FY 2024 CAPITAL PLAN ANALYSIS

Commission on Government Forecasting and Accountability

April 2023

Commission on Government Forecasting and Accountability

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Cover Photo: The historic I and M Canal at Lock 14 in LaSalle, Illinois.

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INTRODUCTION

State statute requires the Office of Management and Budget to prepare an assessment of the State's capital needs both current and five years forward (20 ILCS 3010/1). This is presented as part of the Governor's Budget. The Commission on Government Forecasting and Accountability, in turn, is statutorily required each year to submit a capital plan analysis based on this information, to prepare a consolidated review of the debt of State bonding authorities, and update information pertaining to the State's debt and ability to further market bonds (25 ILCS 155/3).

The Capital Plan Analysis is divided into four sections. The first section uses the Governor's capital expenditure plan, which lists projects to be funded from the FY 2024 appropriation request. It is used as a basis for identifying the Governor's project priorities and provides insight into what can be expected to occur if the Governor's budget recommendation is approved. This report puts focus on bond-funded capital projects, which fall under the following categories: capital facilities (including public museums, library grants, higher education facilities, corrections facilities, etc.) school construction (Pre-kindergarten through grade 12), anti-pollution, coal and energy development, Transportation A (roads and bridges), Transportation B (mass transit, rail and aeronautics), Transportation D (Illinois Jobs Now roads and bridges), Transportation E (Rebuild Illinois multi-modal) and economic development (Build Illinois bonds).

The second section looks at how the Governor's FY 2024 recommended capital plan would affect the State's bonded indebtedness. Illinois issues several forms of formal long-term debt. State Supported bonds include the State's general obligation bonds, State-issued revenue bonds, and locally-issued revenue bonds that are repaid or secured by the State. This section includes available authorization, the level of outstanding debt, future debt issuance, and annual debt service. Although Pension Obligation and Pension Acceleration Bonds are not a part of the Capital Budget, they will be noted throughout the report due to their impact on the State's debt.

The third section discusses current bond-related topics and legislation that affect either the State's debt or the debt of one of the bonding authorities or universities. It also includes information related to programs and borrowing that the Commission monitors, including the School Construction Program and the State's debt responsibility and transparency guidelines set by the Legislature.

The fourth and final section of the report concerns Non-State Supported debt, which consists of those bonds and Certificates of Participation which are issued by State universities and authorities created by the State, but for which the State is said to have only a moral obligation or no obligation to repay.

Information for this report is provided by the Governor's Office of Management and Budget, the Office of the Comptroller, bonding authorities and State universities.

EXECUTIVE SUMMARY

- "Nearly $13.9 billion was expended from capital appropriations between fiscal years 2020 and 2022 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation purposes. This includes approximately $8.6 billion of improvements statewide on 4,422 miles of highway, 412 bridges and 621 additional safety improvements through the Illinois Department of Transportation." [FY 2024 Capital Budget]

- Additional funding in FY 2023 will include $1 billion from the federal American Rescue Plan Act (ARPA), and funding from the Infrastructure Investment and Jobs Act to be used in FY 2023 and beyond, including $12.9 billion for drinking and wastewater programs, lead service line replacements, broadband, roads and bridges. Over $7.2 billion in federal infrastructure funding has already been announced for Illinois investments in transportation, energy, water infrastructure, broadband and land reclamation.

- The Governor's FY 2024 capital projects budget proposes $5.0 billion in new appropriations and $41.6 billion in reappropriations. Most of the new appropriations will be pay-as-you go funding, with only approximately $88 million to be bonded.

- Total authorization for General Obligation capital projects is $51.5 billion, with approximately $19.5 billion remaining unissued as of January 31, 2023. Public Act 102-0718 increased authorization for Pension Acceleration Bonds by another $1 billion and extended the buyout program to June 30, 2026. Pension Acceleration bond authorization available is $841 million. Build Illinois Authorization available is $3.3 billion.

- In February and March of 2023, Moody's upgraded Illinois' G.O and Build Illinois bonds to A3 from Baa1, and Standard and Poor's upgraded Illinois' General Obligation Bonds to A- from BBB+. This is the third single-level upgrade on Illinois' General Obligation ratings in less than two years, from both Moody's and S&P. Moody's increased the State's GO and Build Illinois ratings by single levels twice, in the summer of 2021 and in April 2022. S&P's previous upgrades were in July 2021 and May 2022. In May of 2022, Fitch raised Illinois General Obligation ratings two levels from BBB- to BBB+, and Build Illinois ratings two levels from BBB+ to A, with stable outlooks.

- The Governor's Budget proposes a cash defeasance of the Railsplitter Tobacco Settlement Authority Bonds using settlement payments received in FY 2022 from an arbitration settlement that Illinois received.

TABLE 1	ILLINOIS BONDS AT A GLANCE						
	($ in millions)						
	FY 2022	FY 2023	$ Change	% Change	FY 2024	$ Change	% Change
Bond Sales*	actual	estimate			estimate		
General Obligation	$1,325.0	$2,205.0	$880.0	66.4%	$2,525.0	$320.0	14.5%
Revenue	$350.0	$0.0	-$350.0	-100.0%	$200.0	$200.0	N/A
Total	**$1,675.0**	**$2,205.0**	**$530.0**	**31.6%**	**$2,725.0**	**$520.0**	**23.6%**
Outstanding Principal							
General Obligation	$27,054.3	$27,239.9	$185.6	0.7%	$27,678.0	$438.1	1.6%
Revenue	$2,047.3	$1,859.4	-$187.9	-9.2%	$1,878.7	$19.3	1.0%
Total	**$29,101.6**	**$29,099.3**	**-$2.3**	**0.0%**	**$29,556.7**	**$457.4**	**1.6%**
Debt Service**							
General Obligation	$3,309.4	$3,380.7	$71.3	2.2%	$3,589.6	$208.9	6.2%
Revenue	$287.0	$272.0	-$15.0	-5.2%	$265.0	-$7.0	-2.6%
Total	**$3,596.4**	**$3,652.7**	**$56.3**	1.6%	**$3,854.6**	**$201.9**	**5.5%**
Source: Illinois State Budget Fiscal Year 2024							
General Revenues***	**$50,334.0**	**$51,140.0**	**$806.0**	**1.6%**	**$50,410.0**	**-$730.0**	**-1.4%**
G.O. & Revenue Debt Service as % General Revenues	**7.15%**	**7.14%**			**7.65%**		
GO Bond Rating							
Moody's	Baa1	A3					
Standard & Poor's	BBB+	A-					
Fitch	BBB+	BBB+					

Note: Bond Sales do not include refunding sales or Short-term borrowing.

* FY 2023 and FY 2024 Bond Sales are estimates by GOMB.

** FY 2023 and FY 2024 Principal Outstanding and Debt Service amounts are CGFA estimates.

*** FY 2023 and FY 2024 General Revenues are the Commission's estimates from March 2023.

In FY 2023, the Governor's Budget estimated the sale of $2.205 billion in bonds, which included $1.756 billion in General Obligation bonds for the State's capital programs and up to $449 million of Pension Acceleration Bonds. The State has already sold $551 million in G.O. bonds for capital projects and the $149 million in Pension Acceleration bonds.

In FY 2024, the Governor's Budget estimates the sale of $2.725 billion in bonds. This would consist of $2.225 billion of G.O. capital projects bonds, $300 million of Pension Acceleration Bonds, and $200 million in Build Illinois bonds.

FY 2024 RECOMMENDED CAPITAL BUDGET

- **FY 2024 Capital Plan Appropriations**
- **Bond Fund Appropriations**
- **History of Appropriations from All Funds**
- **History of Appropriations from Bond Funds**
- **Federal $1.2 Trillion Infrastructure Investment and Jobs Act**
- **Rebuild Illinois Capital Program**
- **The Capital Projects Fund**
- **FY 2024 Capital Projects by Agency**

FY 2024 Capital Plan Appropriations

The six-year, $45 billion Rebuild Illinois capital program began in FY 2020, with new appropriations for capital projects of $33 billion. The $20.8 billion in bond appropriations were all enacted in the FY 2020 budget along with leftover appropriations for previous capital projects, and will be reappropriated in subsequent years until the appropriations are exhausted.

"Nearly $13.9 billion was expended from capital appropriations between fiscal years 2020 and 2022 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation purposes. This includes approximately $8.6 billion of improvements statewide on 4,422 miles of highway, 412 bridges and 621 additional safety improvements through the Illinois Department of Transportation." [FY 2024 Capital Budget]

Additional funding in FY 2023 will include $1 billion from the federal American Rescue Plan Act (ARPA), and funding from the Infrastructure Investment and Jobs Act to be used in FY 2023 and beyond, including $12.9 billion for drinking and wastewater programs, lead service line replacements, broadband, roads and bridges https://www.transportation.gov/briefing-room/bipartisan-infrastructure-law-will-deliver-illinois. Over $7.2 billion in federal infrastructure funding has already been announced for Illinois investments in transportation, energy, water infrastructure, broadband and land reclamation.

TABLE 2 FY 2024 New Capital Project Proposals	
Transportation	$3.332 billion
Environmental Protection Agency	$1.059 billion
Natural Resources	$245 million
Capital Development Board	$152 million
Commerce and Economic Opportunity	$97 million
Illinois Housing Development Authority	$86 million
TOTAL	**$4.970 billion**

The Governor's FY 2024 capital projects budget proposes $5.0 billion in new appropriations and $41.6 billion in reappropriations. Most of the new appropriations will be pay-as-you go funding, with only approximately $88 million to be bonded. New project priorities through the Department of Transportation include $3.1 billion for roads and bridges, $77 million for mass transit, $1 million for high-speed rail, $4 million for rail freight loans, and $151 million for aeronautics. The Department of Commerce and Economic Opportunity would receive $25 million for the Illinois Works Pre-Apprenticeship Program, $30 million for Prime Sites, $30 million for Enterprise Fund Grants, and $12 million for the City of Alton. The Illinois Environmental Protection Agency's new appropriations would be $307 million for drinking water, $635 million for wastewater projects, and $117 million for Lead Service Line Replacement. The Capital Development Board would receive $50 million for capital improvements at Veterans'

Homes and $100 million for Early Childhood Education Construction Grants. The Department of Natural Resources new appropriations would be $245 million for the various continuing natural resource projects throughout the State. The Illinois Housing Development Authority would receive $86 million for affordable housing assistance programs.

Table 3 shows the FY 2024 requested capital appropriations and the FY 2023 actual capital appropriations. The Governor's FY 2024 new capital projects proposal totals approximately $4.970 billion, and reappropriations equal $41.554 billion. Of the new projects, 98% would be pay-as-you go funding.

TABLE 3 FY 2024 CAPITAL PLAN REQUESTED APPROPRIATIONS

FUND TYPE	NEW APPROPRIATIONS	RE-APPROPRIATIONS	TOTAL
Bond	$87,517,431	$24,129,246,631	**$24,216,764,062**
State Funds	$4,439,980,900	$15,942,813,244	**$20,382,794,144**
Federal/Trust	$442,145,000	$1,481,847,899	**$1,923,992,899**
TOTAL	**$4,969,643,331**	**$41,553,907,774**	**$46,523,551,105**

FY 2023 CAPITAL PLAN APPROPRIATIONS

FUND TYPE	NEW APPROPRIATIONS	RE-APPROPRIATIONS	TOTAL
Bond	$163,415,000	$25,949,814,292	**$26,113,229,292**
State Funds	$4,034,418,300	$15,869,934,162	**$19,904,352,462**
Federal/Trust	$319,380,000	$1,391,991,086	**$1,711,371,086**
TOTAL	**$4,517,213,300**	**$43,211,739,540**	**$47,728,952,840**

As shown in Table 4, new appropriations to the Capital Development Board (CDB) total $152 million in FY 2024. Reappropriations to CDB total $8.597 billion, while the remainder of the Governor's request of new and re-appropriations would be appropriated directly to specific agencies. [See FY 2024 Capital Projects by Agency on page 23]

TABLE 4 FY 2024 CDB REQUESTED APPROPRIATIONS

FUND TYPE	NEW APPROPRIATIONS	RE-APPROPRIATIONS	TOTAL
Capital Development	$0	$6,855,158,077	**$6,855,158,077**
School Construction	$0	$350,931,677	**$350,931,677**
Build Illinois	$1,500,000	$1,318,545,538	**$1,320,045,538**
Rebuild Illinois Projects	$100,000,000	$49,500,000	**$149,500,000**
CDB Contributory Trust	$50,000,000	$22,935,352	**$72,935,352**
TOTAL	**$151,500,000**	**$8,597,070,644**	**$8,748,570,644**

The new pay-as-you-go appropriations come from State funds (e.g. State Construction Account Fund, Road Fund, Rebuild Illinois Projects Fund, Downstate Transit Improvement Fund, Grade Crossing Protection Fund, High-Speed Rail Rolling Stock Fund, Park and Conservation Fund, Water Revolving Fund), federal sources (e.g. Abandoned Mined Lands Reclamation Council Federal Trust Fund, DNR Federal Projects Fund, Federal Mass Transit Trust Fund, Federal/State/Local Airport Fund, Forest Reserve Fund, State Coronavirus Urgent Remediation Emergency Fund, U.S. Environmental Protection Fund) and local matching funds.

Chart 1 shows new appropriations separated out into categories. The Road Fund & State Construction Fund are separate to show that they will pay for a majority of State-funded projects, paying 61% of new appropriations, while other State funds would pay for 28%, Federal funds for 9%, and Bonds for 2%.

CHART 1

FY 2024 CAPITAL PLAN FUNDING
NEW APPROPRIATION BY TYPE OF FUND
($ IN MILLIONS)

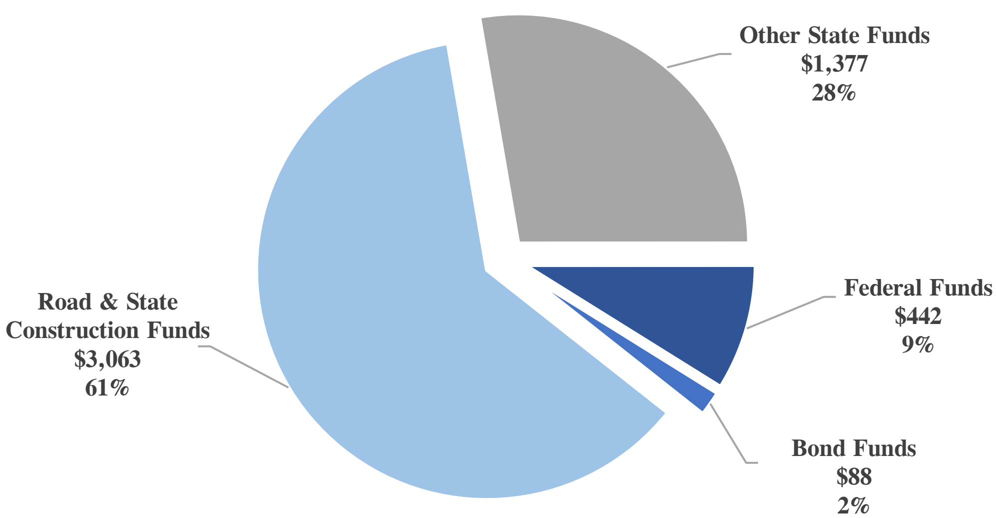
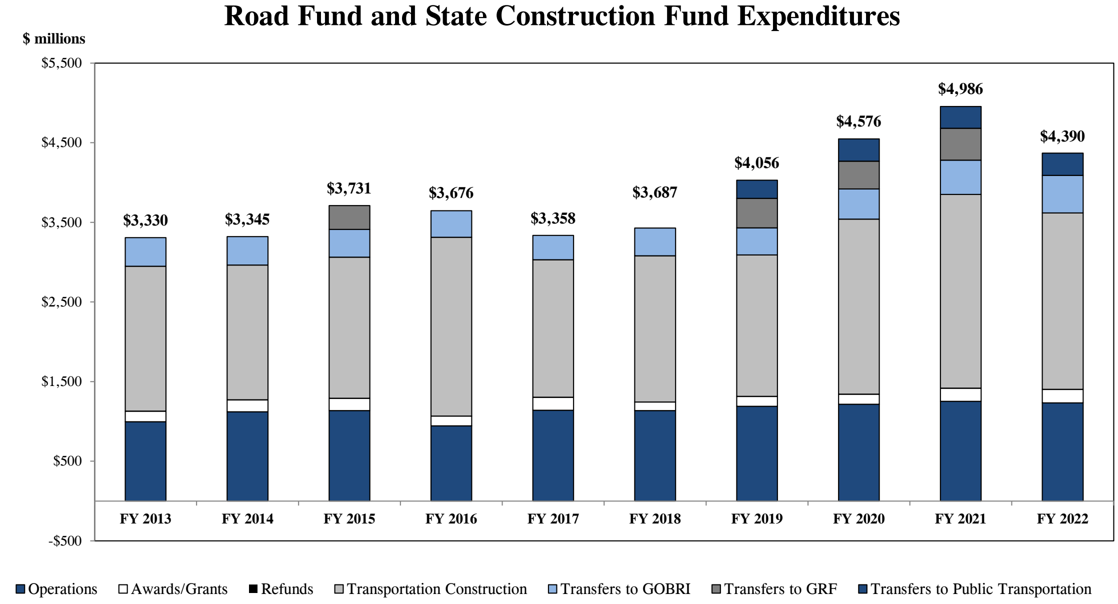


CHART 2

Source: Comptroller



The Road Fund and State Construction Fund receive revenues from various sources, but mainly from Motor Vehicle Licenses, Operators Licenses, Motor Fuel Taxes, vehicle-related fees, and the Federal Government. From FY 2012 - FY 2022, approximately 44% - 63% of the Road Fund and State Construction Funds combined were expended for Transportation-related construction projects on a pay-as-you-go basis, and 8% to 11% of the Road Fund has gone to pay debt service on Transportation A Bonds which fund road and bridge capital projects. Starting in FY 2019, approximately 6% is being transferred to Public Transportation.

Bond Fund Appropriations

New Bond Fund appropriations would equal $87.5 million and reappropriations would equal $24.1 billion in FY 2024, as shown below in Chart 3.

Transportation D projects for roads and bridges, which were a part of the previous capital program, Illinois Jobs Now, are winding down. With an original authorization level of $4.660 billion, only $266 million in authorization remains unissued as of January 31, 2023.

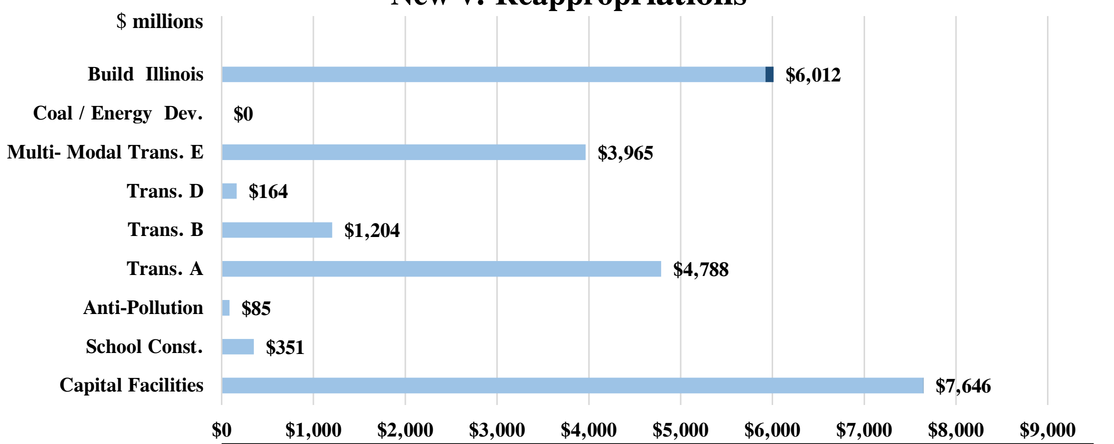
The Multi-Modal category (Transportation E) was created through the Rebuild Illinois capital program with an authorization level of $4.500 billion. As of January 31, 2023, approximately $66 million in bonds for this category have been issued. These projects will include: grade crossings; port facilities; airport facilities; rail facilities; and mass transit facilities, including rapid transit, rail, bus and other equipment used in connection with the State or any unit of local government, special transportation district, municipal corporation or other corporation or public authority authorized to provide and promote public transportation within the State, or two or more of the foregoing jointly.

