 85 years (1,020 months) (Rule of 85) with eight years of credited service. • 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 60 and has been retired at least one full year. These pension increases are not limited by the 75% maximum.	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 2025 is $127,283. If the member retires before age 67 with a reduced retirement benefit, he/she will receive a pension increase of 3% or 1/2 of the Consumer Price Index for the preceding calendar year, whichever is less, every January 1 after the member turns age 67 and has been retired at least one full year. These pension increases are not limited by the 75% maximum.

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

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

Contributions

Contribution requirements of active employees and the State are established in accordance with Chapter 40, section 5/14-133 of the Illinois Compiled Statutes (ILCS). Member contributions are based on fixed percentages of covered payroll ranging between 4% and 12.50%. Employee contributions are fully refundable, without interest, upon withdrawal from State employment. Tier 1 members contribute based on total annual compensation. Tier 2 members contribute based on an annual compensation rate not to exceed $127,283 for 2025 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 SERS to the extent specified in the ILCS. State law provides that the employer contribution rate be determined based upon the results of each annual actuarial valuation.

For fiscal year 2025, 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 2025, the employer contribution rate is 51.180%. The Tollway's contribution amount for calendar year 2025 was $56,928,748.

The Tollway has made all required contributions through December 31, 2025.

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

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

At December 31, 2025, the Tollway reported a liability of $675,778,777 for its allocated 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, 2025 (current year measurement date), and the net pension liability was

(Continued)

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, 2025. As of the current year measurement date of June 30, 2025, the Tollway's proportion was 2.0722%, which was an decrease of 0.3315% from its proportion of 2.4037% measured as of the prior year measurement date of June 30, 2024.

Change in the net pension liability allocated to the Tollway for the year ended December 31, 2025, is as follows:

	Balance January 1	Additions	Deletions	Balance December 31	Amounts due within one year
Net Pension Liability	$ 794,976,616	$ 8,966,728	$ 128,164,567	$ 675,778,777	$ -

For the year ended December 31, 2025, the Tollway recognized pension expense of $9.0 million. This expense is less than the statutory actual contributions made by the Tollway, due to the implementation of GASB Statement No. 68. The expense decreased due to a decline in the actuarially computed unfunded pension liability because of net amortization of deferred from changes in proportion used by the actuaries.

At December 31, 2025, 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	$ 25,338,144	$ -
Changes in assumptions	808,628	8,947,479
Net difference between projected and actual investment earnings on pension plan investments	-	3,372,166
Changes in proportion and differences between Tollway contributions and proportionate share of contributions	11,863,199	99,663,827
Tollway contributions subsequent to the measurement date	27,119,416	-
	$ 65,129,387	$ 111,983,472

The $27.1 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 ending December 31, 2026.

(Continued)

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

Year Ending		Amount
12/31/2026	$	(19,647,621)
12/31/2027		(17,186,812)
12/31/2028		(21,458,950)
12/31/2029		(15,680,118)
Total	$	(73,973,501)

Actuarial Methods and Assumptions

The net pension liability was determined by an actuarial valuation as of June 30, 2025, using the following actuarial assumptions, applied to all periods included in the measurement:

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

Inflation: 2.40%

Investment Rate of Return: 6.75%

Salary increases: Salary increase rates based on wage inflation plus age-based component of merit, promotion and longevity.

Post-Retirement increases: 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, 2025 actuarial valuation pursuant to an experience study of the period July 1, 2021 to June 30, 2024.

The long-term expected real rate of return on pension plan investments is reviewed annually by the SERS' actuary as part of the economic assumptions review. The actuarial assumptions are developed using historical data and projections employed to model future returns as provided by the Illinois State Board of Investments (ISBI) in conjunction with its investment consultant. The assumed rate of inflation which must be combined with the projected real return is 2.40%.

The target allocations and forward looking annualized geometric real rates of return for each major asset class, which are applicable for a 20-year projection period, are summarized in the following table. The 20-year projections produced an estimated annual real return of 5.60% and a standard deviation of 12.27% for the aggregate portfolio.

(Continued)

	Asset Allocation	
	Target Allocation	20 Year Simulated Rate of Return
U.S. Equity	22.0%	6.1%
Developed Foreign Equity	13.0%	6.5%
Emerging Market Equity	8.0%	6.5%
Private Equity	10.0%	8.8%
High Yield Bonds	2.0%	4.4%
Private Debt	10.0%	6.8%
Investment Grade Bonds	14.0%	2.4%
Long-Term Government Bonds	5.0%	2.6%
TIPS	3.0%	2.3%
Real Estate	10.0%	5.6%
Infrastructure	3.0%	6.6%
Total	100.0%	

Discount Rate

A single discount rate of 6.69% was used to measure the net pension liability as of June 30, 2025. This represents an increase of 0.10% from the discount rate used for the June 30, 2024 valuation.

The single discount rate was based on the June 30, 2025 expected rate of return on pension plan investments of 6.75% and a municipal bond rate of 5.20% as of June 30, 2025. 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 employer contributions will be made at rates equal to the difference between the statutory contributions and the member rate. Based on these assumptions, the pension plan's fiduciary net position and future contributions were sufficient to finance the benefit payments through the year 2078 at June 30, 2025. As a result, the long-term expected rate of return on pension plan investments was applied to projected benefit payments through the year 2078, 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 a single discount rate of 6.69%, 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.

	June 30, 2025		
	1% decrease 5.69%	Current Discount Rate 6.69%	1% increase 7.69%
Tollway's net pension liability	$832,750,326	$675,778,777	$545,653,533

(Continued)

Payable to the Pension Plan

At December 31, 2025, the Tollway had no payable to SERS for outstanding contributions to the pension plans.