CHART 3

Source: GOMB

FY 2024 Bond Appropriations

New v. Reappropriations

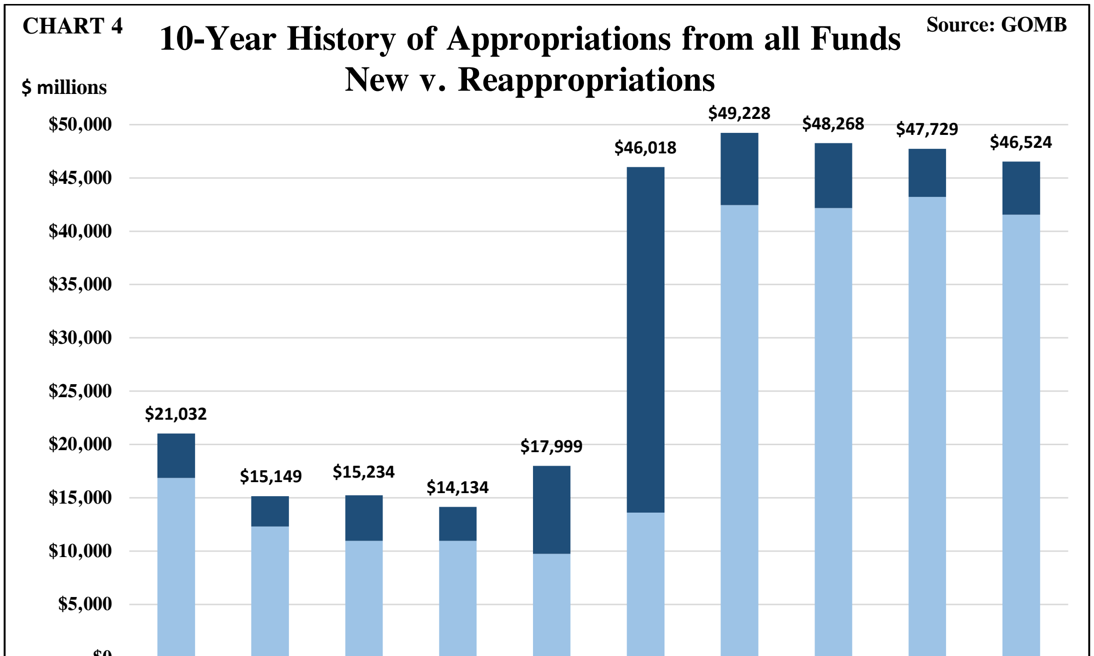


	Capital Facilities	School Const.	Anti-Pollution	Trans. A	Trans. B	Trans. D	Multi-Modal Trans. E	Coal / Energy Dev.	Build Illinois	TOTAL
RE	$7,645	$351	$85	$4,788	$1,204	$164	$3,965	$0	$5,925	$24,127
New	$1	$0	$0	$0	$0	$0	$0	$0	$87	$88
TOTAL	$7,646	$351	$85	$4,788	$1,204	$164	$3,965	$0	$6,012	$24,215

Note: Funds that are not expended in the year they are appropriated and are still needed for the completion of a project are reappropriated in subsequent years.

History of Appropriations from All Funds

A ten-year history of all appropriations from pay-as-you-go as well as bond funds from FY 2015 to requested FY 2024 is illustrated in Chart 4 below. Though most of the new appropriations from the previous capital program, Illinois Jobs Now, were appropriated in FY 2010 ($18 billion), the remaining new appropriations for the IJN program occurred annually with amounts between the $2 billion - $5 billion range from FY 2011 through FY 2017. A large proportion of these new appropriations were from various State revenue funds for pay-as-you-go funding. In FY 2020, the Rebuild Illinois Capital Program created new appropriations of $32.4 billion, with $21.3 billion coming from bond funds. FY 2021 had new appropriations of $6.8 billion, with $2.6 billion coming from bonds funds. FY 2022 had new appropriations of $6.1 billion with only $711 million from bond funds. For FY 2023, new appropriations are $4.5 billion with only $163 million coming from bond funds. The FY 2024 Budget request for new appropriations is approximately $5.0 billion, with only $88 million coming from bond funds.



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024*
TOTAL	$21,032	$15,149	$15,234	$14,134	$17,999	$46,018	$49,228	$48,268	$47,729	$46,524
New	$4,177	$2,842	$4,287	$3,174	$8,271	$32,409	$6,790	$6,108	$4,517	$4,970
RE	$16,855	$12,307	$10,947	$10,960	$9,728	$13,609	$42,438	$42,160	$43,212	$41,554

Due to the FY 2016 – FY 2017 budget impasse, a large portion of projects that would normally have been reappropriated were not. As part of the budget agreement for FY 2017, stopgap appropriations were made for safety, health and mental health issues at mental health facilities and prisons through CDB. In FY 2018, those stopgap provisions were reappropriated and some other projects that missed out on reappropriations had to be listed as new appropriations. Nearly 35% of the Capital Program request for FY 2019 new appropriations included funding to restore the remaining projects, mostly through DCEO, DNR and the EPA, that lost their reappropriations from previous years.

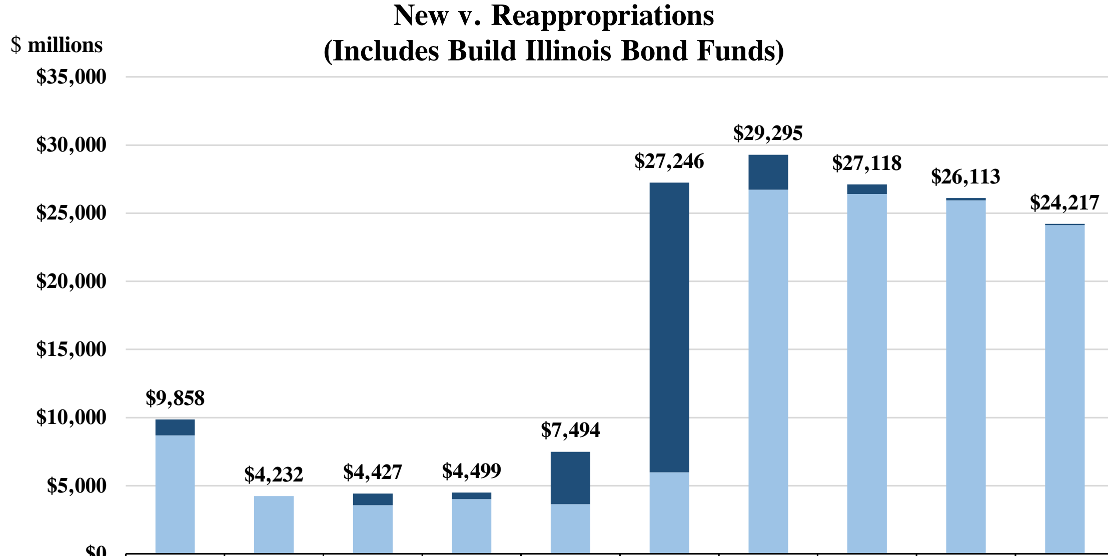
History of Appropriations from Bond Funds

Chart 5 shows the amount of new appropriations versus reappropriations of all bond funds, including Build Illinois bond funds. Historically, the majority of bond project funding came from general obligation bond funds. In FY 2010, a significant portion of project appropriations came from the Build Illinois Bond Fund. Total bond funds combined for fiscal years 2015 through requested appropriations for 2024 are shown in the chart below.

Under the Illinois Jobs Now program, new bond fund appropriations increased dramatically to $14.6 billion in FY 2010. In FY 2015, the State appropriated almost $1.2 billion in new appropriations, mostly for Transportation projects. In FY 2016, there were no new appropriations from bond funds, while FY 2017 and FY 2018 were under $900 million. The new bond appropriations in FY 2019 were $3.9 billion, approximately 2/3rd of which were to make up for previous projects that were not reappropriated due to the budget impasse. FY 2020 was the beginning of the Rebuild Illinois Program. All $20.8 billion of the program's bond funds were appropriated in that fiscal year along with some remaining bond appropriations needed for past projects. New bond appropriations in FY 2021 were $2.6 billion, in FY 2022 were $711 million, and FY 2023 were $163 million. Their new bond appropriations budget request for FY 2024 is $88 million mainly for Illinois Housing Development Authority grants.

CHART 5 **Source: GOMB**

10-Year Appropriations History of Combined Bond Funds
New v. Reappropriations
(Includes Build Illinois Bond Funds)



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024*
TOTAL	$9,858	$4,232	$4,427	$4,499	$7,494	$27,246	$29,295	$27,118	$26,113	$24,217
New	$1,166	$0	$851	$477	$3,851	$21,265	$2,564	$711	$163	$88
RE	$8,692	$4,232	$3,576	$4,022	$3,643	$5,981	$26,731	$26,407	$25,950	$24,129

Federal $1.2 Trillion Infrastructure Investment and Jobs Act

The federal Infrastructure Investment and Jobs Act (IIJA) became law November 15, 2021. It will fund $1.2 trillion of projects over the next 10 years. The $1.2 trillion is the reauthorization of $650 billion in existing programs and $550 million in new spending over 5 years.

Illinois is the fifth highest state in total allocations. Illinois is expected to get $17.814 billion over five years from the Act. Allocation would go to the following categories:

- $9.8 billion for highway projects
- $4.0 billion for public transportation projects
- $1.7 billion for Water Infrastructure improvements
- $1.4 billion for bridge replacement
- $616 million for Airport infrastructure
- $149 million for an electric vehicle charging network
- $100 million (minimum) for broadband expansion
- $27 million for wildfires
- $22 million for cyberattacks

[*The Infrastructure Investment and Jobs Act—What the $1.2 Trillion Funding Means for States*, KBRA Public Finance Research, January 7, 2022]

There is also the possibility of Illinois applying for and receiving competitive grant awards for certain types of projects under the following programs:

- $12.5 billion of Bridge Investment Program grants for economically significant bridges.
- $16 billion of national funding grants for major projects expected to deliver substantial economic benefits to communities.
- $2.5 billion in EV charging grants.
- Affordable Connectivity Benefit for internet access for low-income families. Illinois has a possible 2,926,000 people eligible for this benefit.
- National investment in weatherization of $3.5 billion to reduce energy costs for families.

[*ILLINOIS: The Infrastructure-Investment and Jobs Act State Fact Sheet*, https://www.whitehouse.gov/briefing-room/statements-releases/2021/08/04/white-house-releases-state-fact-sheets-highlighting-the-impact-of-the-infrastructure-investment-and-jobs-act-nationwide/, August 4, 2021]

Rebuild Illinois Capital Program Funding

Public Act 101-0032 contained revenues for the "horizontal" portion of the Rebuild Illinois capital program, related to roads, bridges, railroads, mass transit, ports and airports. As part of the Act, the Road Fund receives portions of the net amount (after other statutory distributions) of the State's portion of sales tax (80% of the 6.25% tax) on motor fuel. There is a five-year shift of these revenues permanently from General Funds to the Road Fund beginning in FY 2022 (original schedule below).

FY 2022 -- 16% of the 6.25% tax	FY 2025 -- 64%
FY 2023 -- 32%	FY 2026 on-- 80%
FY 2024 -- 48%	

The Road Fund also now receives revenue from the increases in various vehicle registration fees (beginning in FY 2021) and certificates of title (beginning in FY 2020), including the changes in electric vehicle registrations intended to make up for the lack of motor fuel tax from these vehicles. The State Construction Fund also receives a split from the electric vehicle license fee (beginning in FY 2021). Starting in FY 2020 the State Construction Fund began getting transfers from the Transportation Renewal Fund (TRF) as a part of the Rebuild Illinois program.

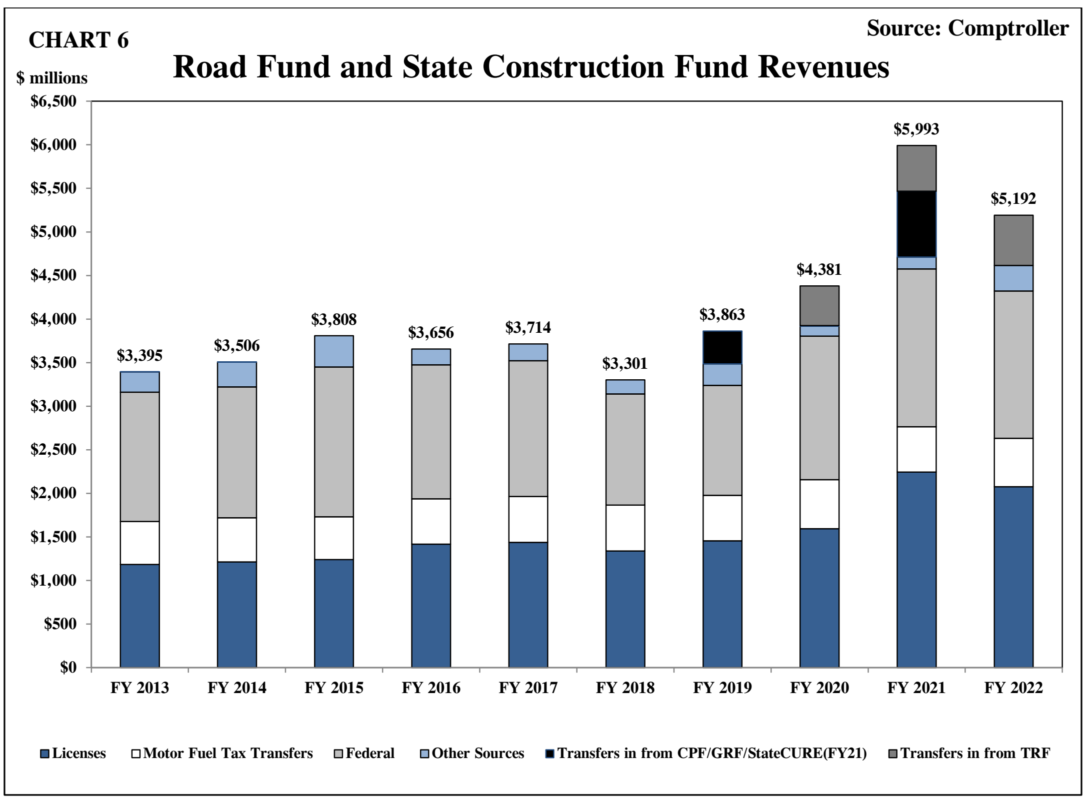


Chart 6 shows a combined history of revenues from the Road Fund and State Construction Fund. Revenue from the increases in fees and taxes in FY 2020 were moderated by less driving during the pandemic, but still gained over FY 2019 which had also received transfers from the General Revenue Fund. Motor Fuel Tax revenue increased from $522 million in FY 2019 to $563 million in FY 2020, or an increase of 7.9%. License fee revenue increased to $1.593 billion over $1.456 billion, or 9.4%. In FY 2021, MFT transfers were back down to $520 million, but License fees increased to $2.245 billion, an increase of 40.9%. According to Secretary of State records, there was not a significant increase in registrations in FY 2021 to account for the much higher revenues. Additional revenues may have been caused by payment extensions made by the State during the pandemic. Due to COVID-19, Secretary of State offices were closed for extended periods of time and vehicle registrations were extended without requirement of payment until November 1, 2020. The delay in payment of registrations in FY 2020 appears to have caused a significant influx of vehicle owners paying for past year registrations during the first half of FY 2021. FY 2020 License fees decreased to $2.075 billion and Motor Fuel Tax Transfers increased to $557 million.

Federal funding increased from $1.262 billion to $1.649 billion (30.7%) in FY 2020, and then to $1.812 billion (9.9%) in FY 2021. Transfers in from GRF decreased from $377 million in FY 2019 to $6 million in FY 2020, but made up for it with $756 million in FY 2021. Transfers to the State Construction Fund from the Transportation Renewal Fund were $456 million in FY 2020, $525 million in FY 2021 and $576 million in FY 2022. The Road Fund received a transfer of $1.4 million from the State CURE Fund in FY 2021.

The Transportation Renewal Fund was created to receive increases from the Motor Fuel Tax. Beginning in FY 2020, the Motor Fuel Tax (MFT) was increased from 19 cents to 38 cents, with future years increased by the Consumer Price Index (CPI). Diesel fuel, liquefied natural gas and propane are to be taxed 7.5 cents above the MFT. Certain municipalities are allowed to tax 3 cents-8 cents depending on location. The motor fuel tax's inflationary adjustment was suspended through legislation for the first half of FY 2023. The suspension was lifted January 1, 2023.

TABLE 5 Transportation Renewal Fund (0952) Revenues (in millions)	**FY 2020**	**FY 2021**	**FY 2022**	**FY 2023 YTD**
Motor Fuel Taxes	$1,023	$1,119	$1,204	$860
Fund Transfers Out	**FY 2020**	**FY 2021**	**FY 2022**	**FY 2023 YTD**
State Construction Fund (48%)	$456	$525	$576	$407
RTA Capital Improvement Fund (18%)	$171	$197	$216	$153
Downstate Mass Transit Capital Improvement Fund (2%)	$19	$22	$24	$17
TOTAL	**$646**	**$744**	**$816**	**$577**
Expenditures (in millions)				
Revenue to counties, municipalities and road districts	$347	$358	$385	$238
Combined Total	**$993**	**$1,102**	**$1,201**	**$815**

The distribution from this Fund is:

- 80% for highway, bridge, congestion, and aviation facilities, with 60% to the State Construction Fund and 40% distributed by the Department of Transportation to municipalities, counties, and road districts as follows:

        - 49.10% to the municipalities of the State;
        - 16.74% to Cook County;
        - 18.27% to all other counties; and
        - 15.89% to the road districts of the State.
    - 20% for rail and mass transit:
        - 90% into the RTA Capital Improvement Fund.; and
        - 10% into Downstate Mass Transportation Capital Improvement Fund.

Public Act 101-0031 contains revenues for "vertical infrastructure", which includes State facilities, PreK-12 education, higher education, environmental, conservation, recreation, housing, health centers, veterans' homes and broadband. The Rebuild Illinois Projects Fund was created to receive moneys from the initial licenses issued for newly licensed gaming facilities or wagering platforms, new positions, reconciliation payments, and any other moneys appropriated or transferred.

New casinos and racinos will open near the end of FY 2023 and into FY 2024, yielding the Rebuild Illinois Projects Fund with gaming position payments, of which a casino pays a $17,500 per position gaming fee ($30,000 per position if located in Cook County). The issuance of an Owners' License for new casinos opening are due thirty days after opening. With casinos set to open in Danville, the South Suburbs, and eventually Chicago, as well as potential racinos at Hawthorne Race Course in Cicero and FanDuel Sportsbook and Horse Racing in Collinsville, fees for both ownership and gaming positions will produce millions in revenue to the Rebuild Illinois Projects Fund; not including fund transfers from GRF, CPF, or from Sports Wagering.

The Fund must be used for grants for community development including capital projects. Public Act 102-0016 set up a one-time transfer in FY 2022 of $40 million of Sports Wagering revenues from the Capital Projects Fund to the Rebuild Illinois Projects Fund. Beginning in FY 2022, initial sports wagering licenses (excluding occupational licenses) will be transferred from the Sports Wagering Fund to the Rebuild Illinois Projects Fund.

TABLE 6 Rebuild Illinois Projects Fund (0972) Revenues (in millions)	**FY 2021**	**FY 2022**	**FY 2023 YTD**
Owners License Boat Gambling		$0	$0
Gaming Positions (Casino/Racinos add. Positions/one time)	$24	$40	$25
RB Reconciliation Fee		$15	$0
RB Organization Gaming License Fee		$0	$0
General Revenue Fund (FY23 BIMP)		$180	$0
Capital Project Fund tranfser (FY22 per BIMP)		$80	$0
Sports Wagering transfer (FY22 per BIMP)		$7	$0
TOTAL	**$24**	**$323**	**$25**
Transfers Out (in millions)	**FY 2021**	**FY 2022**	**FY 2023 YTD**
Illinois Works Fund		$10	$15
TOTAL	**$0**	**$10**	**$15**

The Build Illinois Fund would receive additional revenues from its 5.55% portion of the State's share of sales tax due to the following sales tax law changes:

- By capping the Traded-In Property sales tax exemption at $10,000, with full implementation occurring in FY 2021. This was repealed by P.A. 102-0353, effective January 1, 2022. The cap lasted for two calendar years; and
- The implementation of a Sales Tax Parity mechanism to increase remote retailer compliance, expected to be in force in FY 2021.

A portion of the Build Illinois Fund is used for debt service on Build Illinois Bonds used for capital projects.

Tax revenues were also increased or created to go into the Capital Projects Fund. Those revenues are discussed in the following section.

The Capital Projects Fund

The Capital Projects Fund (CPF) was created to fund the FY 2010 Illinois Jobs Now (IJN) capital program. Authorization for bonds under the program was increased under Public Acts 96-0034, 96-0036, 96-1554, 97-0771, and 98-0094. Subject to appropriation, these funds are to be used for capital projects and the payment of debt service on bonds issued for IJN capital projects. Public Act 101-30 includes authorization for bonds from the Rebuild Illinois capital program which can be paid for by the Capital Projects Fund, excluding statewide road projects under Section 4(a)(1) of the G.O. Bond Act and intermodal transportation under Section 4(e).