(11) Other Post-Employment Benefits (OPEB)

Plan description

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

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

Benefits provided

The health, dental, and vision benefits provided to and contribution amounts required from annuitants are the result of collective bargaining between the State and the various unions representing the State's and the university component units' employees in accordance with limitations established in the Act. Therefore, the benefits provided and contribution amounts are subject to periodic change. Coverage through SEGIP becomes secondary to Medicare after Medicare eligibility has been reached. Members must enroll in Medicare Parts A and B to receive the subsidized SEGIP premium available to Medicare eligible participants. The Act requires the State to provide life insurance benefits for annuitants equal to their annual salary as of the last day of employment until age 60, at which time, the benefit amount becomes $5,000.

Funding policy and annual other postemployment benefit cost

OPEB offered through SEGIP are financed through a combination of retiree premiums, State contributions and federal government subsidies from the Medicare Part D program. Contributions are deposited in the Health Insurance Reserve Fund, which covers both active State employees and retirement members. Annuitants may be required to contribute towards health and vision benefits with the amount based on factors such as date of retirement, years of credited service with the State, whether the annuitant is covered by Medicare, and whether the annuitant has chosen a managed health care plan. Annuitants who retired prior to January 1, 1998, and who are vested in

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the State Employee's Retirement System do not contribute toward health and vision benefits. For annuitants who retired on or after January 1, 1998, the annuitant's contribution amount is reduced 5% for each year of credited service with the State allowing those annuitants with 20 or more years of credited service to not have to contribute towards health and vision benefits. All annuitants are required to pay for dental benefits regardless of retirement date. The Director of Central Management Services shall, on an annual basis, determine the amount the State shall contribute toward the basic program of group health benefits. State contributions are made primarily from the General Revenue Fund on a pay-as-you-go basis. No assets are accumulated or dedicated to funding the retiree health insurance benefit and a separate trust has not been established for the funding of OPEB.

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

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

At December 31, 2025, the Tollway recorded a liability of $209,834,558 for its allocated share of the State's total OPEB liability on the statement of net position. The total OPEB liability, as reported at December 31, 2025, was measured as of June 30, 2025, with an actuarial valuation as of June 30, 2024. The Tollway's portion of the total OPEB liability was based on the Tollway's proportion of employer contributions relative to all employer contributions made to the plan during the year ended June 30, 2024 for the Tollway's active employees. Effective January 9, 2023, the "Act" was amended to change the method used to calculate the Tollway's annual contribution for its retired employees. Instead of requiring a specific liability to be calculated for future tollway retirees, the Tollway became required to contribute the "retiree-load" portion of SEGIP premiums for all active Tollway employees each month. Under this methodology, the Tollway will no longer be required to pay a portion of its retirees' health, dental and life premiums. As of the current year measurement date of June 30, 2025, the Tollway's proportion was 1.1853%.

The State's unfunded OPEB liability, a portion of which is allocated to the Tollway, decreased significantly in 2022. This resulted in a Tollway recovery of OPEB expense of $67,655,106 in 2025. Generally accepted accounting principles require that this recovery be shown as a negative operating expense that is accreted over the estimated average service life of the SEGIP members.

At December 31, 2025, the Tollway reported deferred outflows and deferred inflows of resources, as of the measurement date of June 30, 2025, from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	$ 9,465,033	$ 26,013,340
Changes in assumptions	8,573,092	63,764,061
Changes in proportion	3,827,828	44,270,838
Tollway contributions subsequent to the measurement date	9,542,692	-
	$ 31,408,645	$ 134,048,239

(Continued)

The amounts reported as deferred outflows of resources related to OPEB resulting from Tollway contributions subsequent to the measurement date will be recognized as a reduction to the OPEB liability in the year ended December 31, 2026. Other amounts reported as deferred outflows and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Year Ending		Amount
12/31/2026	$	(61,520,050)
12/31/2027		(24,595,141)
12/31/2028		(13,232,917)
12/31/2029		(8,747,874)
12/31/2030		(4,086,304)
	$	(112,182,286)

Actuarial methods and assumptions

The total OPEB liability was determined by an actuarial valuation using the following actuarial assumptions, applied to all periods included in the measurement unless otherwise specified. The actuarial valuation for the SEGIP was based on GARS, JRS, SERS, TRS, and SURS active, inactive, and retiree data as of June 30, 2024, for eligible SEGIP employees, and SEGIP retiree data as of June 30, 2024.

Valuation Date	June 30, 2024
Measurement Date	June 30, 2025
Actuarial Cost Method	Entry Age Normal, used to measure the Total OPEB liability
Discount Rate	5.20%
Inflation Rate	2.25%
Projected Salary Increase	2.5%-7.41%
Healthcare Cost Trend Rates	Trend rates for plan year 2026 are based on actual premium increases. For non-Medicare costs, trend rates start at 8.00% for plan year 2027 and decrease gradually to an ultimate rate of 4.25% in 2042. For MAPD costs, trend rates are based on actual premium increases for 2026, expected increases in 2027 and 2028 and 7.8% in 2029, declining gradually to an ultimate rate of 4.25% in 2041.
Retirees' Share of Benefit-Related Costs	Healthcare premium rates for members depend on the date of retirement and the years of service earned at retirement. Members who retired before January 1, 1998, are eligible for single coverage at no cost to the member. Members who retire after January 1, 1998, are eligible for single coverage provided they pay a portion of the premium equal to 5% for each year of service under 20 years. Eligible dependents receive coverage provided they pay 100% of

(Continued)

the required dependent premium. Premiums for plan years 2025 and 2026 are based on actual premiums. Premiums after 2026 were projected based on the same healthcare cost trend rates applied to per capita claim costs.

The demographic assumptions and economic assumptions used in the OPEB valuation are consistent with those used in the June 30, 2025, pension valuations for GARS, JRS, SERS, TRS, and SURS as follows:

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

Discount Rate

Retirees contribute a percentage of the premium rate based on service at retirement. The State contributes additional amounts to cover claims and expenses in excess of retiree contributions. Because plan benefits are financed on a pay-as-you-go basis, the single discount rate is based on a tax-exempt municipal bond rate index of 20-year general obligation bonds with an average AA credit rating as of the measurement date. A single discount rate of 5.20% at June 30, 2025 was used to measure the total OPEB liability.

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

The following presents the plan's total OPEB liability, calculated using a Single Discount Rate of 5.20%, as well as what the plan's total OPEB liability would be if it were calculated using a Single Discount rate that is one percentage point higher (6.20%) or lower (4.20%) than the current rate:

June 30, 2025		
Current Single Discount		
1% Decrease 4.20%	Rate Assumption 5.20%	1% Increase 6.20%
$ 232,230,572	$ 209,834,558	$ 190,743,430

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

The following presents the plan's total OPEB liability, calculated using the healthcare cost trend rates as well as what the plan's total OPEB liability would be if it were calculated using a healthcare cost trend rate that is one percentage point higher or lower, than the current healthcare cost trend rates. The key trend rates are 8.00% in plan year ending 2027 decreasing to an ultimate trend rate of 4.25% in 2042.

(Continued)

June 30, 2025		
Healthcare Cost		
1% Decrease[b]	Trend Rates Assumption[a]	1% Increase[c]
$ 186,645,475	$ 209,834,558	$ 238,044,261

(a) Current healthcare trend rates -
Pre-Medicare per capita costs: 3.13% in 2026, 8.00% in 2027, decreasing by 0.25% per year to an ultimate rate of 4.25% in 2042.

Post-Medicare per capita costs: Based on actual increase in 2026, 37.94% in 2027, 6.48% in 2028 decreasing ratably to an ultimated trend rate of 4.25% in 2041.

(b) One percentage point decrease in current healthcare trend rates -
Pre-Medicare per capita costs: 2.13% in 2026, 7.00% in 2027, decreasing by 0.25% per year to an ultimate rate of 3.25% in 2042.

Post-Medicare per capita costs: Based on actual increase in 2026, 36.94% in 2027 5.48% in 2028 decreasing ratably to an ultimated trend rate of 3.25% in 2041.

(c) One percentage point increase in current healthcare trend rates -
Pre-Medicare per capita costs: 4.13% in 2026, 9.00% in 2027, decreasing by 0.25% per year to an ultimate rate of 5.25% in 2042.

Post-Medicare per capita costs: Based on actual increase in 2026, 38.94% in 2027 7.48% in 2028 decreasing ratably to an ultimated trend rate of 5.25% in 2041.

(Continued)

(12) Risk Management

The Tollway has a self-insured risk program for workers' compensation claims, and is liable to pay all approved claims. Claims liabilities are reported when it is probable that a loss has occurred and the amount of the loss can be reasonably estimated. Claims liabilities include non-incremental claims adjustment expenses. The estimated liabilities for workers' compensation claims of $12,620,227 and incurred but not reported employee health claims of $1,947,728 as of December 31, 2025, are included in the accompanying financial statements.

Changes in workers' compensation claims payable for the year ended December 31, 2025, are as follows:

Balance at January 1	Additions	Deletions	Balance at December 31	Current Portion
$ 13,898,527	$ 4,016,051	$ (5,294,351)	$ 12,620,227	$ 4,000,000

Changes in health insurance claims payable for the year ended December 31, 2025, are as follows:

Balance at January 1	Additions	Deletions	Balance at December 31	Current Portion
$ 1,852,913	$ 23,372,732	$ (23,277,917)	$ 1,947,728	$ 1,947,728

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

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

(13) Compensated Absences

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

In 2024, the Tollway implemented GASB 101 – *Compensated Absences,* which requires accrued sick time that is more likely than not to be used for time off or otherwise settled through non-cash means to be recorded as a liability. However, leave that is more likely than not to be settled through conversion to defined benefit postemployment benefits should not be recorded as a compensated absence. GASB 101 specifies that a reasonable method should be used to estimate this liability. The State Employee Retirement System of Illinois publishes an Actuarial Experience Study every 3 years. The most current available is for the period of July 1, 2022 through June 30, 2024. This study indicated that an average of 0.2192 years of sick leave are converted to postemployment benefits, which is 80 days. Therefore, the Tollway assumed that 80 days of accrued sick time per

(Continued)

employee would be converted to defined benefit postemployment benefits and recorded the remaining balance of accrued sick time as a liability.