Public Acts 96-0034, 96-0037, and 96-0038 generated the revenues for the Capital Projects Fund. In addition, Public Act 101-0031 adds additional revenues (see pages 21-22) to the Fund to pay for current and new authorization. The following pages discuss the Fund's make up and uses.

Revenues: The revenue streams for the Capital Projects Fund have not always performed as expected. When the program began, there were delays in the Gaming Board's implementation of Video Gaming and many local governments banned it. Since then, numerous local governments have overturned their ban. Table 8 on page 19 shows revenues and the number of video gaming terminals added each year.

The Fund has had revenue issue with the transfers expected from the Lottery Fund. Amounts transferred were low at the beginning of the program due to delays in the awarding of the initial Lottery management agreement with a private firm (Northstar). In the first three years of that agreement, the State and Northstar went through third party mediation several times, primarily because Northstar was not reaching its predicted net income target levels and did not want to pay the penalty required in the contract. The Lottery transfer to the CPF did not exceed $100 million until FY 2013. Amounts from FY 2013 and FY 2014 were higher due to penalty payments from Northstar. FY 2015 to FY 2017 Lottery transfers ranged from $0 - $15 million.

The State terminated Northstar's private manager agreement, and on January 2, 2018, Camelot Illinois took over the day-to-day management of the Illinois Lottery under a 10-year private management agreement. In FY 2018, only $9 million was transferred to the Capitol Projects Fund. No transfer to the Capital Projects Fund was made in FY 2019 due to a change in law that allowed the Lottery to finalize its financials, which usually takes until the lapse period is over before making the transfer. This meant that transfers to the Capital Projects Fund became based on the performance of the previous fiscal year. In FY 2020, $18.5 million was transferred, and in FY 2022, $4 million was transferred.

The Office of the Auditor General concluded in the Department of the Lottery's annual fiscal year audits from Fiscal Year 2017 through Fiscal Year 2021 that annual net lottery proceeds from the State Lottery Fund to the Common School Fund exceeded the annual net lottery proceeds available to transfer as described in the Illinois Lottery Law [20 ILCS 1605/9.1 (o)]. The excess transfers to the Common School Fund during those fiscal years resulted in transfers of annual net lottery proceeds to the Capital Projects Fund not being sent. Public Act 102-0699, effective April 2022, required the Department to reconcile the past payments to the Capital Projects Fund, including from FY 2022 if any may occur, by no later than June 30, 2023. The payments would occur by offsetting the Department's monthly transfers to the Common School Fund to recover the resulting cash deficit in the State Lottery Fund and separately transferring the deficient amounts owed to the Capital Projects Fund. The statute was also changed so that there would be no future transfers to the Capital Projects Fund from the Lottery Fund. It is expected that, in FY 2023, approximately $138 million in reconciliation payments will be made.

Uses: Moneys in the Capital Projects Fund are to be transferred out to three funds:

- General Obligation Bond Retirement and Interest Fund (GOBRI) – for General Obligation Bond debt service on allowed capital programs under statute,
- Build Illinois Bond Retirement and Interest Fund (BIBRI) – for Build Illinois Bond debt service from the IJN program, and
- $245 million annually to the General Revenue Fund (GRF).

When there is not enough CPF funding for debt service, the Build Illinois Fund can be used as a back-up for the funds that go into BIBRI, and GRF can be used as a back-up of funds for the remaining needed debt service for GOBRI. The Road Fund can be used as a backup for funding but must be paid back the next month before any other priority is met; therefore, the Road Fund backup is not useful in the long-term.

Revenues up to FY 2019 had not been enough to cover all of the required transfers out of the Capital Projects Fund. When the Fund falls behind on its transfers from previous fiscal years, completing those carried over transfers becomes a priority. The prior year transfers are to be completed by December of the succeeding year; otherwise, permission is required from the Governor to carry the amounts over still to be paid. Even with multiple funding mechanisms in place to cover the debt service if the Capital Projects Fund cannot make all of its transfers, the demands on the Fund were making it difficult to satisfy all of the statutory requirements. As of March 2023, the State is in arrears on transfers out to GOBRI by $592 million, down from $1.068 billion in March 2022. The State is also behind on transfers out to GRF by $348 million as of March 2023.

Public Act 100-0023 required that the debt service on $1.1 billion of Transportation D (IJN) authorization be paid for by the Road Fund instead of the Capital Projects Fund, which will give some relief to CPF. Public Act 101-0031 added new revenue streams for the Rebuild Illinois vertical capital program. Video gaming changes allowed for additional terminals and licenses, increased dollar amount wagering, and an additional tax rate increase from 30% to 33% in FY 2020, then to 34% in FY 2021--all going to the CPF. Revenues from the $1 increase per pack Cigarette Tax and Cigarette Use Tax started in August 2019. The Parking Excise Tax revenues – on parking spaces/garages of 6% for hourly/daily/weekly or 9% for monthly/annually, including valet services, began in February 2020. Sports Wagering tax transfers--from recurring Casino and new Racinos tax revenue changes, net revenue from racino gaming licenses, new Sports wagering and Lottery sports wagering taxes transferred from the Sports Wagering Fund, and one-time sports wagering-related license fees-- began in March of 2020. These additional funds will aid the Capital Projects Fund in addressing the backlog of transfers to GRF and GOBRI, and are expected to help pay for a portion of the new road and intermodal projects allowed under the Rebuild Illinois program.

TABLE 7

CAPITAL PROJECTS FUND REVENUES

$ in millions

Revenue Source	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*
VIDEO TERMINAL TAX	$0	$0	$0	$25	$114	$196	$252	$296	$347	$395	$376	$500	$762	$827	$853
LOTTERY FUND**	$33	$54	$65	$135	$145	$8	$0	$15	$9	$0	$19	$0	$4	$138	$0
SALES TAX	$39	$52	$53	$54	$55	$56	$57	$58	$59	$60	$61	$63	$63	$68	$70
LIQUOR TAX ***	$78	$105	$115	$115	$115	$116	$118	$123	$124	$125	$126	$135	$136	$136	$138
TRANSFERS IN	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
VEHICLE RELATED	$118	$295	$300	$298	$304	$311	$308	$317	$315	$310	$270	$312	$291	$287	$294
INVESTMENT INCOME	$0	$0	$0	$0	$0	$0	$0	$1	$3	$3	$4	$1	$1	$1	$2
CIGARETTE TAX/USE TAX											$256	$287	$259	$239	$232
PARKING EXCISE TAX											$9	$21	$35	$38	$40
SPORTS WAGERING TRANSFERS											$7	$66	$111	$140	$160
OTHER TAXES/MISCELLANEOUS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2	$3	$2	$2	$2
TOTAL	$267	$506	$533	$627	$734	$687	$735	$809	$857	$893	$1,130	$1,388	$1,664	$1,876	$1,791

*Amounts for FY 2023 and FY 2024 are CGFA estimates.

**The transfer from the Lottery Fund for FY 2010 actually occurred in FY 2011 due to timing issues, but is placed in FY 2010 for the purposes of this discussion.

***The $140.6 million of protested Liquor Tax Revenues from FY 2010 ($60.2 million) and FY 2011 ($80.3 million) was transferred to the Capital Projects Fund in FY 2012. The transferred amounts have been averaged out for the 9 months of FY 2010 and 12 months of FY 2011 that the tax was in effect and put in those years.

TABLE 8	CAPITAL PROJECTS FUND ESTIMATES ($ in millions) [*FY 2022 and FY 2023 are CGFA estimates.]			
VIDEO GAMING:		**FY 22**	**FY 23***	**FY 24***
❖ **FY 2021 and after: 29% portion of the 34%**		**$762**	**$827**	**$853**

- Video Gaming in Illinois became operational in September 2012. The number of video gaming terminals in operation across the State has increased from 61 terminals in its opening month (Sept. 2012) to over 45,000 terminals at the start of 2023. Although the number of video gaming terminals being added each month has slowed in recent years, this industry continues to grow.

- Part of the recent growth in terminals is due to P.A. 101-0031, which increased the limit on terminals per regular establishment from 5 to 6, and increased the limit on licensed truck stop establishments from 5 to 10 terminals. The Act also increased betting limits played per hand from $2 to $4 and increased the maximum cash award on an individual hand from $500 to $1,199.

- The primary change of P.A. 101-0031 impacting the Capital Projects Fund was the increase in the tax rates. Beginning in FY 2020, the tax rate imposed on video gaming net terminal income was increased from 30% to 33%. In FY 2021, the tax rate was increased from 33% to its current rate of 34%. All of the revenues from the tax increases are to be deposited into the Capital Projects Fund. Local governments will continue to get the 5% portion of the tax imposed.

- Despite the recent tax increases, revenues did not come in as expected in FY 2020 and FY 2021. The lackluster figures are in large part due to the suspension of gaming operations from March 16th - June 30th of 2020 and again between November 19th and January 15th, 2021 in response to COVID-19 mitigation guidelines. However, after suspensions were lifted, monthly totals rose back to well above pre-pandemic levels.

- Below are actual and projected amounts for the Capital Projects Fund from video gaming revenue. As shown, it is projected that the number of video gaming terminals in Illinois will be greater than 52,000 by the end of FY 2024, with the growth of nearly 5,000 terminals per year for both projected figures. Under the fully implemented 34% tax rate, it is projected that video gaming will generate tax revenues totaling $970 million in FY 2023. This would result in approximately $827 million going to the Capital Projects Fund in FY 2023. Video Gaming tax revenues are expected to eclipse $1 billion within the next two years.

Fiscal Year	Terminals (at end of fiscal year)	Total Tax Revenues ($ millions)	Amount to CPF ($ millions)
FY 2016	23,891	$301.9	$251.6
FY 2017	26,873	$355.6	$296.3
FY 2018	29,283	$416.6	$347.2
FY 2019	32,033	$473.6	$394.7
FY 2020	36,145	$444.1	$376.2
FY 2021	40,157	$585.1	$499.1
FY 2022	43,128	$901.0	$762.0
FY 2023 (est.)	48,000	$970.0	$827.4
FY 2024 (est.)	52,500	$1,000.0	$852.9

SALES & USE TAX EXPANSION:	FY 22	FY 23*	FY 24*
❖ Expanded definition of soft drinks and increasing the tax from 1% to 6.25% ❖ Included candy in the definition of food consumed off premises now taxed at 6.25% ❖ No longer exempted grooming & hygiene products, now taxed at 6.25%	$63	$68	$70

- In FY 2022, $63 million from the sales tax expansion was deposited into the Fund. Annual growth of about 7.8% is expected in FY 2023.

LOTTERY:	FY 22	FY 23*	FY 24*
❖ 5-year Online Lottery pilot program-- excess revenues not already going to the Common School Fund ❖ 10-year lease for the private management of the Lottery—excess revenues not already going to the Common School Fund	$4	$138	$0

- These transfers were made possible by legislative changes which index lottery transfers to the Common School Fund's actual FY 2009 levels of $625 million. Amounts above inflation are to be made available for capital projects.

- Due to P.A. 102-0699, the Capital Projects Fund received additional revenue to correct past accounting errors in FY 2023 but will no longer receive revenue from the Lottery going forward.

- So far in FY 2023, $138 million has been transferred to the Capital Projects Fund. Of this amount, $89 million was transferred to correct accounting issues from past fiscal years, while the remaining $49 million was transferred based on the Lottery's results in FY 2022. No additional transfers are expected in FY 2023.

INCREASED MOTOR VEHICLE FEES:	FY 22	FY 23*	FY 24*
❖ Vehicle Registrations by $20 ❖ Transfers of Registrations by $10 ❖ Certificate of Title by $30 ❖ License Fees by $20 ❖ Increases in penalties for violating the increased weight limit of 80,000 pounds	$291	$287	$294

- These motor vehicle fees brought in $310 million in FY 2019. In FY 2020, these fees declined 13.1% to $270 million, likely due to disruptions caused by the COVID-19 pandemic. These fees rebounded to $312 million in FY 2021, an increase of 15.7%. The usually steady line of revenues declined again in FY 2022 by 6.7% to $291 million.

- Comparisons of year-to-date of FY 2023 revenues to FY 2022 revenues over the first eight months of the fiscal year have revenues down by 2.5%. This is likely due to the effects of increases in fees and inflation on interest rates for buying vehicles, on the cost of fuel, and on everything consumers buy affecting their ability to afford to drive or even own a car.

INCREASED LIQUOR TAXES:	FY 22	FY 23*	FY 24*
❖ Beer by $0.231 per gallonage ❖ Wine up to 14% by $1.39 per gallonage ❖ Wine over 14% by $1.39 per gallonage ❖ Distilled liquor by $8.55 per gallonage ❖	$136	$136	$138

- In FY 2022, $136 million in Liquor taxes was deposited in the Capital Projects Fund.
- Liquor tax revenues through February in FY 2023 were $90 million, reaching a projected total of $136 million by the end of FY 2023.

CIGARETTE TAX AND CIGARETTE USE TAX:	FY 22	FY 23*	FY 24*
❖ On July 1, 2019, the tax on a pack of cigarettes was increased $1.00 from $1.98 to $2.98. ❖ All of the revenues from this tax increase goes into the CPF	$259	$239	$232

- P.A. 101-0031 amended the Cigarette Tax Act and the Cigarette Used Tax Act to impose an additional $1.00 tax on a pack of cigarettes, thereby increasing the tax from $1.98 to $2.98 per pack. This new tax took effect on July 1, 2019 (FY 2020). All of the moneys from the additional tax are distributed to the Capital Projects Fund.
- In FY 2022, $259 million was generated for the Capital Projects Fund. It is expected this amount will fall to approximately $239 million in FY 2023. For subsequent fiscal years, the amounts generated for the Capital Projects Fund will likely continue to fade due to the downward trends in cigarette consumption. The projection for FY 2024 is $232 million.

PARKING EXCISE TAXES:	FY 22	FY 23*	FY 24*
❖ A percentage tax is placed on all parking spots purchased in Illinois by hour/day/week/month/year and on valet services	$35	$38	$40

- This tax began January 1, 2020, indicating that only six months of revenue would be collected in FY 2020 with the first full year of tax collections starting in FY 2021.
- Originally projected to total $60 million per year, the COVID-19 pandemic resulted in significantly reduced utilization of parking services, and concurrently, tax revenue. This effect has lingered through FY 2021, FY 2022, and now into FY 2023.
- Based on certain factors, including reduced demand for parking spaces in the wake of businesses shifting workers to at-home options in the wake of the COVID-19 pandemic, the original projections of $60 million per year have been revised downward, though the revenues continue to rise year-to-year. For FY 2023, it is estimated to total $38 million.

SPORTS WAGERING:	FY 22	FY 23*	FY 24*
❖ A 15% tax on licensee's adjusted gross receipts	$111	$140	$160
❖ Tax Revenues and License/Application Fees to Sports Wagering Fund			
❖ Monies are then transferred from Sports Wagering Fund to CPF			

- Tax revenues began trickling in from this tax at the end of FY 2020. However, revenues were severely hampered by the pandemic. Many major sporting events were postponed or canceled during the popular spring 2020 sports season due to the COVID-19 virus. Because of this, very little tax revenues were reported to be received from the sports wagering tax in FY 2020 ($12,224 to be exact). As sports returned in the summer of 2020, sports wagering in Illinois was able to begin to generate revenues, though not at the levels initially expected due to the pandemic. The sports wagering industry has since seen steady streams of revenues, further enhanced by the proliferation of online sportsbook accounts and activity.

- Tax revenues from adjusted gross receipts and license and application fees of sports wagering exceeded $100 million in FY 2022, generating $111 million. Of this number, $92 million was generated from adjusted gross receipts of over $600 million. By the end of FY 2021, $51 million was generated from the 15% tax on the adjusted gross receipts of sports wagering revenues. In addition, over $60 million in license and application fees were collected. These revenues are deposited into the Sports Wagering Fund and then transferred to the Capital Projects Fund. Officially, $66 million of these revenues were transferred to the CPF in FY 2021. The remainder of these funds were transferred in FY 2022.

- As many license and application fees were collected during FY 2021, FY 2022 saw approximately $15 million in sports wagering licenses and fees. Unless there are major changes to the sports wagering landscape, the vast majority of revenues are expected to come from sports wagering activity for FY 2023 and beyond.

- Using these revenue projections, and accounting for a lag between when the revenues are deposited into the Sports Wagering Fund and when the monies are actually transferred into the Capital Projects Fund, it is estimated that the amount transferred will be approximately $140 million in FY 2023. The amount will increase by a smaller amount to $160 million in FY 2024, due to the unlikeliness of new one-time sports wagering license fees and a slight decline in growth within the industry.

FY 2024 Capital Projects by Agency

The projects listed in this section are only those for which a new appropriation is being sought in FY 2024 (Reappropriations are not listed). Most of the Rebuild Illinois Capital Plan was appropriated in FY 2020. Project requests are listed by agency.

Capital Development Board

The Governor's capital budget request for the Capital Development Board would be $151 million, with $100 million coming from the Rebuild Illinois Projects Fund, $50 million from the CDB Contributory Trust Fund, and $1.5 million from the Build Illinois Bond Fund.

PROGRAMS ($ millions)	FY 2024 (in millions)
• Statewide: Early Childhood Construction Grants	$100.0
• Statewide: Construction for Veterans' Homes, agencies and boards	50.0
• Statewide: Reallocation of College Grants	1.5

Commerce and Economic Opportunity

The Department of Commerce and Economic Opportunity would allocate a total of $97 million under the Governor's proposed capital program. This would include $72 million from the Rebuild Illinois Projects Fund and $25 million from the Illinois Works Fund.

PROGRAMS ($ millions)	FY 2024 (in millions)
• Statewide: Prime Sites	$30.0
• Statewide: Enterprise Fund Grant	30.0
• Statewide: IL Works Pre-Apprenticeship Program	25.0
• City of East Alton	12.0

Human Services

The new appropriation request for the Department of Human Services would assign a total of $85.5 million under the Governor's proposed capital program, the total amount would be funded by the Build Illinois Bond Fund.

PROGRAMS ($ millions)	FY 2024 (in millions)
• IL Housing Development Authority Grants, Loans and Investments	$65.5
• IL Housing Development Authority Grants to municipalities with populations over 1 million for rehabilitation of vacant and abandoned residential housing	20.0

Environmental Protection Agency

The Environmental Protection Agency would allocate a total of $1.059 billion under the Governor's proposed capital program, with funding coming from the U.S. Environmental Protection Fund ($80 million) and the Water Revolving Fund ($979 million).

PROGRAMS ($ millions)	FY 2024 (in millions)
• Statewide: Wastewater Loan Program	$450.0
• Statewide: Drinking Water Loan Program	200.0
• IIJA: Loans, Grants, & Costs of Lead Service Line Replacement	107.0
• IIJA: Wastewater Loan Program	93.2
• IIJA: Drinking Water Loan Program	78.6
• IIJA: Small & Disadvantaged Communities Emerging Contaminants	50.0
• IIJA: Drinking Water Emerging Contaminants	28.5
• IIJA: Save Our Seas 2.0/Recycling Education	25.0
• Grants for costs associated with Lead Service Line Replacement Inventories	10.0
• IIJA: Wastewater Emerging Contaminants	9.5
• IIJA: Solid Waste Infrastructure and Recycling Education (SWIFR)	5.0
• Grants and contracts to address Nonpoint Source Water Quality issues	1.5
• Planning cost grants for Wastewater Collection/Treatment Facilities (Unsewered Communities Planning Grants Program)	1.0

Natural Resources

The Department of Natural Resources would receive $244.6 million in new appropriations. These appropriations would be from $138.5 million of Federal funds such as the Abandoned Mined Lands Reclamation Council Federal Trust Fund, DNR Federal Projects Fund and the Forest Reserve Fund; $0.5 million from the Capital Development Fund; and $105.6 million from specific State natural resource-related funds, such as: the Illinois Habitat Fund, Park & Conservation Fund, the Natural Areas Acquisition Fund, Open Space Lands Acquisition and Development Fund, the Land & Water Recreation Fund, and the Rebuild Illinois Fund.

PROGRAMS ($ millions)	FY 2024 (in millions)
• Abandoned Mined Lands Reclamation (State and Federal)	$89.5
• Natural Areas and Open Space Lands acquisition	62.0
• Brandon Road Local Cost Share with U.S. Army Corps of Engineers	50.0
• Outdoor recreation (bike, trails, boat, snowmobile, off-highway vehicles)	16.4
• Construction/maintenance for State-owned, leased and managed Sites	11.0
• Statewide: Flood Mitigation to buy out flood prone lands	10.5
• Wildlife conservation and restoration	3.7
• Forestry programs (State and Federal)	0.8
• Lake County: rehab of facilities at North Point Marina	0.4
• Statewide: Landowner Grant Program under the Illinois Oil & Gas Act	0.3
• Chain O' Lakes-Fox River Waterway Management System: operating expenses	0.2

Transportation (IDOT)

The Governor has requested $3.332 billion in new appropriations in FY 2024 for the Illinois Department of Transportation. Most funding would be earmarked from current State funds, including $2.301 billion from the Road Fund and $762 million from the State Construction Account Fund. Federal funds for airports and transit would make up approximately $224 million of funding and $45.2 million would come from other transportation-related State funds, including such funds as the Grade Crossing Protection Fund, the Downstate Transit Improvement Fund, the South Suburban Airport Improvement Fund, the State Rail Freight Loan Repayment Fund and the High-Speed Rail Rolling Stock Fund.

PROGRAMS ($ millions)	FY 2024 (in millions)
• Statewide: transportation-related construction	$1,559.7
• Road improvements – local share of Road Fund/Road Program	997.2
• Federal/local: financial assistance to airports	150.0
• Permanent Improvements to IDOT facilities	109.6
• Maintenance, Traffic, Physical Research/Formal Contracts A & B	91.4
• Federal transit grant for capital, operating, consultant and technical services	73.6
• Rebuilding America (INFRA) Grant for CREATE WA1 Ogden Junction	70.0
• Apportionments to Counties, Cities and Townships	60.2
• Grant to Chicago IDOT for State only Chicago Commitment (SOCC) infrastructure	50.0
• Grade crossing protections/separations	36.5
• High Speed Rail maintenance costs	30.0
• CREATE GS9 Archer and Belt Railway	19.1
• Motorist damage to highway structures	17.1
• Township Bridge Program	15.0
• Local Share for CREATE WA1 Ogden Junction	13.0
• CREATE EW3A Pullman Junction grant	12.9
• Congestion Mitigation and Air Quality (CMAQ) Enhancement	7.5
• State Airport Plans and assistance to municipalities or other airports	7.2
• Statewide: Rail Freight Loan Repayment Program	3.7
• Downstate transit capital grants	3.0
• Disposal of hazardous materials	3.0
• South Suburban Airport expenses, including Public Private Partnerships	1.0
• High Speed Rail Rolling Stock costs	1.0

Note: CREATE is the Chicago Region Environmental and Transportation Efficiency Program

DEBT MANAGEMENT

- **Summary of State-Supported Bond Debt**
- **Bond Authorization**
- **Bond Sales**
- **Outstanding Principal**
- **Debt Service**
- **Recent Illinois Ratings History**
- **Debt Comparisons: Illinois v. Other States**

Summary of State Supported Bond Debt

Bonds are normally sold to provide funds either for projects or to refund previously issued bonds. State Supported bond debt can be divided into three categories:

- General Obligation (G.O.) debt backed by the full faith and credit of the State,
- State-issued revenue debt supported by dedicated tax revenues or lease payments, and
- Locally-issued revenue debt supported by the pledge of State taxes or payments.

The State issues General Obligation bonds mainly for its continuing capital program that began in FY 1971. Bond proceeds are distributed under categories for capital facilities, anti-pollution, coal and energy development, school construction, and transportation projects—roads and bridges, mass transit, multimodal, rail and aviation.

Bonds secured by dedicated tax revenues are issued by the State for the Build Illinois program and, in the past, for civic centers. The Build Illinois program uses bond proceeds for infrastructure and transportation, educational purposes, environmental protection and economic development. Civic Center bond proceeds were used to pay for construction of civic center-related projects or for debt service on construction projects and improvements from bonds issued by local civic center authorities. There had been no new project Civic Center bonds issued since FY 1992. Public Act 102-0016, effective June 17, 2021, repealed the Metropolitan Civic Center Support Act which authorized the Civic Center bonds.

Certificates of participation (COPs) have been authorized and issued by the State and its agencies to finance the lease/purchase of equipment and the lease/purchase of facilities. Beginning in FY 2005, P.A. 93-0839 eliminated the State's issuance of COPs unless they are authorized by law. This report does not include State-issued COPs which were paid off at the end of FY 2017. The Non-State Supported Debt section of the report does include State University COPs.

Locally-issued revenue bonds supported by State revenue include those issued by the Metropolitan Pier and Exposition Authority (McCormick Place, Navy Pier and Wintrust Arena), the Illinois Sports Facilities Authority (Comiskey Park and Soldier Field), and the Regional Transportation Authority (Strategic Capital Improvement Project Bonds) for its Service Boards: the Chicago Transit Authority, Metra and Pace.

The following section looks at various debt-related statistics in an attempt to explain what has occurred in this area and what direction the State's bonding programs may take in the future.

Bond Authorization

General Obligation Bonds

General Obligation bonds are viewed as the most secure type of bond issuance by any government because they carry the pledge that the government will pay the bondholders first and from any and all revenues. Although they are historically used for capital programs, states have found new ways to use these bonds. During tough economic times, states have found creative ways to use the G.O. pledge, from securitizing Tobacco Settlement payments to pension-related bonds. Illinois is no different, having legislated G.O. authorization for Tobacco Securitization Bonds, Pension Obligation Bonds and Income Tax Proceed Bonds.

Below is a recent history of G.O. bond authorization levels:

TABLE 9 — GENERAL OBLIGATION AUTHORIZATION HISTORY
($ in billions)

Date	New Projects	Bill^ Backlog	Tobacco* Securitization	Pension Obligation	Pension Acceleration	Medicaid† Enhancement	Subtotal	Refunding Increase	Refunding Total
May 2000	$14.198		N/a	N/a	N/a	N/a	**$14.198**		$2.839
June 2001	$15.265		N/a	N/a	N/a	N/a	**$15.265**		$2.839
June 2002	$16.908		$0.750	N/a	N/a	N/a	**$17.658**		$2.839
April 2003	$16.908		$0.750	$10.000	N/a	N/a	**$27.658**		$2.839
January 2004	$16.927		N/a	$10.000	N/a	N/a	**$26.927**		$2.839
January 2009	$16.962		N/a	$10.000	N/a	N/a	**$26.962**		$2.839
April 2009	$19.962		N/a	$10.000	N/a	N/a	**$29.962**		$2.839
July 2009	$22.771		N/a	$13.466	N/a	N/a	**$36.237**	$2.000	$4.839
March 2010	$22.771		N/a	$13.466	N/a	$0.250	**$36.487**		$4.839
January 2011	$22.771		N/a	$17.562	N/a	$0.250	**$40.583**		$4.839
March 2011	$26.933		N/a	$17.562	N/a	$0.250	**$44.745**		$4.839
July 2012	$28.550		N/a	$17.562	N/a	$0.250	**$46.362**		$4.839
July 2013	$30.775		N/a	$17.562	N/a	$0.250	**$48.587**		$4.839
July 2014	$31.375		N/a	$17.562	N/a	$0.250	**$49.187**		$4.839
July 2017	$31.375	$6.000	N/a	$17.562	N/a	$0.250	**$55.187**		$4.839
June 2018	$32.175	$6.000	N/a	$17.562	$1.000	$0.250	**$56.987**		$4.839
June 2019	$51.514	$7.200	N/a	$17.562	$1.000	$0.250	**$77.526**		$4.839
May 2022	$51.514	$7.200	N/a	$17.562	$2.000	$0.250	**$78.526**		$4.839

^The original $6.0 billion of Income Tax Proceed Bonds were only allowed to be issued from July 1, 2017 - December 31, 2017. The additional $1.2 billion shall be used for paying vouchers incurred by the State more than 90 days prior to the date of the issuance of the Bonds.

† The Medicaid Enhancement Funding was allowed only in FY 2010 and had to be repaid within one year.

** Tobacco Securitization Authorization under the General Obligation category was allowed only for FY 2003, was not used and is not included in the total. The State did securitize Tobacco Settlement revenues after creating a separate entity to issue them to minimize risk to the State.*

Funding for the Rebuild Illinois capital program included increasing bond authorization (Public Act 101-0030) in June 2019. General Obligation Bond authorization was increased by $19.3 billion and Build Illinois Bonds by $3.2 billion. Of this total authorization, $20.8 billion will be used for the new Rebuild Illinois capital program, while the remainder is for authorization to complete previous capital programs' appropriations.

Public Act 102-0718 increased authorization for Pension Acceleration Bonds by another $1 billion and extended the buyout program to June 30, 2026.

The table below shows the status of authorization levels for each category of G.O. bonds and for State-issued revenue bonds. General Obligation capital projects total authorization is $51.5 billion, with approximately $19.5 billion remaining unissued as of January 31, 2023. Pension Acceleration bond authorization available is $841 million. Build Illinois Authorization available is $3.3 billion.

TABLE 10 STATUS OF G.O. AND STATE-ISSUED REVENUE BONDS as of February 28, 2023

($ in billions)	Authorization	Un-Issued	Appropriated†	Available after appropriations	Over* Committed
Capital Facilities	$18.580	$8.330	$18.548	$0.032	$0.207
School Construction	$4.824	$0.487	$4.856	-$0.032	$0.092
Anti-Pollution	$0.818	$0.159	$0.789	$0.030	$0.016
Transportation A	$11.921	$4.927	$12.038	-$0.117	$0.172
Transportation B	$5.966	$1.398	$5.704	$0.263	
Transportation D	$4.660	$0.266	$4.719	-$0.059	$0.059
Transportation E Multimodal	$4.500	$3.834	$4.558	-$0.058	$0.058
Coal & Energy Development	$0.243	$0.089	$0.148	$0.095	
SUBTOTAL	**$51.514**	**$19.490**	**$51.359**	**$0.155**	**$0.603**
Pension bonds	$17.562	$0.396	$17.166	$0.396	
Pension Acceleration Bonds	$2.000	$0.841	$1.202	$0.798	
Medicaid Funding Series	$0.250	$0.004	$0.246	$0.004	
Income Tax Bonds	$7.200	$1.200	$6.000	$1.200	
TOTAL	**$78.526**	**$21.931**	**$75.973**	**$2.553**	**$0.603**
	Limit	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
G.O. Refunding°	$4.839	$2.332	$2.507	$2.332	
	Authorization	**Un-Issued**	**Appropriated†**	**Available after appropriations**	**Over* Committed**
Build Illinois	$9.485	$3.334	$12.142	-$2.658	**$2.658**
	Limit	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
Build IL Refunding	Unlimited	Unlimited	$0.589	Unlimited	

Based on the Office of the Comptroller's "Recap of General and Special Obligation Bonded Indebtedness and Update of Comparisons of General and Special Obligation Bond Activity".

†Includes appropriations up through FY 2023.

*Over Committed amounts come from specific line items under each Category in Statute that have higher appropriations than authorization. Does not include bond sale expenses.

°Refunding is limited only by how much is outstanding at one time. As principal amounts are paid off, those amounts become available for future refundings.

Note: Excludes bond premiums and expenses related to bond sales.

State-Issued Revenue Bonds

The Build Illinois program began in 1985 as a $1.3 billion economic development initiative composed of $948 million in bonds and $380 million in current funding. Since that time, the bond program has been expanded and authorization increased several times. Build Illinois Bond Authorization was last increased by $3.2 billion for the FY 2020 Rebuild Illinois capital program.

Build Illinois authorization is $9.5 billion with approximately $3.3 billion unissued. There is no refunding limit placed on Build Illinois bonds.

TABLE 11 BUILD IL AUTHORIZATION INCREASES ($ in billions)

Date	Projects Increase	Projects Total
July 1985	$0.948	$0.948
September 1988	$0.379	$1.327
July 1989	$0.704	$2.031
December 1990	$0.006	$2.037
June 1999	$0.754	$2.791
May 2000	$0.061	$2.852
June 2001	$0.689	$3.541
June 2002	$0.265	$3.805
July 2009	$0.810	$4.615
March 2011	$1.088	$5.703
July 2013	$0.543	$6.246
June 2019	$3.239	$9.485

*Build Illinois Refunding is unlimited

Authorization for Civic Center bonds was limited to $200 million of new project bonds outstanding at one time with unlimited refunding. Since October 1991, no applications had been approved and no new funding had been issued. Public Act 102-0016 repealed the Metropolitan Civic Center Support Act which authorized the Civic Center bonds after the last of the bonds were paid off in FY 2021.

Locally-Issued Revenue Bonds

Metropolitan Pier and Exposition Authority (MPEA): In May of 2010, Public Act 96-0898 increased the Authority's authorization by $450 million to $2.557 billion to expand their Hyatt Regency-McCormick Place Hotel from 800 rooms to 1400, and include a ballroom, meeting space, parking facility and for other improvements to help McCormick Place remain competitive. The Act also allowed the MPEA to restructure and refund their debt and extend the refunding maturities to 2050 (was 2042), past the maturities of the bonds they would be refunding. Public Act 100-0023 (July 2017) gave the MPEA a $293 million increase in authorization, to a total $2.85 billion, that allowed them to restructure existing debt and pay back the remaining debt service deficiency amount to the State. To help the Authority meet its liquidity needs to manage through the COVID-19 pandemic, P.A. 101- 0636 (June 2020) allowed the Authority to utilize its remaining capacity under the Expansion Project indenture ($46,273,226) to pay for operating expenses of the Authority during fiscal 2021 and 2022. [Metropolitan Pier and Exposition Authority]

Regional Transportation Authority (RTA): The RTA has bonds supported by State funding called Strategic Capital Improvement Project (SCIP) bonds. There have been two separate authorizations of SCIP bonds. The first authorization was in Public Act 86-0016 (June 1989) called SCIP I. That authorization was set at $100 million a year from 1990-1994, equaling $500 million total. The second authorization was in Public Act 91-0037 (July 1999) called SCIP II, as a part of the State's Illinois FIRST program. It authorized $260 million a year from 2000-2004, equaling a total of $1.3 billion. The Authority last sold SCIP bonds in FY 2007 for $250 million, leaving approximately $9.7 million in authorization available under the SCIP II program. SCIP bonds were refunded in FY 2018. The Authority is not requesting an increase in this line of authorization at this time.

Illinois Sports Facilities Authority (ISFA): In FY 2001 (P.A. 91-0935), the General Assembly increased bonding authorization for the Illinois Sports Facilities Authority (ISFA) Act by $399 million to finance renovations for the Chicago Bears Stadium at Soldier Field and related lakefront improvements.

Changes had not been made to authorization until Public Act 102-0016 (June 2021):

- Under the ISFA's $150 million authorization for facilities it owns, bonds could be used for authorized corporate purposes, and the limit on outstanding bonds/notes would not apply to refunding/restructuring bonds issued by the Authority from June 17, 2021 to December 31, 2024.
- The Advance Amount from the State was extended one year to 2033.
- The State's General Revenue Fund shall transfer $20 million to the Illinois Sports Facilities Fund to be credited to the Advance Account within the Fund.

The Authority has approximately $124 million of unissued authorization.

Bond Sales

Illinois Bond Sale Details:

DATE	BOND SALE TYPE	AMOUNT	TAXABLE v. TAX-EXEMPT	NEGOTIATED v. COMPETITIVE SALE	TRUE INTEREST COST	S&P	FITCH	MOODY'S	KROLL
TABLE 12	STATE-ISSUED BOND SALES								
FY 2020									
Nov-19	General Obligation November 2019A/B/C	$750 million	tax-exempt	competitive	all in TIC 3.4578%	BBB	BBB-	Baa3	
May-20	General Obligation May 2020	$800 million	tax-exempt	negotiated	all in TIC 5.83%	BBB-	BBB-	Baa3	
Jun-20	General Obligation Certificates (MLF)	$1.2 billion	tax-exempt	negotiated	3.36% adjusted	BBB-	BBB-	Baa3	
FY 2021									
Oct-20	General Obligation October 2020 A	$125 million	taxable	competitive	2.83%	BBB-	BBB-	Baa3	
Oct-20	General Obligation October 2020 B	$325 million	tax-exempt	competitive	3.71%	BBB-	BBB-	Baa3	
Oct-20	General Obligation October 2020 C	$300 million	tax-exempt	competitive	4.32%	BBB-	BBB-	Baa3	
Oct-20	General Obligation October 2020 D	$100 million	tax-exempt	competitive	2.15%	BBB-	BBB-	Baa3	
Dec-20	General Obligation Notes (MLF)	$2.0 billion	tax-exempt	negotiated	3.42%	BBB-	BBB-	Baa3	
Mar-21	General Obligation March 2021A	$850 million	tax-exempt	negotiated	2.90%	BBB-	BBB-	Baa3	
Mar-21	General Obligation March 2021B	$150 million	tax-exempt	negotiated		BBB-	BBB-	Baa3	
Mar-21	General Obligation Refunding March 2021C	$258 million	tax-exempt	negotiated		BBB-	BBB-	Baa3	
FY 2022									
Sep-21	Build Illinois September 2021A	$130 million	tax-exempt	competitive	1.31%	BBB+	BBB+	Baa2	AA+
Sep-21	Build Illinois September 2021B	$220 million	taxable	negotiated	2.72%	BBB+	BBB+	Baa2	AA+
Sep-21	Build Illinois September 2021C refunding	$143 million	tax-exempt	negotiated	1.25%	BBB+	BBB+	Baa2	AA+
Dec-21	General Obligation December 2021A	$200 million	tax-exempt	competitive	1.30%	BBB	BBB-	Baa2	
Dec-21	General Obligation December 2021B	$200 million	tax-exempt	competitive	2.50%	BBB	BBB-	Baa2	
May-22	General Obligation June 2022A	$925 million	tax-exempt	negotiated	4.64% aggregated	BBB+	BBB+	Baa1	
May-22	General Obligation June 2022B refunding	$713 million	tax-exempt	negotiated		BBB+	BBB+	Baa1	
FY 2023									
Sep-22	General Obligation October 2022A	$175 million	taxable	competitive	5.78%	BBB+	BBB+	Baa1	
Sep-22	General Obligation October 2022B	$245 million	tax-exempt	competitive	5.01%	BBB+	BBB+	Baa1	
Sep-22	General Obligation October 2022C	$280 million	tax-exempt	competitive	5.44%	BBB+	BBB+	Baa1	

The following paragraphs offer a synopsis of the bonds sold in recent years, highlighting the rates the State received on the sales and quotes from industry insiders providing an overview of market conditions and Illinois' perceived status at the time of sale.

Illinois sold October 2022 Series A, B and C General Obligation Bonds for $700 million on September 28, 2022. The bonds were sold by competitive sale and included both tax-exempt and taxable bonds. Taxable October 2022 Series A, of $175 million, included $138 million for the Accelerated Pension Benefit Buyout program and sold with a true interest cost of 5.7823%. In May 2022, the State passed Public Act 102-0718, which increased the bond authorization for the Pension Obligation Acceleration Bonds from $1 billion to $2 billion and lengthened the program another 2 years through the end of FY 2026. This allowed for the June 2022 Series A bond sale and the October 2022 Series A bond sale to include Pension Obligation Acceleration Bonds, which increased the amount of funding for the Accelerated Pension Benefit Buyout program to $1.148 billion.

The remaining proceeds from the October 2022 Series A, B and C bond sales will pay for Rebuild Illinois construction projects. Tax-exempt October 2022 Series B was sold for $245 million with a true interest cost of 5.0080%, and tax-exempt October 2022 Series C was sold for $280 million with a true interest cost of 5.4420%. Each series received eight to nine bids.

"Illinois' $700 million general obligation issue drew healthy interest from bidders but the state saw spreads widen as rising marketwide interest rates trumped the state's fiscal and credit progress...The 10-year in the deal offered a yield of 4.80%, a 152 basis point [bp] spread to Municipal Market Data's AAA benchmark, while the long, 25-year maturity paid a 5.50% yield, a 168 bp spread. The maturities had 5% coupons...BBB benchmark rates Wednesday were at 4.17% and 4.81% on the 10 and 25-year, respectively.

"...Market participants said the spreads were in line with expectations given ongoing market volatility and rising rates, healthier supply levels this week, the deal's size, and concessions offered on other deals. The state's spring upgrades also were viewed as holding the spread penalties from even further widening." [*Illinois draws healthy number of bids as spreads ratchet wider*, by Yvette Shields, The Bond Buyer, September 29, 2022]

Illinois sold $1.638 billion in General Obligation bonds in May of 2022. The negotiated, tax-exempt bonds were repriced due to being three times oversubscribed, with over $5 billion in orders and interest from over 90 different investors. The bonds were sold in two series, with the $925 million of June 2022A series proceeds going to capital projects under the Rebuild Illinois program and for funding for the pension acceleration buyout program. The June 2022B series of $713 million are refunding bonds expected to give the State $21.9 million in savings. The aggregate true interest cost was 4.64%. [Press Statement, Paul Chatalas, Director of Capital Markets, State of Illinois.]