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

Changes in accrued compensated absences for the year ended December 31, 2025, are as follows:

Balance at January 1	Accrued	Used	Balance at December 31	Due within one year
$ 11,908,068	$ 10,737,678	$ 10,429,332	$ 12,216,414	$ 10,700,000

(14) Pledges of Future Revenues

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

		December 31, 2025	
Bond issue	Purpose	Pledged future net revenues	Term of commitment
2009 Series A Senior Priority Revenue (Build America Bonds - Direct Payment)	Congestion-Relief Program	$ 597,605,700	2034
2009 Series B Senior Priority Revenue (Build America Bonds - Direct Payment)	Congestion-Relief Program	427,445,200	2034
2014 Series C Senior Revenue	*Move Illinois* Program	611,400,000	2039
2015 Series A Senior Revenue	*Move Illinois* Program	647,482,500	2040
2015 Series B Senior Revenue	*Move Illinois* Program	647,482,500	2040
2016 Series A (Refunding) Senior Revenue	Refund 2008B Bonds	438,367,500	2032
2016 Series B Senior Revenue	*Move Illinois* Program	490,700,000	2041
2017 Series A Senior Revenue	*Move Illinois* Program	500,935,000	2042
2018 Series A (Refunding) Senior Revenue	Refund 2007A-2a, 2007A-2b, 2007A-2c, 2008A-1a, 2009A Bonds	457,651,250	2031
2019 Series A Senior Revenue	*Move Illinois* Program	532,090,000	2044
2019 Series B (Refunding) Senior Revenue	Refund 2010A-1 Bonds	216,136,375	2031
2019 Series C (Refunding) Senior Revenue	Refund 2007A-1, 2007A-2d, 2008A-1b, 2008A-2 Bonds	711,371,500	2031
2020 Series A Senior Revenue	*Move Illinois* Program	929,505,000	2045
2021 Series A Senior Revenue	*Move Illinois* Program	1,275,175,000	2046
2023 Series A Senior Revenue	*Move Illinois* Program	963,827,750	2045
2024 Series A (Refunding) Senior Revenue	Refund 2013A, 2014B Bonds	1,344,508,750	2039
2025 Series A Senior Revenue	*Move Illinois* Program	985,913,889	2047
		$ 11,777,597,914	

(Continued)

Proceeds from the Tollway's outstanding bonds, identified above, provided financing or refinancing for the construction and/or improvement of the various corridors within the Tollway's toll highway system. Total remaining principal and interest payments on the outstanding bonds is approximately $11.8 billion, which is expected to require approximately 36% of projected pledged net revenue (which such projections incorporate estimates for previously approved commercial vehicle annual toll rate increases based on the consumer price index, such increases 4.054% in 2026 and projected at approximately 2.9% in 2027, 2.5% in 2028, 2.3% in 2029, 2.1% in 2030, and 2.0% thereafter). In calendar year 2025, principal and interest paid was approximately $514.2 million, and total pledged net revenue was approximately $1.3 billion.

(15) Commitments

At December 31, 2025, the remaining obligations against current contracts open for the "*Move Illinois*" and *"Bridging the Future"* capital program totaled $1.4 billion. The Tollway plans to fund remaining payments under these contracts through revenues, accumulated cash, and bond issue proceeds.

(16) Pending Litigation

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

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

In addition, various construction contract-related claims for additional compensation have been asserted. As of the date of this report, the amount at which these claims may be resolved is not known.

(17) Contingent Liabilities

A contingent liability is defined as a liability that is not sufficiently predictable to permit recording in the accounts but in which there is a reasonable possibility of an outcome which might affect financial position or results of operations. It is the opinion of management that the Tollway has no liabilities meeting this definition as of December 31, 2025.

(18) New Governmental Accounting Standards

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

Statement No. 102 – *Certain Risk Disclosures* – This statement requires a government to assess whether a concentration or constraint makes the primary government reporting unit or other reporting units that report a liability for revenue debt vulnerable to the risk of substantial impact. This statement is effective for years beginning after June 15, 2024. There is no impact on the Tollway's financial statements.

(Continued)

Statement No. 103 – *Financial Reporting Model Improvements* – The purpose of this statement is to improve reporting for the Management Discussion and Analysis section of the basic financial statements, unusual or infrequent items, proprietary fund presentation, component unit information and budgetary comparisons. This statement is effective for years beginning after June 15, 2025. Management does not anticipate a material impact to its financial statements when this statement is implemented.

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

(19) Related Parties

The Tollway has entered into various intergovernmental agreements with the State of Illinois, through the Illinois Department of Transportation (IDOT). Intergovernmental receivables of approximately $48.3 million are recorded at December 31, 2025, representing construction projects performed by the Tollway that pertain to the infrastructure owned by IDOT. Accrued liabilities totaling approximately $40.8 million are recorded for amounts owed to IDOT for construction projects IDOT has performed for infrastructure assets owned by the Tollway.

(20) Subsequent Events

Director Gary Perinar resigned effective December 31, 2025, creating a vacancy on the Board of Directors.

On January 1, 2026, a toll rate increase took effect for commercial vehicles, reflecting an increase in the Consumer Price Index for All Urban Consumers (CPI) based on the annualized percentage change in the CPI over the 36-month period ending on June 30 of the prior year. This increase was implemented pursuant to the Tollway Board of Directors' approval in 2008 and affirmation in 2011 of annual CPI–based commercial vehicle toll rate increases beginning January 1, 2018, and each year thereafter, and approval in 2022 of a revised calculation methodology beginning January 1, 2023.

The 5.7% reduction in U.S. Treasury subsidies of Build America Bond interest payments for the federal fiscal year ending September 30, 2026, is expected to reduce such subsidies earned by the Tollway for the Series 2009B semi-annual interest payment due June 1, 2026, and the Series 2009A semi-annual interest payment due July 1, 2026, by a total of $410,160.