"Municipals were mixed in secondary trading as large general obligation bond offerings from Illinois and New York City took the focus and saw yields lowered in repricings. U.S. Treasuries were better in a risk-off rally with the biggest gains 10 years and out while equities saw massive losses... The market is dealing with 'a new round of headwinds with a large new-issue calendar and ongoing heavy bids lists — creating yield clog and setting new levels across the curve,' said Kim Olsan, senior vice president at FHN Financial...

"Illinois' GO offering brought recalibrated couponing on the long end to 5.50%, up from 5.25% and a contrast to the state's March 2021 pricing when the maximum coupon was 5% in longer maturities, Olsan noted. While some of the best opportunities are available to buyers currently, she said sellers are 'finding new yield ranges are required for orderly placement.' Upcoming issuance, she said, can be expected 'to see tailor-made structures come into play while the rate and inflation outlooks remain volatile'." [*Munis mixed as Ill., NYC price; ICI reports largest outflow of 2022*, by Jessica Lerner and Lynne Funk, The Bond Buyer, May 18, 2022.]

On December 1, 2021, Illinois sold $400 million of General Obligation bonds competitively. Series of December 2021A received 12 bids and 2021B received 10 bids. The true interest costs were 1.299% and 2.495% respectively. "In the 10-year maturity, the winning bid has a credit spread of +54 basis points to the tax-exempt benchmark with a 5 percent coupon, a 66 basis point improvement from the State's GO March 2021 sale and a 214 basis point improvement from the State's GO October 2020 sale. The

State's continued improving credit and strong investor demand allowed the State to lock in an extremely attractive overall borrowing rate of 2.15% on a bond issue that has a 20-year final maturity...Approximately $175 million of the bonds will help finance the state's ongoing accelerated pension benefit buyout program. The remaining proceeds, after cost of issuance, will fund ongoing construction projects, largely for Rebuild Illinois, the state's $45 billion capital program." [SOURCE: *Strong Bids, Large Participation, Low Rates in General Obligation Bond Competitive Sale*, Paul Chatalas, Director of Capital Markets, State of Illinois, Dec. 1, 2021 press release.]

The State competitively sold $130 million of tax-exempt Build Illinois bonds, Series A, on August 24, 2021, for capital projects funding. The 10-year of these bonds had a 4% coupon and was 39 basis points above the AAA benchmark with a true interest cost of 1.31%. [*Primary the Focus; Illinois spreads tighten further*, By Lynne Funk, Gary Siegel, Christine Albano, The Bond Buyer, August 24, 2021]

On September 15, 2021, Illinois sold $220 million of Series B taxable bonds for new projects with a true interest cost of 2.72%. The Series C bonds sold were tax-exempt refunding bonds for $143 million with the true interest cost of 1.25% and present value savings of $45.6 million. "...the buy side takes a nearer-term view and has rewarded the state for its flood of federal relief, a rebounding economy, and its management of the COVID-19 pandemic's early wounds and that's reflected in a steep narrowing of spreads for the Build Illinois bonds that benefit from stealth coverage from sales taxes and its general obligation paper...

"The 10-year in this week's deal landed at a 1.38% yield with a 5% coupon, a 45 basis point spread to the Municipal Market Data's AAA benchmark. The 10-year in the Aug. 24 sale with a 4% coupon settled at a 40 bp spread and 1.28% yield.... The tax-exempt spreads this year are closer to those seen on deals before 2018 when the bonds carried high-grade ratings before revised rating criteria and the state's falling GO ratings dragged down the sales tax credit, underscoring the longstanding penalties imposed by buyers on the Illinois name." [*Illinois reaps first market benefits of ratings upswing*, The Bond Buyer, By Yvette Shields, September 16, 2021]

"The state last sold Build Illinois bonds in 2018...One 10-year bond in the deal, which was boosted by Build America Mutual insurance, landed at a 75 basis point spread to the Municipal Market Data's AAA benchmark and has been trading at a 45 bp spread, according to Refinitiv MMD. An uninsured 10-year landed at an 89 bp spread and recently traded at a 47 bp spread.

"The state's 10-year GO is trading at a 58 basis point spread to the AAA benchmark and the yield of 1.46% is three basis point narrower than the BBB benchmark. The state's GOs started the year at a 197 bp spread. The state's 10-year in a March outing landed at a 120 bp spread to the AAA." [*Illinois sets first bond sales after rating upgrades*, The Bond Buyer, By Yvette Shields, August 16, 2021]

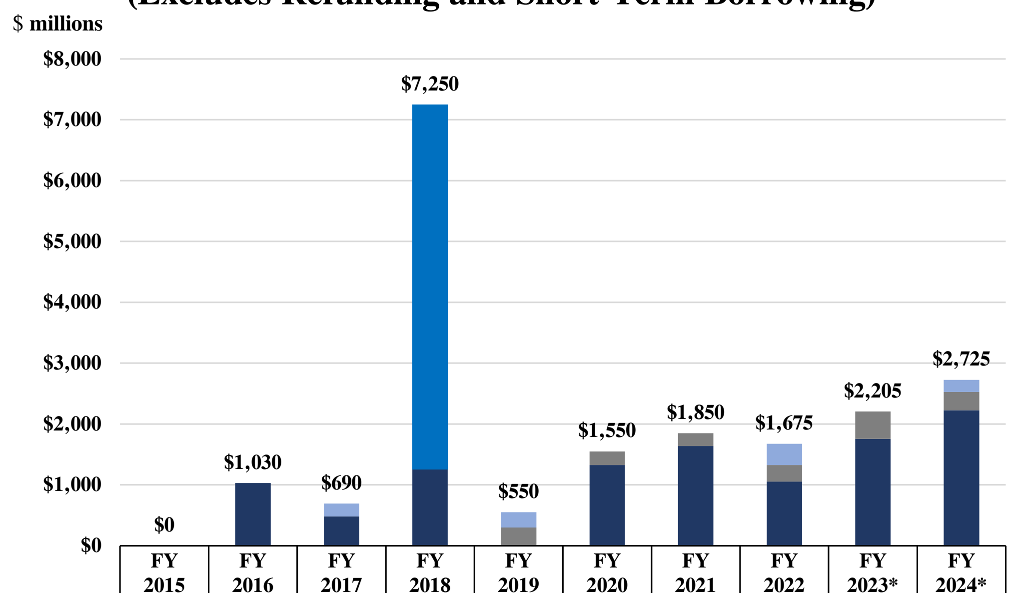
Illinois Bond Sale History: FY 2014 was a continuation of the Illinois Jobs Now capital program, with G.O. bond sales of $3.7 billion combined with $402 million of Build Illinois bonds. There were no bonds sold in FY 2015. The FY 2018 increases in authorization included $6 billion in Income Tax Proceed bonds which were sold that year, along with $1.3 billion of General Obligation bonds.

The Pension Obligation Acceleration bond program (created in FY 2018) increased G.O. authorization by $1 billion. Pension Obligation Acceleration bonds. Pension Acceleration bonds have been sold FY 2019 through FY 2022 in amounts ranging from $200 million to $300 million. Build Illinois bond sales during the same time period only occurred in FY 2019 ($250 million) and FY 2022 ($350 million). The driving force of bond sales occurred from FY 2020 to FY 2022 with $1.3 billion, $1.6 billion and $1.1 billion in succession.

In FY 2023, the Governor's Office of Management and Budget estimates the sale of $2.205 billion in bonds, which includes $1.756 billion in General Obligation bonds for the State's capital programs and up to $449 million of Pension Acceleration Bonds. In FY 2024, the Governor's Office estimates the sale of $2.725 billion in bonds. This would consist of $2.225 billion of G.O. capital projects bonds, $300 million of Pension Acceleration Bonds, and $200 million in Build Illinois bonds.

CHART 7

State-Issued Bond Sales
(Excludes Refunding and Short-Term Borrowing)



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*
State-Issued Revenue			$210		$250			$350	$0	$200
Income Tax Proceed				$6,000						
Pension Acceleration					$300	$225	$212	$273	$449	$300
General Obligation		$1,030	$480	$1,250		$1,325	$1,638	$1,052	$1,756	$2,225

***FY 2023 and FY 2024 estimates are based on information from GOMB.**

Locally-Issued Revenue Bonds

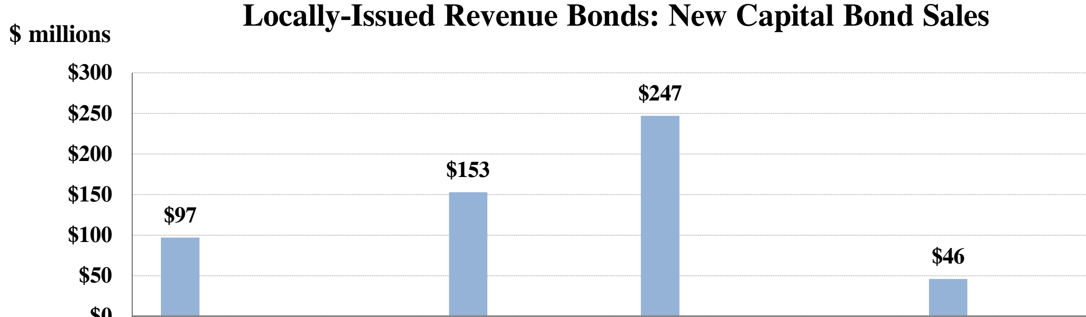
Metropolitan Pier and Exposition Authority: Public Act 100-0023 gave the MPEA a $293 million increase in authorization to restructure existing debt. In November 2017, MPEA issued $226 million of refunding bonds and $247 million in bonds. This funding repaid their construction loan with Citibank, paid project costs for the Marriot Marquis Chicago hotel project, and made it possible to repay the remaining debt service deficiency to the State. In FY 2020, the Authority sold $938 million in refunding bonds to help ease debt service payments. Public Act 101-0636 allowed the MPEA to use its remaining Expansion Project bond authorization ($46 million) to pay operating costs during FY 2021 and FY 2022. Those bonds were sold in FY 2021 along with $114 million of refunding bonds. In FY 2022 and FY 2023, the Authority refunded another $959 million and $23 million in bonds, respectively, again to help alleviate the costs of debt service payments.

Regional Transportation Authority: The FY 2007 SCIP bond sale of $250 million basically depleted the last of the RTA's $1.3 billion in authorization granted under the Illinois FIRST program. The Authority refunded $191 million in SCIP bonds in FY 2018.

Illinois Sports Facilities Authority: The ISFA sold $293 million in refunding bonds in FY 2015 to refund some of the 2001 series bonds and all of the 2003 and 2008 series bonds. A refunding of approximately $120 million occurred in FY 2020 to refund a poriton of the 2001 bonds and to help alleviate debt service costs during the pandemic. A refunding in FY 2022 of $20 million refunded a portion of the 2001 series bonds (see Illinois Sports Facilities Authority Debt on page 70).

CHART 8

Locally-Issued Revenue Bonds: New Capital Bond Sales



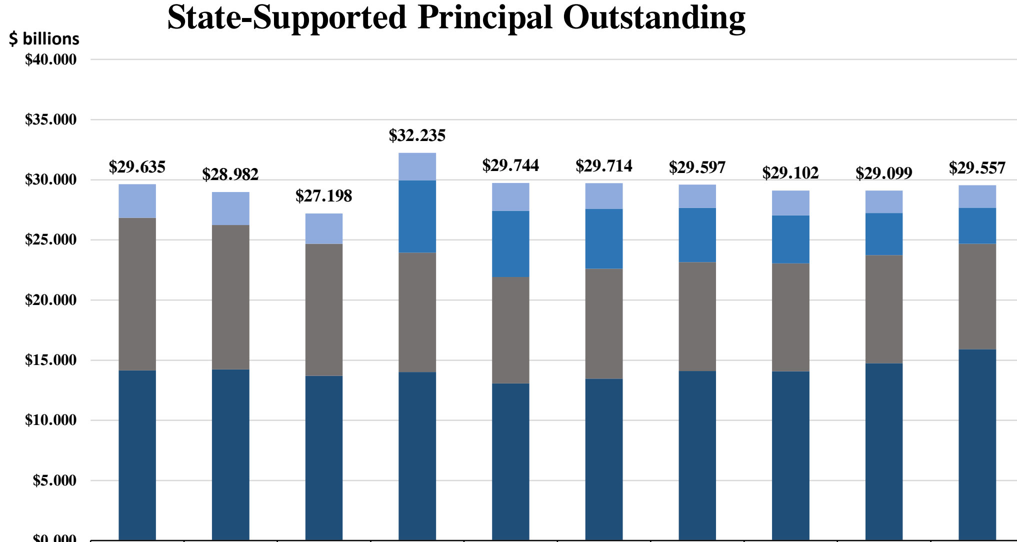
	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
TOTAL	$97			$153		$247			$46	
RTA										
ISFA										
MPEA	$97			$153		$247			$46	

Outstanding Principal

State-Issued Principal Outstanding

CHART 9

State-Supported Principal Outstanding



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*
TOTAL	$29.635	$28.982	$27.198	$32.235	$29.744	$29.714	$29.597	$29.102	$29.099	$29.557
State-Issued Revenue	$2.790	$2.737	$2.512	$2.289	$2.319	$2.114	$1.941	$2.047	$1.859	$1.879
Income Tax Proceed				$6.000	$5.500	$5.000	$4.500	$4.000	$3.500	$3.000
Pension OB/ Acceleration	$12.700	$12.000	$10.975	$9.925	$8.850	$9.138	$9.054	$8.965	$8.990	$8.756
General Obligation	$14.145	$14.245	$13.711	$14.021	$13.075	$13.462	$14.102	$14.089	$14.750	$15.923

*FY 2023 and FY 2024 amounts for Principal Outstanding are CGFA estimates.

The FY 2014 principal outstanding level of $31.9 billion decreased by over $2 billion in FY 2015 due to no bond sales in all categories, while annual principal was paid. Declines in FY 2016 to $28.9 billion and in FY 2017 to $27.2 billion were due to low bond sales ranging from $700 million - $1 billion.

Outstanding principal jumped to $32.2 billion in FY 2018 with the sale of $1.25 billion of capital bonds and $6 billion in Income Tax Proceed bonds used to pay down the State's backlog of bills. With only $300 million in Pension Acceleration bonds and $250 million in Build Illinois bonds sold in FY 2019, principal outstanding declined by more than $2.4 billion to $29.7 billion. Principal outstanding had been fairly steady from FY 2019 through FY 2021 at around $29.7 billion with State combined bond sales in the $1.6 billion to $1.9 billion range. FY 2022 principal outstanding dipped to $29.1 billion due to lower bond sales in FY 2022 combined with regular principal payments on debt service that lowered the base. Even with higher bond sales in FY 2023, due to the lower base, FY 2023 principal outstanding will remain at the same level as FY 2022. With FY 2024 expected G.O bond sales of $2.2 billion, Pension Acceleration bond sales of $300 million, and Build Illinois bond sales of $200 million, FY 2024 principal outstanding is expected to increase closer to $29.6 billion.

Locally Issued Revenue Bonds

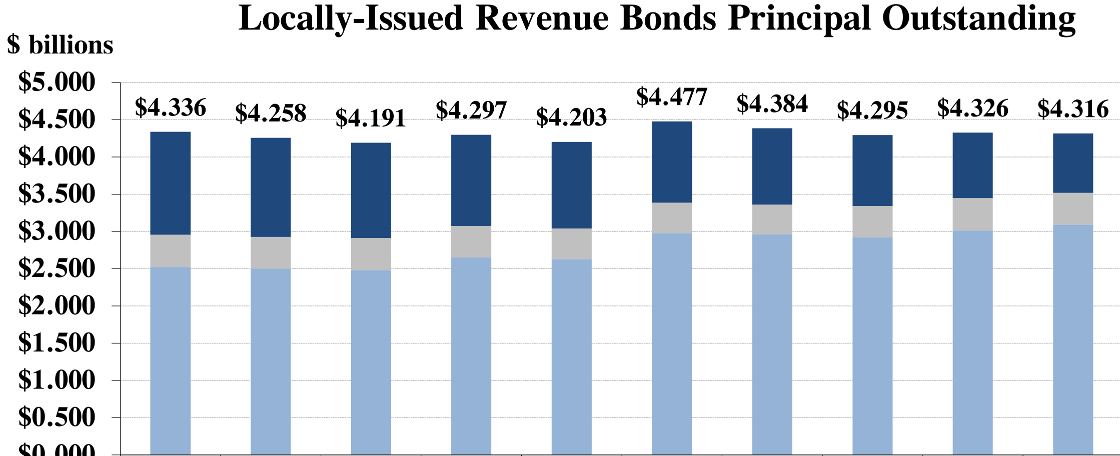
Metropolitan Pier and Exposition Authority: MPEA debt remained around $2.5 billion from FY 2013 to FY 2017. During that time the MPEA sold bonds in FY 2013 for $97 million and in FY 2016 for $153 million. After an increase in authorization (Public Act 100-0023), the MPEA sold $247 million in a FY 2018 bond sale to increase MPEA's principal outstanding to approximately $3.0 billion, where it has remained through FY 2022 due to refundings that were allowed in FY 2020 – FY 2022 to help with debt service pressures during the pandemic.

The principal outstanding on the Regional Transportation Authority's SCIP I and II bonds decreases yearly due to all of the bond authorization having been sold by FY 2005. With steady debt service payments, all SCIP bonds should be paid off in July 2035.

The Illinois Sports Facilities Authority's Principal Outstanding has remained steady over the past two decades, not because of annual bond sales, but due to the types of bonds that were issued for Soldier Field, which left principal to be paid in the last years of the bonds' maturity. Although most of the original bonds have been refunded, the refundings continued the practice of keeping most of the principal payments in the end years of the bonds. This is related to the State's advance amount payments that increase yearly, and will ramp up in the final years of the debt service schedule of these bonds. For more information, see the Illinois Sports Facilities Authority Debt section on page 70.

CHART 10

Locally-Issued Revenue Bonds Principal Outstanding



	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
TOTAL	$4.336	$4.258	$4.191	$4.297	$4.203	$4.477	$4.384	$4.295	$4.326	$4.316
RTA	$1.382	$1.332	$1.279	$1.222	$1.162	$1.091	$1.023	$0.953	$0.878	$0.798
ISFA	$0.433	$0.427	$0.431	$0.423	$0.414	$0.407	$0.400	$0.423	$0.434	$0.425
MPEA	$2.521	$2.499	$2.481	$2.652	$2.627	$2.979	$2.961	$2.919	$3.014	$3.092

Debt Service

The following section presents a ten-year history of General Obligation, Build Illinois and Civic Center debt service broken out by principal and interest. The General Obligation section includes Pension Obligation and Acceleration bonds, Income Tax Proceed Bonds (labeled Backlog Borrowing), and a break-out of G.O. debt service by funds that pay for it.

General Obligation

G.O. debt service is paid from the General Obligation Bond Retirement and Interest Fund (GOBRI). This fund receives transfers from the Road Fund for Transportation A & D projects (highways and bridges) and Transportation E projects (multimodal transportation); the School Infrastructure Fund; the General Revenue Fund; and since FY 2010, the Capital Projects Fund for the IJN capital program. The increases in G.O. debt attributed to the IJN program are to be paid for by increases in Road Fund transfers and transfers from the Capital Projects Fund. If there is not enough funding in the Capital Projects Fund (page 15) or the School Infrastructure Fund (page 85), the General Revenue Fund will pay the debt service needed.

Public Act 100-0023 required that the debt service on $1.1 billion of Transportation D (IJN) authorization be paid for by the Road Fund instead of the Capital Projects Fund, which will help give some relief to CPF. The increased taxes and fees created in the Rebuild Illinois legislation mainly go into the Road Fund, State Construction Fund, Capital Projects Fund and Build Illinois Fund, which in turn pay debt service. The FY 2024 amounts are CGFA estimates based off of information from the FY 2024 Budget Book and the Office of the Comptroller.

TABLE 13 GENERAL OBLIGATION DEBT SERVICE By Fund

($ Millions)	FY 2022 Amount	FY 2022 % of Total	FY 2023* Amount	FY 2023 % of Total	FY 2024* Amount	FY 2024 % of Total
Road Fund	$382.9	21.6%	$434.9	24.0%	$531.0	27.1%
Road Fund for Transportation D	$76.3	4.3%	$74.5	4.1%	$72.7	3.7%
School Infrastructure Fund/GRF	$157.0	8.9%	$155.4	8.6%	$138.0	7.0%
Capital Projects Fund/GRF backfill	$508.2	28.7%	$532.4	29.4%	$530.8	27.1%
Capital Projects Fund - Trans D	$260.6	14.7%	$236.3	13.0%	$223.2	11.4%
General Revenue Fund	$388.0	21.9%	$378.5	20.9%	$466.5	23.8%
SUBTOTAL	**$1,773.0**	**100.0%**	**$1,812.0**	**100.0%**	**$1,962.2**	**100.0%**
2017 Backlog Borrowing	$711.5	46.3%	$686.5	43.8%	$661.5	40.6%
GRF/SERS for 2003 POBs	749.8	48.8%	$783.7	50.0%	$840.2	51.6%
GRF for 2010 PONs	$0.0	0.0%	$0.0	0.0%	$0.0	0.0%
GRF for 2011 PONs	$0.0	0.0%	$0.0	0.0%	$0.0	0.0%
Pension Acceleration Bonds	75.00	4.9%	$98.5	6.3%	$125.7	7.7%
SUBTOTAL	**$1,536.3**	**100.0%**	**$1,568.7**	**100.0%**	**$1,627.4**	**100.0%**
GRAND TOTAL	**$3,309.3**		**$3,380.7**		**$3,589.6**	

** CGFA estimates for FY 2023 and FY 2024 are based off of information from the FY 2024 Budget Book and the Office of the Comptroller.*

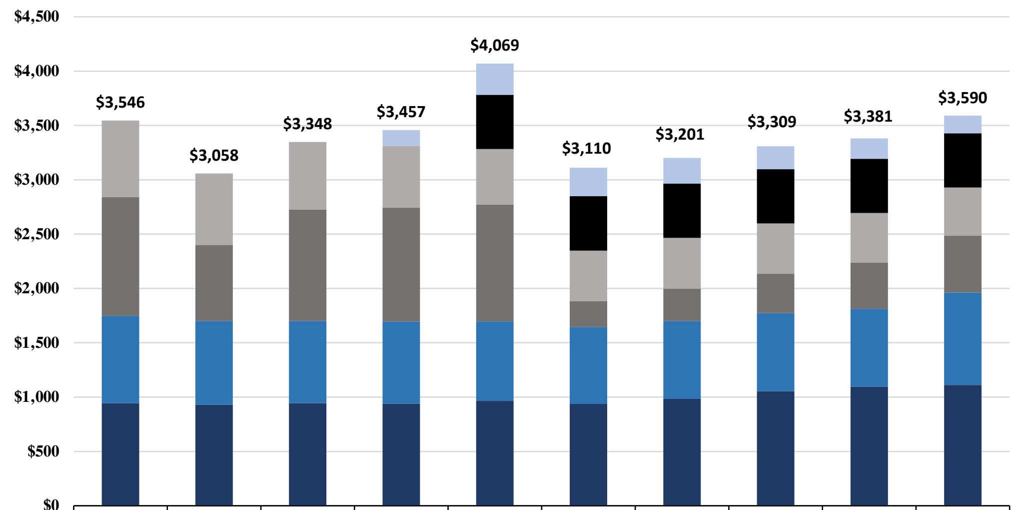
Chart 11 shows debt service payments broken out by principal and interest for FY 2015 through estimated FY 2024. This includes the various types of General Obligation bonds – capital projects, Pension Obligation (including Pension Acceleration Bonds), and Income Tax Proceed Bonds. If expected bond sales occur, G.O. debt service could reach approximately $3.381 billion for FY 2023 and $3.590 billion for FY 2024.

CHART 11

Source: CGFA Estimates

General Obligation Debt Service
Principal v. Interest

$ Millions



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*
TOTAL	$3,546	$3,058	$3,348	$3,457	$4,069	$3,110	$3,201	$3,309	$3,381	$3,590
Income Tax Interest				$144	$287	$262	$237	$211	$187	$162
Income Tax Principal					$500	$500	$500	$500	$500	$500
POB Interest	$705	$657	$622	$569	$511	$465	$468	$463	$458	$443
POB Principal	$1,093	$700	$1,025	$1,050	$1,075	$237	$296	$361	$424	$523
Project Interest	$806	$771	$758	$756	$732	$708	$716	$719	$716	$850
Project Principal	$942	$930	$943	$939	$965	$938	$985	$1,054	$1,096	$1,113

G.O. Debt Service stayed in the $3 billion range from FY 2011 to FY 2014. In FY 2015, debt service increased to $3.5 billion with an almost $200 million ramp up in debt service payments for the FY 2011 Pension Obligation Bonds, and for the debt service on the $3.7 billion in capital bonds that were sold in FY 2014. Debt service dropped in FY 2016 to $3.1 billion because the FY 2010 Pension Obligation Notes were paid off and there were no bond sales in FY 2015.

Debt service increased steadily in FY 2017 and FY 2018, but jumped to $4.1 billion in FY 2019 due to the first full year of debt service on the Income Tax Proceed Bonds sold in FY 2018, and due to the large final principal payment on the 2011 Pension Obligation Bond debt service. Debt service in FY 2020 dropped to $3.1 billion due to lower Pension Obligation bond payments and bond sales of only $550 million. FY 2020 to FY 2022 debt service increased each year due to strong bond sales in the $1.1 billion to $1.6 billion range including the sale of Pension Acceleration Bonds. FY 2024 debt service will jump almost $200 million over FY 2023 to $3.6 billion due to higher bond sales of $2.205 billion in FY 2023 and $2.525 billion in FY 2024.

The remaining Pension Obligation Bond debt service is only for the FY 2003 bond sale with debt service increasing annually to over $1 billion in the final years of payment. Table 14 on page 44 shows the remaining debt service from Pension Obligation Bond sales and Pension Acceleration Bond sales.

<u>Pension bonds</u>: The State sold three series of Pension Obligation Bonds to pay State pension payments and, in the case of the 2003 bonds, to also put funds into the five State pension systems. The FY 2010 and FY 2011 Pension Obligation bonds have been repaid. The FY 2003 Pension Obligation bonds were a 30-year bond, which will not be paid off until FY 2033.

Pension Acceleration bonds, created by Public Act 100—0587 (effective June 4, 2018), are sold to pay for employees taking an accelerated pension benefit payment under Articles 14, 15 and 16 of the Illinois Pension Code. Public Act 102-0718 increased authorization from $1 billion to $2 billion. The State has sold seven Pension Acceleration bond series to-date totaling $1.159 billion. Most of these bond sales received a premium at the time of sale while a few had to be discounted, with a net positive of $42.5 million extra for the State, which was put into the Pension Acceleration program.

FY 2019 = $300 million
FY 2020 = $225 million
FY 2021 = $212 million
FY 2022 = $273 million
FY 2023 = $149 million

The Governor's Budget shows no planned Pension Acceleration Bond sales until FY 2025, although those numbers could change if funding is needed and market conditions to sell bonds are preferable. The table on the following page shows the debt service remaining for the 2003 Pension Obligation bonds and current Pension Acceleration bonds.

TABLE 14 COMBINED DEBT SERVICE OF PENSION OBLIGATION AND PENSION ACCELERATION BONDS

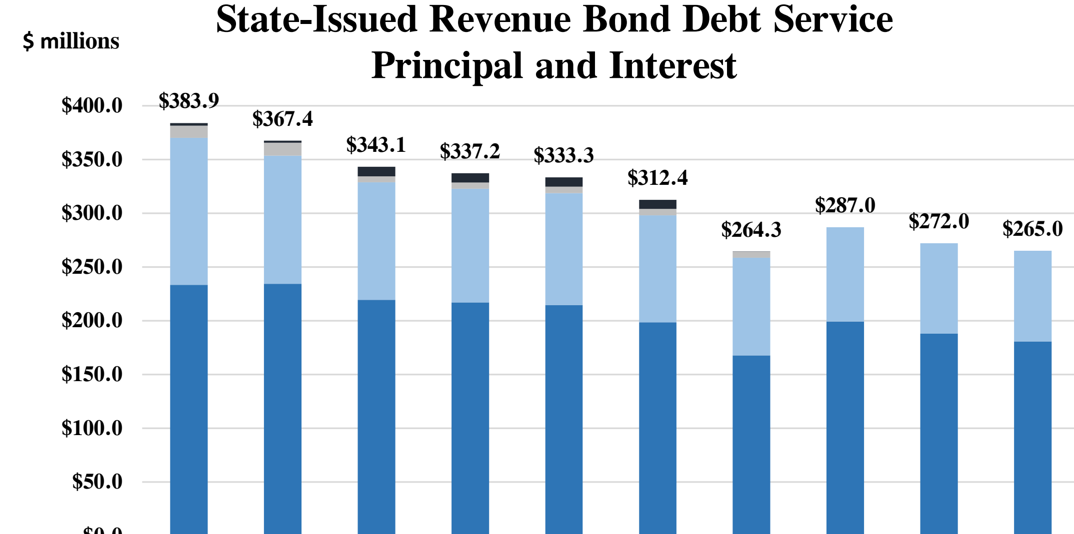
	$10 Billion	$300 Million	$225 Million	$125 Million	$87 Million	$148 Million	$125 Million	$149 Million	COMBINED
Fiscal Year	2003 POB Total	Apr 2019 PAB Total	May 2020 PAB Total	Oct 2020 PAB Total	Mar 2021 PAB Total	Dec 2021 PAB Total	Jun 2022 PAB Total	Oct 2022 PAB Total	Grand Total
FY 2023	$783,712,500	$26,646,000	20,508,750	16,194,900	7,514,882	13,845,125	9,856,944	3,895,393	$882,174,494
FY 2024	$840,150,000	$26,166,000	20,025,000	15,889,500	7,340,926	13,475,875	11,250,000	31,546,863	$965,844,164
FY 2025	$892,200,000	$25,662,000	19,530,000	15,530,700	7,166,971	13,106,625	11,000,000	30,284,137	$1,014,480,433
FY 2026	$915,425,000	$25,122,000	19,035,000	8,234,900	6,993,015	12,737,375	10,750,000	28,996,494	$1,027,293,784
FY 2027	$936,100,000	$24,552,000	18,540,000	6,637,500	6,819,060	12,368,125	10,500,000	27,664,397	$1,043,181,082
FY 2028	$979,225,000	$23,952,000	18,045,000	6,457,500	6,645,104	11,998,875	10,250,000	26,292,980	$1,082,866,459
FY 2029	$1,018,525,000	$23,328,000	17,550,000	6,277,500	6,471,148	11,629,625	10,000,000	24,892,968	$1,118,674,241
FY 2030	$1,079,000,000	$22,680,000	17,055,000	6,097,500	6,297,193	11,260,375	9,750,000	6,138,800	$1,158,278,868
FY 2031	$1,134,375,000	$22,008,000	16,560,000	5,917,500	6,123,237	10,891,125	9,500,000		$1,205,374,862
FY 2032	$1,159,650,000	$21,324,000	16,065,000	5,737,500	5,949,282	10,521,875	9,250,000		$1,228,497,657
FY 2033	$1,156,100,000	$20,628,000	15,570,000	5,575,500	5,775,326	10,152,625	9,000,000		$1,222,801,451
FY 2034		$19,920,000	15,075,000	5,431,500	5,601,370	9,778,500	8,750,000		$64,556,370
FY 2035		$19,200,000	14,580,000	5,287,500	5,427,415	9,446,400	8,500,000		$62,441,315
FY 2036		$18,480,000	14,085,000	5,143,500	5,253,459	9,151,200	8,250,000		$60,363,159
FY 2037		$17,760,000	13,590,000	4,997,250	5,079,504	8,856,000	8,000,000		$58,282,754
FY 2038		$17,040,000	13,095,000	4,851,000	4,905,548	8,560,800	7,737,500		$56,189,848
FY 2039		$16,320,000	12,600,000	4,707,000	4,766,383	8,265,600	7,475,000		$54,133,983
FY 2040		$15,600,000	12,105,000	4,563,000	4,627,219	7,970,400	7,200,000		$52,065,619
FY 2041		$14,880,000	11,587,500	4,419,000	4,488,054	7,712,100	6,925,000		$50,011,654
FY 2042		$14,160,000	11,070,000	4,275,000	4,348,890	7,490,700	6,650,000		$47,994,590
FY 2043		$13,440,000	10,552,500	4,131,000	4,174,934		6,375,000		$38,673,434
FY 2044		$12,720,000	10,035,000	3,982,500	4,000,979		6,100,000		$36,838,479
FY 2045			9,517,500	3,829,500	3,827,023		5,825,000		$22,999,023
FY 2046				3,676,500	3,653,068		5,550,000		$12,879,568
FY 2047							5,275,000		$5,275,000
TOTAL	$10,894,462,500	$441,588,000	$346,376,250	$157,844,750	$133,249,990	$209,219,325	$209,719,444	$179,712,032	$12,572,172,291
	PA 93-0002 TIC = 5.047% 30-year maturity * aggregated	PA 100-0587 TIC = 5.741% 25-year maturity	PA 100-0587 TIC = 5.818% 25-year maturity	PA 100-0587 TIC = 3.948%* 25-year maturity	PA 100-0587 TIC = 2.90% 25-year maturity	PA 100-0587 TIC = 2.154% 20-year maturity	PA 102-0718 TIC = 4.64%* 25-year maturity	PA 102-0718 TIC = 5.782% 7-year maturity	

State-Issued Revenue Bonds

State-issued revenue bonds outstanding have historically included Build Illinois and Civic Center bonds. Debt service from 2007 through 2010 remained steady at under $290 million annually. The jumps in debt service in FY 2014 and FY 2015 were due to Build Illinois bonds sold for projects appropriated in the FY 2010 Illinois Jobs Now capital plan. There were no Build Illinois Bond sales from FY 2015 - FY 2016. Build Illinois bond sales of only $210 million in FY 2017 and $250 million in FY 2019, along with the FY 2017 refunding savings, allowed debt service to decrease through FY 2020. With no Build Illinois bond sales in FY 2020 and FY 2021 and the decrease in debt service for Civic Center bonds, debt service dropped to $264 million in FY 2021. FY 2022 had $350 million in Build Illinois bond sales and a refunding of $143 million. There are no Build Illinois bond sales expected in FY 2023. An estimated $200 million in Build Illinois bond sales for FY 2024 will set debt service at approximately $265 million.

CHART 12 — Source: CGFA Estimates

State-Issued Revenue Bond Debt Service Principal and Interest



	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*	FY 2024*
CC Interest	$2.5	$1.8	$8.9	$8.7	$8.6	$8.3	$0.2	$0.0	$0.0	$0.0
CC Principal	$11.4	$12.0	$5.5	$5.7	$5.9	$6.1	$5.4	$0.0	$0.0	$0.0
BI Interest	$136.6	$119.2	$109.3	$105.8	$104.2	$99.4	$91.0	$87.8	$84.1	$84.3
BI Principal	$233.4	$234.4	$219.4	$217.0	$214.6	$198.6	$167.7	$199.2	$187.9	$180.7

Build Illinois. Build Illinois bonds have always comprised the majority of debt service costs for State-issued revenue bonds and will now be the only State-issued revenue bonds.

Civic Center. The final debt service payment was $5.6 million in FY 2021. Public Act 102-0016 repealed the Metropolitan Civic Center Support Act which authorized the Civic Center bonds. The Illinois Civic Center Bond Retirement and Interest Fund was dissolved with the remaining balance of $15,158.52 transferred to the General Obligation Bond Retirement and Interest Fund in July 2021.

Locally-Issued Revenue Bonds: Debt Service and lingering COVID impacts

The information below was collected from the Authorities in relation to debt service issues, with some lingering issues caused by the COVID-19 pandemic.

Metropolitan Pier and Exposition Authority. The Authority had liquidity issues during the COVID-19 pandemic, and the State passed legislation to help - $56.5 million in appropriations for the Authority and allowed the Authority to use its remaining bond authorization for operating expenses during FY 2021 - FY 2022. In FY 2022, the State passed additional appropriations of $15 million for operations and $15 million in incentive grants to help the MPEA attract conventions and trade shows. MPEA also received a $15 million appropriation from the State in FY 2023 for its incentive grant program.

In FY 2020, $937 million in refunding bonds were sold, Series 2019A and Series 2020A, for a combined present value savings of $157 million. In FY 2021, the Authority issued $114 million in refunding bonds to reduce the draw on State sales taxes in FY 2021 by refunding as much of FY 2021 debt service as they were legally able to refund, which reduced its FY 2021 debt service by $118 million. This lowered the draw on State sales taxes for fiscal 2021 to approximately $10 million. The Series 2020D bonds gave the Authority $44.5 million for FY 2021 – FY 2022 operations.

To address the FY 2021 $10 million draw on State sales taxes, the MPEA refinanced debt to repay the State (from FY2022-2024) and replenish $30 million in debt service reserves. In July 2021, the Authority sold Series 2021A Expansion Project Bonds to refinance all FY 2022 debt service lawfully permissible. "Additionally, in July 2021, MPEA entered into a forward bond delivery agreement for the issuance of its Series 2022A Bonds. The Series 2022A Bonds were issued on March 17, 2022 and were used to refund outstanding Expansion Project Bonds, including the aforementioned Series 2021A Bonds. The combined financings created nearly $135 million in present value savings." MPEA sold 2022B Expansion Project Refunding Bonds of $23 million in December 2022, to be used to alleviate debt service for FY 2023 and maintain the debt service reserve balance at $30 million. [Metropolitan Pier and Exposition Authority]

The Regional Transportation Authority. The RTA has a COVID-19 Transit Dashboard for the Chicago Region which gives statistics on its ridership and revenues (https://experience.arcgis.com/experience/037eb95a8daa44f488e48d9afc09c38e).

The Regional Transportation Authority and its Service Boards (Chicago Transit Authority, Metra, Pace) received a total of $3.540 billion from the following federal programs: Coronavirus Aid, Relief and Economic Security (CARES) Act; Coronavirus Response and Relief Supplemental Appropriations (CRRSA) Act; and American Rescue Plan (ARPA) Act which substituted for deficiencies in fare revenue and public funding:

- The CTA was allocated $2.2 billion, spending $987 million from 2020 – 2022, and expecting to spend $1.2 billion from 2023 – 2025.
- Metra was allocated $1.1 billion, spending $477 million in the first three years, and budgeting $1.2 billion for the next three years.
- Pace will receive $206 million, using $162 million through 2022, and expecting to deplete the remaining funding by 2025.
- ADA Paratransit received $21 million, using almost $14 million through 2022. The remaining amount of $7 million may not be used until after 2025.
- The RTA's $29 million was used by 2022. [Adopted 2023 Operating Budget, Two-Year Financial Plan and Five-Year Capital Program]

"The purpose of the financial planning process of the RTA 2023 Reginal Transit Strategic Plan is to proactively prepare the region and decision-makers for future actions that may need to be taken to ensure financial sustainability of transit when the federal relief dollars are expended (https://www.rtachicago.org/plans-programs/2023-regional-transit-strategic-plan).

"In 2022, the Chicago region's transit system welcomed back many riders and settled into a new normal after several years of disruption. By September, CTA, Metra, and Pace were providing more than 1 million rides per weekday, a high since the COVID-19 pandemic began in March 2020. These numbers are still significantly lower than the pre-pandemic period, which will be a factor in the operating funding challenges forecasted in the years ahead.

"Federal relief dollars distributed by the RTA earlier in the pandemic will continue to support transit operations for the upcoming budget year, but they will not last forever. A shortfall of more than $730 million per year is expected starting in 2026, a nearly 20 percent hole in the budget that would be devastating to our regional transit system and the riders it serves... As this budget shows, the cost of operating transit is increasing. In the near term, inflation is going to be a challenge, and labor is the dominant expense category, comprising about 70% of current and similarly projected expenses. Attracting and retaining talent, which is a serious ongoing problem for the transit industry, requires competitive compensation and benefits.

"In addition, the simple fact is that fewer people are riding the system than did in 2019. The pandemic accelerated changes to commute patterns that were emerging before and that are now expected to remain. The RTA does not expect ridership to return to 2019 levels any time through at least 2031. These issues are not unique to the Chicago region as many other transit systems nationwide are facing the same, if not worse, financial scenarios in years ahead."

The State pays debt service on RTA Strategic Capital Improvement Project bonds from the Public Transportation Fund. Additional State Assistance (ASA) available to the RTA during the State's fiscal year is limited to the lesser of (i) actual debt service payable during such year on any outstanding SCIP I bonds plus any debt service savings from the issuance of currently refunding or advance refunding SCIP I bonds, less interest earned on the unspent bond proceeds, or (ii) $55 million per year. Additional Financial Assistance (AFA) available to the RTA during the State's fiscal year is limited to the lesser of (i) actual debt service payable during such year on any outstanding SCIP bonds less interest earned on those bond proceeds, or $100 million in the State's fiscal years 2021 and 2022, per year. The final SCIP bonds will be paid off in July 2035.