REQUIRED SUPPLEMENTARY INFORMATION

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Schedule of the Tollway's Proportionate Share
of the Net Pension Liability of the
State Employees' Retirement System (SERS) Pension Plan
Year ended December 31, 2025

	SERS Fiscal Year Ended June 30,									
	2025	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017****	**2016**
Tollway's proportion of the net pension liability*	2.0722%	2.4037%	2.3389%	2.4117%	2.5815%	2.5578%	2.5568%	2.6698%	2.6999%	2.6382%
Tollway's proportionate share of the net pension liability, pursuant to GASB 68 reporting requirements	$ 675,778,777	$ 794,976,616	$ 774,204,380	$ 779,868,174	$ 854,495,091	$ 891,871,048	$ 853,819,076	$ 882,540,010	$ 888,456,774	$ 900,824,457
Tollway's covered payroll	$ 124,552,278	$ 130,981,052	$ 119,088,611	$ 115,611,655	$ 118,275,046	$ 112,876,932	$ 115,464,445	$ 110,352,910	$ 111,183,988	$ 111,478,841
Tollway's proportionate share of the net pension liability as a percentage of its covered payroll	542.57%	606.94%	650.11%	674.56%	722.46%	790.13%	739.46%	799.74%	798.78%	808.07%
Plan fiduciary net position as a percentage of the total pension liability	45.87%	43.34%	41.37%	40.73%	41.91%	35.51%	35.64%	34.57%	33.44%	30.58%

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

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

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

See accompanying independent auditors' report.

Schedule 2

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Schedule of Contributions to SERS Pension Plan

Year ended December 31, 2025

Year Ended June 30,	Actuarially Determined Contribution	Actual Contribution	Contribution Deficiency (Excess)	Covered Payroll	Actual Contribution as a % of Covered Payroll
2025	$ 77,160,614	$ 63,622,272	$ 13,538,342	$ 116,634,275	54.55%
2024	82,580,454	68,918,560	13,661,894	137,965,809	49.95%
2023	74,165,486	63,393,852	10,771,634	118,456,007	53.52%
2022	72,108,036	64,614,356	7,493,680	118,137,448	54.69%
2021	78,630,956	65,315,580	13,315,376	117,725,621	55.48%
2020	74,525,328	61,919,610	12,605,718	115,054,947	53.82%
2019	76,600,914	59,411,115	17,189,799	113,210,062	52.48%
2018	73,135,906	55,197,741	17,938,165	110,795,575	49.82%
2017	57,493,911	55,576,566	1,917,345	111,226,982	49.97%
2016	53,283,494	50,197,749	3,085,745	111,478,841	45.03%

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

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

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

See accompanying independent auditors' report.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Schedule of the Tollway's Proportionate Share

of the Total OPEB Liability of the

State Employees Group Insurance Program (SEGIP) OPEB Plan

For the Year Ended December 31, 2025

Last 10 Fiscal Years**

	Fiscal Year Ended June 30,								
	2025	**2024**	**2023**	**2022**	**2021**	**2020**	**2019**	**2018**	**2017**
Tollway's proportion of the total OPEB liability*	1.1853%	1.1830%	1.3779%	1.3384%	1.2567%	1.3706%	0.2995%	0.3495%	0.2520%
Tollway's proportionate share of the total OPEB liability	$ 209,834,558	$ 239,044,002	$ 237,310,824	$ 228,601,504	$ 493,963,815	$ 580,018,281	$ 131,448,041	$ 140,125,903	$ 104,136,124
Tollway's covered-employee payroll	$ 124,552,278	$ 130,981,052	$ 119,088,611	$ 115,611,655	$ 118,275,046	$ 112,876,932	$ 115,464,445	$ 110,352,910	$ 111,183,988
Proportionate share of total OPEB liability as a percentage of covered-employee payroll	168.47%	182.50%	199.27%	197.73%	417.64%	513.85%	113.84%	126.98%	93.66%

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

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

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

See accompanying independent auditors' report.

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

Schedule 4

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois
Schedule of Changes in Fund Balance – by Fund
Trust Indenture Basis of Accounting (Non GAAP)
For the Year Ended December 31, 2025

	Revenue fund	Construction fund
Increases:		
Toll revenue	$ 1,494,127,456	$ -
Toll evasion recovery	158,959,277	-
Concessions	1,235,650	-
Interest	71,408,354	84,249
Miscellaneous	27,308,005	-
Total increases	1,753,038,742	84,249
Decreases:		
Engineering and maintenance of roadway and structures	127,663,806	-
Services and toll collection	134,416,948	-
Traffic control, safety patrol, and radio communications	6,303,449	-
Procurement, IT, finance and administration	119,610,911	-
Insurance and employee benefits	54,533,260	-
Construction	997,274,356	-
Construction expense reimbursed by bond proceeds	(515,000,000)	515,000,000
Bond principal payments	162,715,000	-
Bond interest	349,405,189	-
Bond Proceeds - 2025A Series	(7,234,538)	(526,657,582)
Build America bond subsidy	(13,600,385)	-
Bond Issuance Costs	-	1,531,040
Bond - Other Financing Costs	233,737	-
Total decreases (Increase)	1,416,321,733	(10,126,542)
Change in fund balance	336,717,009	10,210,791
Fund balance, January 1, 2025	1,443,400,059	-
Fund balance, December 31, 2025	$ 1,780,117,068	$ 10,210,791

See accompanying independent auditors' report.

(Continued)

Schedule 4

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

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

See accompanying independent auditors' report.