"SCIP ASA/AFA requisitions are not paid until 15 to 18 months after the beginning of the State fiscal year. In the meantime, the RTA must dip into its reserves to pay the amount and wait for the "reimbursement" from the State." [Regional Transportation Authority]

Illinois Sports Facilities Authority. "ISFA is a unit of local government and owner/developer of Guaranteed Rate Field, home to the Chicago White Sox. ISFA levies a 2% hotel tax within the City of Chicago limits and receives an appropriation from the State of Illinois. The State appropriation is primarily funded by Statewide Hotel Taxes that are deposited into the Illinois Sports Facilities Fund, a State Treasury Fund. The Advance portion of the State appropriation ("State Advance") is repaid to the State from ISFA's net hotel tax collections. If ISFA's net hotel tax collections are insufficient to fully repay the State Advance, the City's Local Government Distributive Fund (City's LGDF) statutorily serves as the backstop mechanism and must pay the State Advance deficiency amount. The State Advance must be fully repaid by June 30th of each fiscal year.

"Although the Statewide Hotel Taxes available to fund ISFA's State appropriation have not fully recovered, the State approved ISFA's FY2023 appropriation amount. To date in FY2023, ISFA has received the monthly appropriation amounts requested.

"Here is a synopsis of the lingering effects on ISFA:

- ISFA is heavily reliant on Chicago's leisure, business, and convention sectors to fuel hotel occupancy/taxes. Although leisure tourism has rebound significantly since COVID-19, rebuilding revenue generated from lost conventions and business travel remains a concern.
- ISFA has limited cash reserves available to manage the risk of continued hotel tax volatility.
- ISFA's amended surety bond agreement with AMBAC requires maintaining a reserve balance based on an annual computation involving the Statewide Hotel Taxes available to ISFA and ISFA's maximum annual debt service. As a result of the steep decline in Statewide Hotel Taxes, the reserve requirement to comply with the covenant increased from $0 to $38.7 million on November 1, 2021. The calculation fluctuates based on the status of hotel tax recovery and is assessed each November. The balance has been re-calculated and will be $5.0 million on

November 1, 2022. ISFA will have until November 1, 2023 to comply and fund this AMBAC reserve.

- In FY2021, the steep decline in net hotel tax collections meant ISFA was unable to fully repay the State Advance by fiscal year end and the City's LGDF would have been responsible to repay the State Advance deficiency amount for FY2021. To reduce FY2021 costs and avoid financial impact on the City's LGDF, ISFA refinanced a portion of the Series 2001 Bonds and ultimately eliminated the State Advance deficiency for FY2021.
- During FY2022, the amount of ISFA's net hotel tax collections was also insufficient to repay the State for the full advance amount prior to the end of the fiscal year due to the impact of COVID-19. However, for FY22 the State Advance deficiency amount of $27.4 million was automatically withdrawn by the State from the City's LGDF.
- For FY2023, there is again risk to the City's LGDF if ISFA's net hotel tax collections are insufficient to fully repay the State Advance. The FY2023 State Advance deficiency amount is currently estimated at $12.8 million."

"ISFA's debt service typically represents over 70% of the total annual budget…ISFA's appropriation is primarily funded by Statewide Hotel Taxes. ISFA has limited cash reserves available to manage the risk of continued hotel tax volatility. Thus, there is concern about ISFA's ability to meet its debt service obligation if Statewide Hotel Taxes are insufficient to fully fund the appropriation for the remainder of FY2023.

"Future concerns hinge primarily on State legislative actions and appropriation funding availability… ISFA's annual debt service growth is steep. In the instance of one major event or a combination of certain events such as a non-enacted State budget, legislative changes, reductions to or delayed appropriation funding, a lag in full hotel tax recovery from COVID resulting in insufficient appropriation funding from the State, and an inability to rebuild the ISFA's Hotel Tax Variation Reserve, ISFA could fall into debt service default."

TABLE 15

Locally-Issued Revenue Bond Debt Service History

		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023*
MPEA Expansion Bonds	PRINCIPAL	$40,110,000	$59,025,000	$63,385,000	$72,205,000	$30,640,000	$76,515,000	$72,517,789	$0	$0	$60,644,013
	INTEREST	$98,276,335	$97,903,283	$103,076,873	$105,720,998	$114,452,814	$120,180,245	$127,838,874	$115,067,922	$119,728,815	$164,573,672
	TOTAL	**$138,386,335**	**$156,928,283**	**$166,461,873**	**$177,925,998**	**$145,092,814**	**$196,695,245**	**$200,356,663**	**$115,067,922**	**$119,728,815**	**$225,217,685**
ISFA	PRINCIPAL	$6,019,695	$9,317,832	$7,871,736	$8,687,075	$6,918,577	$7,157,123	$7,587,434	$4,146,761	$8,400,360	$8,799,047
	INTEREST	$27,759,972	$25,034,828	$28,318,327	$29,655,237	$33,730,735	$35,927,690	$34,845,875	$20,588,827	$41,978,666	$44,674,291
	TOTAL	**$33,779,667**	**$34,352,660**	**$36,190,063**	**$38,342,313**	**$40,649,312**	**$43,084,813**	**$42,433,310**	**$24,735,588**	**$50,379,026**	**$53,473,338**
RTA SCIP I	PRINCIPAL	$21,240,000	$22,530,000	$23,880,000	$25,530,000	$27,280,000	$28,930,000	$30,695,000	$32,550,000	$34,460,000	$20,750,000
	INTEREST	$17,442,000	$16,182,000	$14,845,000	$13,240,000	$11,520,000	$9,899,000	$8,178,000	$6,350,000	$4,487,000	$2,514,000
	TOTAL	**$38,682,000**	**$38,712,000**	**$38,725,000**	**$38,770,000**	**$38,800,000**	**$38,829,000**	**$38,873,000**	**$38,900,000**	**$38,947,000**	**$23,264,000**
RTA SCIP II	PRINCIPAL	$29,005,000	$30,620,000	$32,405,000	$34,260,000	$235,780,000	$38,325,000	$40,140,000	$42,445,000	$44,855,000	$54,630,000
	INTEREST	$61,537,000	$59,893,000	$58,093,000	$56,193,000	$54,507,000	$51,435,000	$49,225,000	$46,897,000	$44,436,000	$41,644,000
	TOTAL	**$90,542,000**	**$90,513,000**	**$90,498,000**	**$90,453,000**	**$290,287,000**	**$89,760,000**	**$89,365,000**	**$89,342,000**	**$89,291,000**	**$96,274,000**
TOTAL	**PRINCIPAL**	**$96,374,695**	**$121,492,832**	**$127,541,736**	**$140,682,075**	**$300,618,577**	**$150,927,123**	**$150,940,223**	**$79,141,761**	**$87,715,360**	**$144,823,060**
	INTEREST	**$205,015,307**	**$199,013,111**	**$204,333,200**	**$204,809,235**	**$214,210,549**	**$217,441,935**	**$220,087,749**	**$188,903,749**	**$210,630,481**	**$253,405,963**
	GRAND TTL	**$301,390,002**	**$320,505,943**	**$331,874,936**	**$345,491,311**	**$514,829,126**	**$368,369,058**	**$371,027,973**	**$268,045,510**	**$298,345,841**	**$398,229,023**

NOTE: Dedicated Bonds debt service is now $0 due to a FY 2013 sale of Expansion refunding bonds, allowed by Statute, to pay them off.

**FY 2023 amounts are estimated by the respective authorities.*

Recent Illinois Ratings History

Illinois' General Obligation ratings left AA territory for single A in 2009, and entered BBB territory in October 2015. By June of 2017, the rating agencies had downgraded Illinois to BBB by Fitch, BBB- by S&P and Baa3 by Moody's. While the budget impasse continued through June 2017, all three ratings agencies threatened more downgrades if the State did not pass a budget for FY 2018. The budget-related bills -- SB 6, SB 9 and SB 42 -- did not become law until July 6, 2017, after the General Assembly overrode the Governor's vetoes. By July 20, 2017, all three rating agencies had affirmed their ratings for the State. In April 2020, Fitch downgraded the State from BBB to BBB- with a negative outlook.

Now, several years and a pandemic later, Illinois' fiscal condition has improved and the rating agencies have upgraded the State's ratings. In February and March of 2023, Moody's upgraded Illinois' G.O. and Build Illinois bonds to A3 from Baa1, and Standard and Poor's upgraded Illinois' General Obligation Bonds to A- from BBB+. This is the third single-level upgrade on Illinois' General Obligation ratings in less than two years, from both Moody's and S&P. Moody's increased the State's G.O. and Build Illinois ratings by single levels twice, in the summer of 2021 and in April 2022. S&P's previous upgrades were in July 2021 and May 2022. In May of 2022, Fitch raised Illinois General Obligation ratings two levels from BBB- to BBB+, and Build Illinois ratings two levels from BBB+ to A, with stable outlooks. In March 2023 Fitch changed the State's outlook to positive, but held the State's G.O. Bond rating at BBB+.

Moody's General Obligation A3; outlook stable

Moody's upgraded Illinois' General Obligation and Build Illinois bond ratings to A3 from Baa1, and the Metropolitan Pier & Exposition Authority bonds to Baa2 from Baa3, all with stable outlooks. "The upgrade to A3 reflects continued improvement in several of the state's credit metrics. Like other states, Illinois enjoyed solid tax revenue growth over the past couple years, expanding its capacity to build financial reserves and increase payments towards outstanding liabilities. The state is on track to close fiscal 2023, which ends June 30, with further growth in reserves that are already at their strongest level in over a decade. The state is also increasing payments to its pension plans. These latter two points are evidence of improving governance… The stable outlook balances the financial progress being made by the state with the uncertainty of the present economic climate. The state's lean financial reserves, and heavy long-term liability and fixed cost burdens make it more vulnerable than other states to a negative shift in the national or global economy.

"We consider improving governance to be a key consideration in this action, under our environmental, social and governance (ESG) framework, and we have updated our governance (G) issuer profile score (IPS) for Illinois to 2 from 3. Our assessment of the state's governance considers factors such as institutional structure, policy credibility and effectiveness, and budget management. Illinois' operating flexibility will remain constrained by certain institutional structures, such as the state's constitutional protection of pension benefits. The state is, however, displaying improved management of its budget by making conservative revenue assumptions and applying surplus revenue towards the payment of debt and growth in reserves.

"The rating balances the current trend in these metrics with underlying challenges that will remain in place for some time. These challenges include heavy long-term liability and fixed cost burdens that constrain the state's financial flexibility and contribute to a weak financial position compared to other states, despite the recent improvement in fund balance. On top of this, the Illinois economy has for the past decade expanded at a slower pace than most states and will likely continue to do so given a weak population trend. A slowdown in revenue, caused for example by a moderate national or global recession, could be more challenging in Illinois than in other states given the relative weakness of the state's balance sheet.

"FACTORS THAT COULD LEAD TO AN UPGRADE OF THE RATINGS
- Continued improvement in state financial performance as indicated by, for example, growing fund balance
- Accelerated economic expansion, especially as compared to other states, that indicates sustained and strong revenue growth
- Moderation of the state's long-term liability and fixed cost burdens
- Maintenance of fiscal management practices that support growth in reserves and stronger pension contributions

"FACTORS THAT COULD LEAD TO A DOWNGRADE OF THE RATINGS
- Slow revenue growth that intensifies budgetary pressure or weakens fund balance
- Growth in leverage (debt or other unfunded liabilities) or the state's fixed cost burden
- A material drop in available liquidity
- A departure from fiscal management practices that support growth in reserves and stronger pension contributions." [*Moody's upgrades the State of Illinois to A3; outlook stable*, Moody's Investor Service, March 14, 2023]

S&P General Obligation A-; outlook stable

Standard & Poor's upgraded Illinois General Obligation bonds from BBB+ to A- with a stable outlook. Ratings for Build Illinois Bonds and the Metropolitan Pier and Exposition Authority were raised from A- to A, and the State's moral obligation debt from BB+ to BBB-.

"The upgrade on the GO debt reflects our view that Illinois' commitment and execution to strengthen its budgetary flexibility and stability, supported by accelerating repayment of its liabilities, rebuilding its budget stabilization fund to decade highs; and a slowing of statutory pension funding growth, will likely continue during the outlook period.

"The GO rating on Illinois reflects our view of the state's:

— Deep and diverse economic base;
— Adequate liquidity with access to currently untapped interfund borrowing options, and a growing budget stabilization fund (BSF);
— Expectation that open collective bargaining units will be settled in a timely manner; and
— Transparent reporting both from the comptroller and the governor's office of management and budget that we expect will be sustained or improve.

"Offsetting factors, in our opinion, include:

— High pension and other postemployment benefit (OPEB) liabilities and a pension funding practice where the statutory pension funding is designed to attain a 90% funded status in 2045, which is just part of one of the least conservative funding methodologies in the nation among peers;
— Trend of annual financial audits being released later than in most other states; and
— Population declines that are forecast to continue, and if this accelerates could potentially challenge economic growth.

"The stable outlook reflects our view that Illinois' near-term credit profile has stabilized, given improved liquidity, an economy rebounding from the COVID-19 pandemic-driven recession, and historic levels of direct federal support.

"We could lower the rating if a structural deficit were to increase, derived from economic uncertainties; or if increases in pension, OPEB, or other fixed-cost obligations exceed expectations.

"If the state continues to improve pension, OPEB, and BSF funding levels, while shrinking the structural deficit that we believe was created by not funding to an actuarially determined contribution level without experiencing meaningful deterioration in other credit factors, we could raise the rating. Although not required for us to consider an upgrade, a return to a more abbreviated audit-release period would be in line with that of higher-rated peers." [*State of Illinois GO Debt Rating Raised To 'A-' From 'BBB+' On Improved Liquidity*, S&P Global Ratings, Feb. 23, 2023]

Fitch Recent Comments (BBB+; positive outlook)

"The Outlook Revision to Positive from Stable reflects Illinois' strong commitment to making material improvements in its fiscal resilience with significant planned contributions to its formal reserve fund over the next several months. Execution on these commitments, combined with maintenance of recent progress towards structural balance through an uncertain near-term economic outlook, would support an upgrade.

"Illinois' 'BBB+' IDR (Issuer Default Rating) reflects operating performance that is adequate but well below other states, with a long record of structural imbalance primarily related to pension underfunding and recent incremental steps toward more sustainable budgeting practices. The 'BBB+' IDR also reflects the state's elevated long-term liability position and resulting spending pressure. Illinois' deep and diverse economy is only slowly growing, but still provides a strong fundamental context for its credit profile.

“Budget Actions and Proposals Suggest Commitment to Fiscal Progress. In January, the state enacted legislation including an $850 million one-time reserve fund contribution planned for later this fiscal year and a $1.8 billion deposit to the unemployment insurance trust fund to repay an outstanding federal loan and boost the fund's balance. The following month, the governor proposed a fiscal 2024 budget plan that maintains the fiscal momentum with a supplemental pension contribution of $200 million, defeasance of $450 million in outstanding tobacco settlement bonds, and ongoing commitments to add to reserves.

“Collectively, the moves suggest the state's recent fiscal improvements are becoming increasingly embedded in its decision-making. Budget negotiations are ongoing with the legislature with final adoption anticipated by either May 31 (with only a simple legislative majority required), or before the June 30 end of the fiscal year (with a three-fifths legislative majority required).

“The fiscal 2024 revenue forecasts from the governor's office of management and budget (GOMB, included in the executive budget in February) and CGFA (released in March) both prudently reflect deceleration in 2024, as Federal Reserve monetary policy actions slow the economy. Fitch anticipates a mild national recession in the second half of this calendar year.

“While the fiscal outlook continues to improve, structural gaps remain, primarily the underfunding of pension contributions. The 2024 budget fully meets Illinois' statutory obligations, which are based on funding up to the target of 90% funding of the state's pension liabilities by 2045. For fiscal 2024, the legislature's commission on government forecasting and accountability (CGFA) estimates a gap of $4.4 billion (roughly 10% of state sourced general funds revenues) between the statutory state pension contributions of $10.9 billion and the actuarially determined contributions (ADC).

“Inclusive of $500 million in supplemental pension contributions authorized as part of the fiscal 2022 supplemental and fiscal 2023 enacted budgets, and another $200 million recommended by the governor for fiscal 2023, total contributions are still well below the ADC level Fitch considers necessary to fully fund pensions over time.” [Fitch Revises State of Illinois's Rating Outlook to Positive; Rates Illinois' $2.5B GO Bonds 'BBB+', FitchRatings, 29 Mar 2023]

TABLE 16 ILLINOIS' GENERAL OBLIGIATION BOND RATINGS HISTORY						
Date of Rating Action	***Fitch***		***S&P***		***Moody's***	
	Rating	***up/down***	***Rating***	***up/down***	***Rating***	***up/down***
Feb-Mar 2023			*A-*	↑1x	*A3*	↑1x
Apr-May 2022	*BBB+*	*↑2x*	*BBB+*	↑1x	*Baa1*	↑1x
Jun-Jul 2021			*BBB*	↑1x	*Baa2*	↑1x
April 2020	*BBB-*	↓1x				
June 2017			*BBB-*	↓1x	*Baa3*	↓1x
February 2017	*BBB*	↓1x				
September 2016			*BBB*	↓1x		
June 2016			*BBB+*	↓1x	*Baa2*	↓1x
October 2015	*BBB+*	↓1x			*Baa1*	↓1x
June 2013	*A-*	↓1x			*A3*	↓1x
Jan 2013			*A-*	↓1x		
Aug 2012			*A*	↓1x		
Jan 2012					*A2*	↓1x
Jun 2010	*A*	↓1x			*A1*	↓1x
Mar-Apr 2010	*A-/A+ recal*	↓1x/↑2x			*Aa3 recal*	↑2x
Dec 2009			*A+*	↓1x	*A2*	↓1x
Mar-Jul 2009	*A*	↓2x	*AA-*	↓1x	*A1*	↓1x
Dec 2008	*AA-*	↓1x				
May 2003	*AA*	↓1x			*Aa3*	↓1x
Jun 2000	*AA+*	↑1x				
Jun 1998					*Aa2*	↑1x
Jul 1997			*AA*	↑1x		
Feb 1997					*Aa3*	↑1x
Sep 1996	*AA*	*initial rating*				
Feb 1995					*A1*	↓1x
Aug 1992			*AA-*	↓1x	*Aa**	↓1x
Aug-Sep 1991			*AA*	↓1x	*Aa1*	↓1x
Mar 1983			*AA+*	↓1x		
Feb 1979			*AAA*	*initial rating*		
1973					*AAA*	*initial rating*

Note: "recal" means recalibration, when Fitch and Moody's revised their ratings on municipal bonds to match global/corporate ratings. These are not considered upgrades.
***Moody's rating of Aa was before that level had modifiers of Aa2 and Aa3, so it was considered one level in between AA1 and A1**

Build Illinois Bond Ratings: In June 2017, during the State of Illinois' budget impasse, Standard & Poor's downgraded the State's Build Illinois bonds three levels from AAA to AA-, after it began to tie them to the State's general obligation bonds.

In May 2018, Fitch downgraded Illinois' Build Illinois bonds five levels from AA+ to A-. Fitch decided to tie this rating to the State's G.O. bonds due to the flow of sales tax revenues to general operations after Build Illinois debt requirements and the State's ability to transfer excess sales tax revenues to the general fund at the end of the fiscal year.

In October 2018, S&P lowered the Build Illinois rating five more levels to BBB, based on changes they made to their rating's criteria for priority-lien tax revenue debt. "Offsetting these strengths, in our view, is the state's general credit quality (general obligation [GO] rating BBB-/Stable). To date, the Build Illinois bond program's authorizing legislation has restricted its use to financing capital and infrastructure projects. While this remained the case even throughout the state's two-year budget impasse, future legislatures could enact laws broadening the program's allowable uses. In our view, the inability to prohibit future lawmakers from taking such action, combined with the state's unresolved fiscal imbalances, links the credit quality of the Build Illinois sales tax revenue bonds to the state's general creditworthiness. Therefore, the rating on the Build Illinois bonds is constrained from going higher unless we raise the state GO rating."

The State did not request a rating for its October 2018 bond sale from Moody's, but received the State's first rating from Kroll, AA+. Moody's affirmed its Baa3 rating June 4, 2019, after the State of Illinois budget passed the General Assembly, and it was announced the Governor would sign the budget.