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Schedule of Changes in Fund Balance – Revenue Fund – by Account
Trust Indenture Basis of Accounting (Non GAAP)
For the Year Ended December 31, 2025

	Revenue fund and accounts							
		Maintenance and operations						
	Revenue account	Operating sub account	Operating reserve sub account	Debt service	Debt reserve	Renewal and replacement	Improvement	Total
Increases:								
Toll revenue	$ 1,494,127,456	$ -	$ -	$ -	$ -	$ -	$ -	$ 1,494,127,456
Toll evasion recovery	158,959,277	-	-	-	-	-	-	158,959,277
Concessions	1,235,650	-	-	-	-	-	-	1,235,650
Interest	10,568,199	-	-	7,486,896	19,105,991	223,568	34,023,700	71,408,354
Miscellaneous	27,308,005	-	-	-	-	-	-	27,308,005
Intrafund transfers	(1,699,244,340)	440,887,353	-	509,219,116	-	198,000,000	551,137,871	-
Total increases	(7,045,753)	440,887,353	-	516,706,012	19,105,991	198,223,568	585,161,571	1,753,038,742
Decreases:								
Engineering and maintenance of roadway and structures	-	127,663,806	-	-	-	-	-	127,663,806
Services and toll collection	-	134,416,948	-	-	-	-	-	134,416,948
Traffic control, safety patrol, and radio communications	-	6,303,449	-	-	-	-	-	6,303,449
Procurement, IT, finance and administration	-	119,610,911	-	-	-	-	-	119,610,911
Insurance and employee benefits	-	54,533,260	-	-	-	-	-	54,533,260
Construction expenses	-	-	-	-	-	236,441,589	760,832,767	997,274,356
Construction expenses reimbursed by bond proceeds	-	-	-	-	-	-	(515,000,000)	(515,000,000)
Bond principal payments	-	-	-	162,715,000	-	-	-	162,715,000
Bond Interest	-	-	-	349,405,189	-	-	-	349,405,189
Build America bond subsidy	-	-	-	(13,600,385)	-	-	-	(13,600,385)
Bond Proceeds - 2025A Series	-	-	-	-	(7,234,538)	-	-	(7,234,538)
Bond - Other Financing Costs	-	-	-	26,840	206,897	-	-	233,737
Transfer of DR excess funds	-	-	-	(102,370)	102,370	-	-	-
Total decreases (Increase)	-	442,528,374	-	498,444,274	(6,925,271)	236,441,589	245,832,767	1,416,321,733
Change in fund balance	(7,045,753)	(1,641,021)	-	18,261,738	26,031,262	(38,218,021)	339,328,804	336,717,009
Fund balance, January 1, 2025	13,462,393	29,734,598	27,400,000	174,427,628	491,465,802	402,123,629	304,786,009	1,443,400,059
Fund balance, December 31, 2025	$ 6,416,640	$ 28,093,577	$ 27,400,000	$ 192,689,366	$ 517,497,064	$ 363,905,608	$ 644,114,813	$ 1,780,117,068

See accompanying independent auditors' report.

(Continued)

Schedule 5

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

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

See accompanying independent auditors' report.

(1) Summary of Significant Accounting Policies

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

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

Basis of Accounting

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

The major differences are as follows:

1. Capital construction and asset acquisitions are charged against fund balance as incurred. In addition, there is no provision for depreciation or amortization.

2. Monies received from sale of assets are recorded as revenue when the cash is received.

3. Monies received for long-term fiber optic leases are recorded as revenue when received.

4. Principal retirements on revenue bonds are expensed when paid. The results of defeasement are accounted for as revenue or expense at the time of the transaction.

5. Bond proceeds (including premiums) are recorded as income in the year received. Amounts received from refunding issuances, if any, are recorded net of transfers to the escrow agent.

6. Unrealized gains and losses on Debt Reserve invested funds are netted against interest and other financing costs.

7. Capital lease obligations are not recorded. Payments under capital leases are expensed in the period payments are made.

8. Interest related to construction in progress is not capitalized.

(Continued)

9. Recoveries of expenses are classified as decreases in operating expenses for Trust Indenture reporting and as miscellaneous operating revenue for GAAP.

10. In Trust Indenture reporting, transponder purchases and other miscellaneous expenses are reflected in the Renewal and Replacement fund as capital expense. For GAAP the expenses are reflected as an operating expense.

11. Construction expenses incurred under intergovernmental agreements are decreased by payments received under these intergovernmental agreements.

12. Prepaid expenses are recorded only if refundable for Trust Indenture reporting.

13. The provisions of GASB Statement No. 68 regarding net pension liability and deferred outflows and inflows of resources are not reflected in the Trust Indenture reporting. Pension expense reflects the statutory contributions required under Chapter 40, section 5/14 of the Illinois Compiled Statutes.

14. The provisions of GASB Statement No. 75 regarding Total OPEB liability and deferred outflows and inflows of resources are not reflected in the Trust Indenture reporting.

15. The provisions of GASB 87 regarding leases are not reflected in the Trust Indenture reporting.

16. The provisions of GASB 96 regarding subscription-based technology arrangements are not reflected in Trust Indenture reporting.

17. The provisions of GASB 101 regarding compensated absences are not reflected in the Trust Indenture reporting.

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

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

The Revenue Fund

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

A. To the Operating Sub-Account, operating expenses set forth in the annual budget for the fiscal year in an amount equal to one-twelfth of the total approved budget, less all other amounts previously transferred by the Treasurer for deposit to the credit of the Operating Sub-Account during that fiscal year, less the balance, if any, which was on deposit to the credit of the Operating Sub-Account on December 31 of the preceding fiscal year.

(Continued)

B. To the Operating Reserve Sub-Account, the amount specified by the Tollway, but not to exceed 30% of the amount annually budgeted for operating expenses.

C. To the Interest Sub-Account, an amount equal to interest due on unpaid bonds, plus one-sixth of the difference between the interest payable on bond and interest due within the next six months.

D. To the Principal Sub-Account, an amount equal to any principal due plus one-twelfth of any principal of such outstanding senior bonds payable on the next principal payment date.

E. To the Redemption Sub-Account, an amount for each bond equal to one-twelfth of any sinking fund installment of outstanding bonds payable within the next twelve months.

F. To the Provider Payment Sub-Account, amounts as provided in any supplemental indenture for paying costs of credit enhancement or qualified hedge agreements for bonds or for making reimbursements to providers of credit enhancement or qualified hedge agreements for bonds.

G. To the Debt Service Reserve Account, an amount sufficient to cause the balance in it to equal the debt reserve requirement and to make reimbursement to providers of reserve account credit facilities.

H. To the Junior Bond Debt Service or Junior Bond Debt Reserve Account, any amounts required by applicable supplemental indentures.

I. To the Renewal and Replacement Account, one-twelfth the portion of the renewal and replacement amount set forth in the annual budget for the fiscal year.

J. The balance of such amounts in the Revenue Funds are to be applied as follows:

   1) To the credit of the Improvement Account for allocation to a project as determined by the Tollway in its sole discretion, until the balance in the Account is equal to the improvement requirement or a lesser amount as the Tollway may from time to time determine.

   2) To the credit of the System Reserve Account, the entire amount remaining in the Revenue Fund after depositing or allocating all amounts required to be deposited to the credit of the above Accounts and Sub-Accounts.

Maintenance and Operation Account

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

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

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

(Continued)

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 $27.4 million fund balance in this account.

Debt Service Account

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

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

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

Renewal and Replacement Account

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

Improvement Account

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

System Reserve Account

At the direction of the Tollway, the balance in the Revenue Fund is deposited to the credit of the System Reserve Account to provide for deficiencies in any other account or sub-account. If all accounts have sufficient funds, System Reserve Account funds can be used to pay off debt, fund construction projects, make improvements, or pay for any other lawful Tollway purpose. There were no balances or activity in the System Reserve Account during 2025.

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.

(Continued)

(2) Miscellaneous

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

Components of Bond Interest and Other Financing Costs - 2025

	Debt Service	Debt Reserve	Total
Bond interest expense	$ 349,405,189	$ -	$ 349,405,189
Other financing costs	26,840	206,897	233,737
	$ 349,432,029	$ 206,897	$ 349,638,926

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, 2025.
- 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, 2025, are $345.4 million in the Debt Service accounts, $507.8 million in the Debt Reserve accounts and $10.1 million in the Construction Fund account.
- Insurance and Employee Benefits includes expense for retirement, worker's compensation, the employer portion of FICA, and medical insurance.
- In fiscal year 2024 police services were included in the expense line item "Traffic control, safety patrol, and radio communications". Beginning in fiscal year 2025 police services are included in the line item "Services and collection" as a result of a revised contract with Illinois State Police and a modified business model in which police services are funded based on a fee for service model.

Schedule 6

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Schedule of Toll Revenue by Class of Vehicles (Unaudited)
For the Years Ended December 31, 2025 and 2024

Class of Vehicle	2025 Average Daily Transactions*	2025 Revenue**	2024 Average Daily Transactions*	2024 Revenue**
1. Auto, motorcycle, taxi, station wagon, ambulance, single-unit truck or tractor: 2 axles, 4 tires	2,475,720	$ 710,104,028	2,425,820	$ 697,309,330
2. Single-unit truck or tractor, buses: 2 axles, 6 tires	46,174	40,492,944	46,051	38,929,197
3. Trucks and buses with 3 & 4 axles	61,399	86,656,404	61,198	82,794,571
4. Trucks with 5 or more axles, other vehicles and toll adjustments	248,574	656,874,080	244,124	620,305,601
TOTAL	2,831,867	$ 1,494,127,456	2,777,193	$ 1,439,338,699

* 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 $159.0 and $144.2 million, respectively.These are reported as Toll Evasion Recovery revenue.

Schedule 7

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Renewal and Replacement Account (Unaudited)[1]
Trust Indenture Basis (Non-GAAP)
For the Years Ended December 31, 2016 through December 31, 2025

Year	Total funds Credited (1)
2016	$ 300,845,345
2017	423,015,675
2018	425,924,437
2019	428,965,993
2020	121,455,373
2021	228,022,348
2022	291,283,725
2023	294,038,750
2024	264,041,980
2025	198,223,568

[1] Includes earnings on the Renewal and Replacement Account

See accompanying independent auditors' report.

Schedule 8

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Summary of Operating Revenues, Maintenance and Operating
Expenses, Net Operating Revenues and Debt Service Coverage (Unaudited)
Trust Indenture Basis (Non-GAAP))
For the Years Ended December 31, 2016 through December 31, 2025
(Amounts in thousands)

	2025	2024[8]	2023	2022	2021	2020	2019[5] [6] [7]	2018	2017	2016[3][4]
Operating revenue:										
Toll revenue	$ 1,494,127	$ 1,439,339	$ 1,379,065	$ 1,336,521	$ 1,292,370	$ 1,149,020	$ 1,380,751	$ 1,341,051	$ 1,309,189	$ 1,216,298
Toll evasion recovery	158,959	144,190	129,247	198,557	147,047	93,164	81,554	70,469	65,640	64,491
Concession and other revenue	28,544	27,770	8,769	31,307	22,004	26,630	8,864	12,232	13,041	11,481
Interest income[1]	71,408	88,037	84,276	25,294	2,356	13,726	38,455	34,389	13,947	6,529
Total operating revenue	1,753,038	1,699,336	1,601,357	1,591,679	1,463,777	1,282,540	1,509,624	1,458,141	1,401,817	1,298,799
Maintenance and operating expenses:										
Engineering and maintenance	127,664	118,010	108,595	93,675	89,903	91,503	95,540	78,404	74,054	53,650
Toll services	134,417	112,822	109,777	97,874	104,742	130,701	136,124	141,981	140,217	109,854
Police, safety and communication	6,303	26,065	43,060	46,961	44,706	45,729	42,190	40,762	37,908	27,256
Procurement, IT, finance and administration	119,611	108,616	103,284	91,266	81,315	46,334	46,074	47,341	32,077	25,731
Insurance and employee benefits	54,533	56,048	51,303	45,085	50,452	45,935	30,278	27,873	35,282	92,748
Total expenses	442,528	421,561	416,019	374,861	371,118	360,202	350,206	336,361	319,538	309,239
Net operating revenues	$ 1,310,510	$ 1,277,775	$ 1,185,338	$ 1,216,818	$ 1,092,659	$ 922,338	$ 1,159,418	$ 1,121,780	$ 1,082,279	$ 989,560
Total debt service[2]	$ 527,621	$ 518,295	$ 514,857	$ 500,297	$ 467,926	$ 442,114	$ 419,460	$ 424,244	$ 398,411	$ 387,933
Net revenues after debt service[2]	$ 782,889	$ 759,480	$ 670,481	$ 716,521	$ 624,733	$ 480,224	$ 739,958	$ 697,536	$ 683,868	$ 601,627
Debt service coverage[2]	2.48	2.47	2.30	2.43	2.34	2.09	2.76	2.64	2.72	2.55

(1) _ Excludes interest income on construction funds.

(2) _ Includes, as applicable in years 2016 -2019, synthetic fixed interest rates as determined under swap agreements for 1998 Series B, 2007 Series A, and 2008 Series A.

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

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

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

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

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

(8) _ In January 2024, the Tollway refunded all of 2013 Series A and 2014 Series B bonds.

See accompanying independent auditors' report.

Schedule 9

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

Annual Toll Transactions
Passenger and Commercial Vehicles (Unaudited)
For the Years Ended December 31, 2016 through 2025
(Transactions in thousands)

Year	Passenger	Commercial	Total	Percentage passenger
2016	823,643	108,248	931,891	88.38%
2017	883,468	113,866	997,334	88.58%
2018	889,184	119,768	1,008,952	88.13%
2019	900,809	122,413	1,023,222	88.04%
2020	686,065	120,584	806,649	85.05%
2021	806,799	129,797	936,596	86.14%
2022	827,659	129,476	957,135	86.47%
2023	865,220	127,750	992,970	87.13%
2024	887,850	128,602	1,016,452	87.35%
2025	903,638	129,994	1,033,632	87.42%

Illinois Route 390 tolling began in July 2016 (6.5 miles) and November 2017 (3.5 miles). Traffic was materially adversely impacted by the COVID-19 pandemic beginning in 2020. Passenger vehicles were adversely impacted more than commercial vehicles, resulting in a decrease in the percentage of transactions from passenger vehicles during the 2020 to 2023 period.

See accompanying independent auditors' report.

Schedule 10

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY

A Component Unit of the State of Illinois

Annual Toll Revenues

Passenger and Commercial Vehicles (Unaudited)

For years 2016 to 2025

(Dollars in thousands)

Year	Passenger	Commercial	Total	Percentage passenger
2016	$ 686,846	$ 529,452	$ 1,216,298	56.47%
2017	724,905	584,285	1,309,190	55.37%
2018	719,165	621,886	1,341,051	53.63%
2019	726,063	654,688	1,380,751	52.58%
2020	522,789	626,231	1,149,020	45.50%
2021	616,712	675,658	1,292,370	47.72%
2022	642,279	694,242	1,336,521	48.06%
2023	676,222	702,843	1,379,065	49.03%
2024	697,309	742,030	1,439,339	48.45%
2025	710,104	784,023	1,494,127	47.53%

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

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

See accompanying independent auditors' report.

Schedule 11

THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
A Component Unit of the State of Illinois
Operating Revenues, Maintenance and Operating
Expenses and Net Operating Revenues (Unaudited)
For Years 2016 to 2025
(Dollars in thousands)

Year	Operating revenue	Maintenance and operating expenses	Net operating revenues
2016	$ 1,298,799	$ 309,239	$ 989,560
2017	1,401,817	319,538	1,082,279
2018	1,458,141	336,361	1,121,780
2019	1,509,624	350,206	1,159,418
2020	1,282,540	360,202	922,338
2021	1,463,777	371,118	1,092,659
2022	1,591,679	374,861	1,216,818
2023	1,601,357	416,019	1,185,338
2024	1,699,336	421,562	1,277,774
2025	1,753,038	442,528	1,310,510

See accompanying independent auditors' report.

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INDEPENDENT AUDITORS' REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Honorable Christopher B. Meister
Auditor General
State of Illinois
and
Board of Directors
The Illinois State Toll Highway Authority

As Special Assistant Auditors for the Auditor General, we have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the Illinois State Toll Highway Authority (the Tollway), a component unit of the State of Illinois, as of and for the year ended December 31, 2025, and the related notes to the financial statements, which collectively comprise the Tollway's basic financial statements, and have issued our report thereon dated June 17, 2026.

Report on Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Tollway's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Tollway's internal control. Accordingly, we do not express an opinion on the effectiveness of the Tollway's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

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Honorable Christopher B. Meister
Auditor General
State of Illinois
and
Board of Directors
The Illinois State Toll Highway Authority

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Tollway's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Tollway's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Tollway's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

SIGNED ORIGINAL ON FILE

CliftonLarsonAllen LLP

Oak Brook, Illinois
June 17, 2026

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