In April 2020, Fitch downgraded the State of Illinois' Build Illinois Bonds from A- to BBB+, in concert with the State's G.O. bond downgrade. When the COVID-19 pandemic started, all three rating agencies had also put Build Illinois bonds on negative watch.

In the summer of 2021, S&P raised the State's Build Illinois bond rating to BBB+ from BBB with a stable outlook, while Moody's raised it from Baa3 to Baa2. S&P changed the State's outlook to positive in November 2021 for both General Obligation and Build Illinois bonds.

In February 2023, along with the increase in G.O. bond ratings, S&P raised the ratings for Build Illinois Bonds from A- to A. In March 2023, Moody's increased Build Illinois bonds to A3 along with the State's General Obligation bonds.

TABLE 17 — BUILD ILLINOIS BOND RATINGS HISTORY

Rating Agencies	Mar-Apr 2010*	June 2010	Jan 2012	June 2013	Oct 2015	Jun 2016	Jun 2017	May 2018	Oct 2018	Apr 2020	Jun-Jul 2021	Apr-May 2022	Feb-Mar 2023
Fitch Ratings	AA+	AA+	AA+	AA+	AA+	AA+	AA+	A-	A-	BBB+	BBB+	A	A
Standard & Poor's	AAA	AAA	AAA	AAA	AAA	AAA	AA-	AA-	BBB	BBB	BBB+	A-	A
Moody's	Aa3	A1	A2	A3	Baa1	Baa2	Baa3	Baa3	Baa3	Baa3	Baa2	Baa1	A3
Kroll									AA+	AA+	AA+	AA+	AA+

State-supported Authorities

Metropolitan Pier and Exposition Authority

- "The FY16 Expansion Project debt service appropriation was not enacted in time to allow MPEA to make a required transfer of funds in the Expansion Project Fund to the trustee in July 2015. This, in conjunction with ongoing downgrades of the State's rating through fiscal 2019, lowered MPEA's credit ratings to BBB (Negative) / BB+ (Negative) / Ba1 (Negative) as of June 30, 2020 from S&P, Fitch, and Moody's, respectively.
- "Four rating actions were taken on the Authority in fiscal 2020. On August 13, 2019, Fitch revised the outlook on the Authority's bonds to Stable from Negative." In April 2020, S&P and Moody's revised the Authority's outlook from stable to negative. "On April 16, 2020, Fitch downgraded the rating on the Authority's Expansion Project Bonds to BB+ and revised the outlook to negative. As of June 30, 2020, MPEA's credit ratings were BBB (Negative)/BB+ (Negative)/Ba1 (Negative) from S&P/Fitch/Moody's, respectively."
- "Two rating actions were taken on the Authority in fiscal 202[1]. On March 9, 2021, S&P revised the Authority's outlook from negative to stable. On June 29, 2021, Moody's upgraded the Authority from Ba1 to Baa3 and Moody's revised the outlook on the Authority's Expansion Project Bonds from negative to stable.
- "Four rating actions occurred in Fiscal 2022: In July 2021, MPEA received a first-time rating of AA-/Stable from Kroll Bond Rating Agency. On July 8, 2021, S&P Global Ratings upgraded its credit rating on the Authority's Expansion Project Bonds from BBB to BBB+ with a stable outlook. On May 5, 2022, Fitch Ratings upgraded the Authority's Expansion Project Bonds from BB+ to BBB. On May 6, 2022, S&P Global Ratings upgraded the Authority's Expansion Project Bonds from BBB+ to A-."
- In March 2023, Moody's upgraded the Metropolitan Pier & Exposition Authority bonds to Baa2 from Baa3. In February of 2023, S&P raised the MPEA's rating to A from A-. [Metropolitan Pier and Exposition Authority]

Regional Transportation Authority:

- Moody's downgraded the Regional Transportation Authority from Aa3 to A2 during the budget impasse with a negative outlook. In July 2021, Moody's upgraded the RTA to A1 with a stable outlook. In May of 2022, Moody's upgraded RTA to Aa3 with a stable outlook.
- In December 2019, Fitch raised the RTA to AA+, outlook stable. Standard & Poor's currently rates the Authority at AA with a stable outlook.

Illinois Sports Facility Authority:

- In the summer of 2017, when Fitch lowered the State's ratings, they also lowered the Authority to BBB- because they considered the debt service of the Authority an appropriation risk due to the State's budget impasse. In April 2020, due to the effects of the COVID-19 pandemic, Fitch downgraded the Authority to BB+ with a negative outlook. In July of 2021, Fitch changed the outlook to stable.

- Standard & Poor's also tied the Authority's rating to the State and downgraded the Illinois Sports Facility Authority four levels from A to BB+ due to State appropriation risk. In August 2019, S&P upgraded the ISFA to BBB with a stable outlook. The stable outlook was changed to negative in April 2020, and in July of 2020, they downgraded the Authority again to BB+. S&P changed the outlook to stable in May 2021 and then to positive in July 2021. S&P upgraded the ISFA to BBB- in May of 2022 with a stable outlook.

Debt Comparisons: Illinois v. Other States

TABLE 18			NET TAX-SUPPORTED DEBT PER CAPITA			
	2019		2020		2021	
RANK	STATE PER CAPITA DEBT OUTSTANDING		STATE PER CAPITA DEBT OUTSTANDING		STATE PER CAPITA DEBT OUTSTANDING	
1	Connecticut	$6,637	Connecticut	$6,971	Connecticut	$8,014
2	Massachusetts	$6,258	Massachusetts	$6,240	Hawaii	$6,890
3	Hawaii	$5,528	Hawaii	$6,122	Massachusetts	$6,825
4	New Jersey	$4,125	New Jersey	$4,569	New Jersey	$5,410
5	New York	$3,314	New York	$3,614	Delaware	$4,143
6	Delaware	$3,289	Delaware	$3,400	New York	$3,871
7	**Illinois**	**$2,635**	**Illinois**	$2,861	Washington	$3,236
8	Washington	$2,579	Washington	$2,627	Rhode Island	$3,106
9	Maryland	$2,323	Maryland	$2,410	**Illinois**	$2,958
10	Rhode Island	$2,308	Rhode Island	$2,398	Maryland	$2,818
RANGE	$6,637 to $19 (Nebraska)		$6,971 to $18 (Nebraska)		$8,014 to $19 (Nebraska)	
MEAN	$1,506		$1,535		$1,772	
MEDIAN	$1,071		$1,039		$1,179	

SOURCE: Moody's State Debt Medians reports.
This table uses a measure created and calculated by Moody's rating agency.

Table 18 shows Illinois' ranking in comparison with the top ten states for the highest net tax-supported debt (NTSD) per capita as reported in Moody's *State Debt Medians* reports for 2019 through 2021. In 2002, the State's pre-Pension Obligation Bond debt per capita was $1,040, which reflected the 11th highest in the nation. After the $10 billion sale of the 2003 Pension Obligation bonds, Illinois moved up to be the 6th highest state in debt per capita, where we stayed from 2003 through 2005.

Illinois dropped from 6th to 8th place from 2006 through 2008 because of declining per capita debt in the State. Illinois dropped further down to 11th place in 2009, but that was due to other states increasing their per capita debt while Illinois stayed in the same range as the previous year. Illinois' per capita debt increased 28.4% in 2010 from $1,856 to $2,383 due to bonds sold for the IJN program. Illinois stayed in the $2,500 -$2,700 ranges from 2011 - 2016, with only our position in the rankings changing. The State fluctuated between 8th and 9th of the states with the highest debt per capita from 2010 through 2012. From 2013 through 2015 the State remained in 7th place. For 2017, Illinois moved up to the 6th highest place with NTSD per capita of $2,919, with the national average at $1,477. From 2018 to 2020, Illinois was in 7th place, in the high $2 thousand range of NTSD per capita while the national average ranged around $1,500. Although the dollar range remained the same, Illinois dropped to 9th highest State for per capita debt outstanding in 2021, as other states' debt grew.

"Total net tax-supported debt (NTSD) rose to $620 billion in fiscal 2021, representing 43.8% of aggregate own-source revenue. Total NTSD increased by 3.5% in fiscal 2021. The median ratio of NTSD to personal income was 2.1%. North Dakota (Aa1 stable) had the largest percentage increase in NTSD in fiscal 2021, growing by over 250%, but the nominal growth was less than $100 million. Alabama (Aa1 stable) borrowed $1 billion for educational infrastructure as its total NTSD grew by 24% in fiscal 2021. Hawaii (Aa2 positive), Illinois (Baa1 stable), Massachusetts (Aa1 stable), New Jersey (A2 stable), New York (Aa1 stable), Pennsylvania (Aa3 stable) and Virginia (Aaa stable) also added over $1 billion in debt in fiscal 2021, with percentage increases ranging from 3% in Massachusetts to 15% in Hawaii. NTSD declined in 19 states in fiscal 2021.

"The median NTSD per capita rose to $1,179 in fiscal 2021 from $1,096 in fiscal 2020. The median NTSD as a percent of personal income was 2.1% in fiscal 2021, up slightly from fiscal 2020. Hawaii has the highest NTSD as a percent of personal income (11.4%) and GDP (11.0%) among states. Connecticut has the highest NTSD as a percent of own-source revenue at 119.6%." [*Sector Profile: States - US: Debt, pension and OPEB liabilities all up in fiscal 2021*, Moody's Investors Service, September 7, 2022]

TABLE 19	10 HIGHEST STATES IN NET TAX-SUPPORTED DEBT								
	2019 National Total = $523.5 billion			2020 National Total = $ 535.1 billion			2021 National Total = $ 599.5 billion		
		2019			2020			2021	
RANK	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION
1	California	$84.9	16.2%	California	$84.4	15.8%	California	$96.4	16.1%
2	New York	$64.5	12.3%	New York	$69.9	13.1%	New York	$71.2	11.9%
3	Massachusetts	$43.1	8.2%	Massachusetts	$43.0	8.0%	New Jersey	$46.3	7.7%
4	New Jersey	$36.6	7.0%	New Jersey	$40.6	7.6%	Massachusetts	$46.2	7.7%
5	**Illinois**	$33.4	6.4%	**Illinois**	$36.0	6.7%	**Illinois**	$36.0	6.0%
6	Connecticut	$23.7	4.5%	Connecticut	$24.8	4.6%	Connecticut	$28.2	4.7%
7	Washington	$19.6	3.7%	Washington	$20.2	3.8%	Washington	$24.1	4.0%
8	Pennsylvania	$19.4	3.7%	Pennsylvania	$18.5	3.5%	Texas	$20.4	3.4%
9	Florida	$16.8	3.2%	Florida	$15.4	2.9%	Ohio	$20.1	3.4%
10	Virginia	$14.3	2.7%	Virginia	$15.0	2.8%	Pennsylvania	$19.3	3.2%
RANGE	$85 billion to $16 million			$84 billion to $13 million			$96 billion to $14 million		
MEAN	$10.5 billion			$10.7 billion			$12.0 billion		
MEDIAN	$3.9 billion			$4.2 billion			$4.6 billion		

SOURCE: Moody's State Debt Medians reports.
This table uses a measure created and calculated by Moody's rating agency.

Table 19 lists the ten states that have the highest net tax supported debt in the U.S. In 2002 (pre-Pension Obligation Bonds), Illinois was ranked 6th highest in NTSD with $13.1 billion, an estimated 5% of the nation's $261 billion total. In 2004 the national total was $340 billion, and Illinois was ranked 3rd with $25.7 billion in net tax-supported debt, making up approximately 7.5% of the nation's total. From 2004 through 2009, Illinois' debt went down to $24 billion keeping the State in the 5th highest spot for those years.

In 2010, Illinois' net tax-supported debt jumped to $31 billion, but with other states increasing their debt, Illinois stayed in the 5th place spot. In 2011 Illinois moved up to 4th with $33 billion in debt. These years would include the FY 2010 and FY 2011 Pension Obligation Bond sales and the bonds sold for the IJN capital program. Illinois has fluctuated between 4th and 5th place from 2011 to 2017. Illinois debt was at $34.5 billion in 2014, going down to $32 billion in 2016. During this time, Illinois held between 6.2% to 6.5% of the nation's net tax-supported debt. In 2017, after the sale of $6 billion of Income Tax Revenue Bonds, Illinois' debt increased to $37 billion, but remained in 5th place, holding 7.2% of U.S. net tax-supported debt. With lower bond sales in 2018 and 2019, Illinois retained 5th place with $33 billion in NTSD at 6.4% of the national total in 2019. 2020 included the sale of short-term bonds to the Federal Municipal Liquidity Facility, equaling $3.2 billion for the calendar year. Even with Illinois' debt reaching $36 billion, the State remained in 5th place, with 6.7% of the nation's NTSD in 2020. In 2021 Illinois remained in 5th place with $36 billion in debt, but held only 6% of the national total.

Top 10 NTSD States' Bond Ratings: The current ratings for the above states with the highest net tax-supported debt are shown in the chart below. Since March of 2022, the following rating actions have occurred: New York was upgraded one level by Moody's and down one by Fitch. New Jersey was upgraded by Fitch one level. Illinois was upgraded two levels by all three ratings agencies. Connecticut was upgraded one level by Moody's and S&P. Ohio was upgraded one level by Fitch.

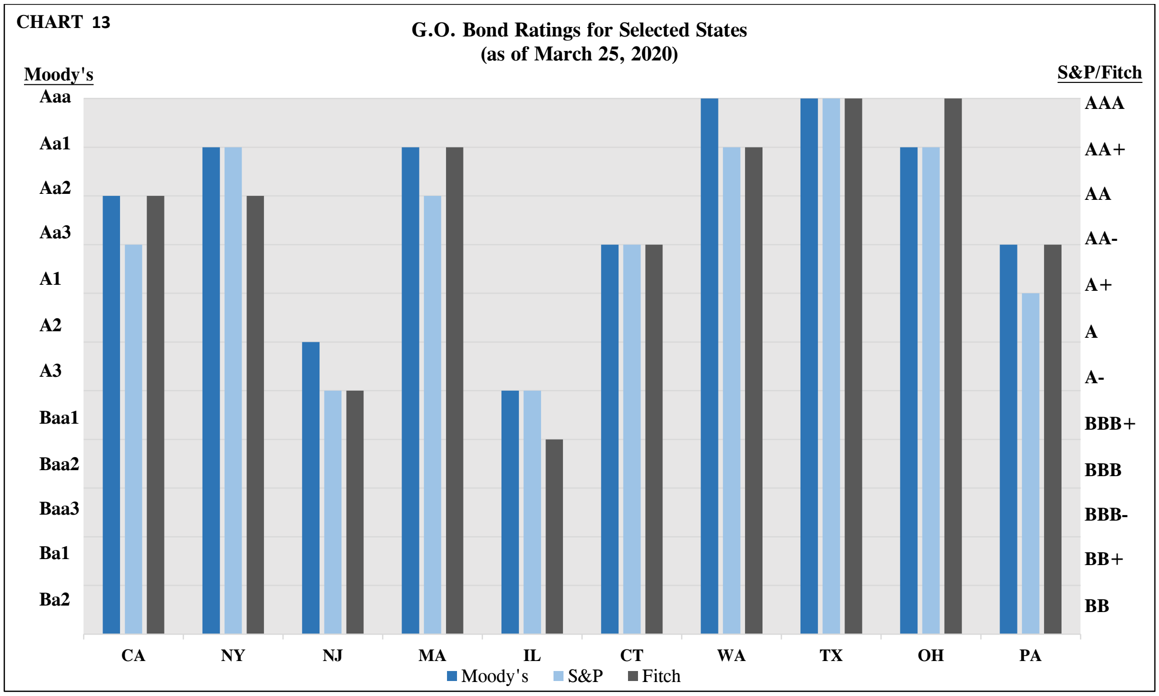
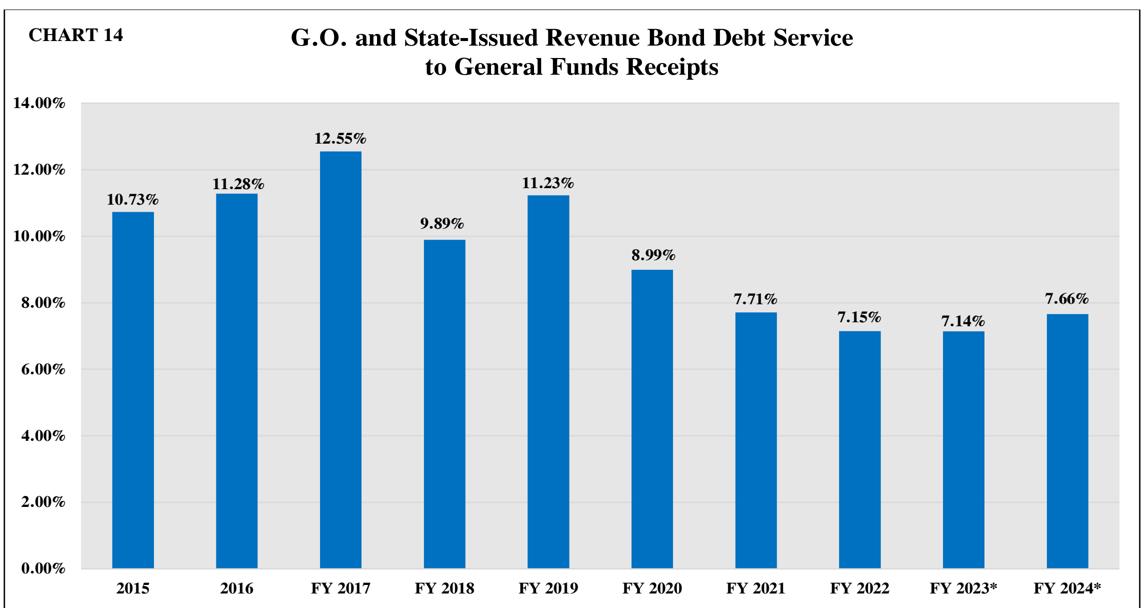


Chart 14 shows a history of Illinois' general obligation and State-issued revenue debt service as a percentage of general funds receipts.



*Using CGFA's General Revenue Estimates for FY 2023 and FY 2024 from the March 2023 Estimate.

CURRENT BOND TOPICS

- **Federal Sequestration Effects on Debt Service**
- **Rail Splitter Tobacco Bonds**
- **Illinois Sports Facilities Authority Debt**
- **Metropolitan Pier and Exposition Authority Debt**
- **Toll Highway Authority's Move Illinois Capital Program**
- **School Construction Update**
- **Debt Responsibility and Transparency**

Federal Sequestration Effects on Debt Service

As a part of the American Recovery and Reinvestment Act (ARRA), the Federal Government created several classes of bonds that would help states and local authorities issue bonds with federal tax-exemption or taxable bonds with federal subsidies for specific purposes. Two types of those bonds were used by Illinois and some of its authorities and state universities.

Build America Bonds could be sold from 2009 - 2010, and were available for any projects for which states and municipalities could currently issue tax-exempt bonds. At the time, the market for tax credits was small due to economic conditions. These bonds allowed state and local governments to sell taxable bonds and receive a direct payment of 35% of the interest cost from the Federal government equal to the subsidy that would have otherwise been delivered through the Federal tax credit for the bonds.

Qualified Energy Conservation Bonds**.** The ARRA authorized an additional $2.4 billion of qualified energy conservation bonds to finance state, municipal and tribal government programs and initiatives designed to reduce greenhouse gas emissions and other qualified conservation purposes. The Act would also clarify that qualified energy conservation bonds may be issued to make loans and grants for capital expenditures to implement green community programs and for programs in which utilities provide ratepayers with energy efficient property and recoup the costs of the property over an extended period of time. First created in 2008, distribution of these bonds to states and municipalities is based on population. QECBs are allocated directly to the states and territories, which then allocate those amounts to local governments to finance environmentally friendly projects. These bonds can either be sold as tax credit bonds for buyers or taxable bonds that allow the issuer to receive a subsidy.

The most popular were Build America Bonds, and most states and local issuers chose the federal subsidy to help them pay for the bonds. This opened municipal issuers to a whole new market of buyers, taxable bond buyers, who do not traditionally buy tax-exempts because they are already exempt from US federal taxes -- like pension funds and foreign investors.

Beginning in March 2013, the Federal Government approved budget cuts in the Budget Control Act of 2011, called sequestration, which affected many parts of government spending including the subsidies for interest on these types of bonds. The subsidies for Build America Bonds were reduced annually by the following amounts (The Federal Fiscal Year runs from October 1 to September 30):

Partial FY 2013	8.7%	FY 2018	6.6%
FY 2014	7.2%	FY 2019	6.2%
FY 2015	7.3%	FY 2020	5.9%
FY 2016	6.8%	FY 2021 - 2030	5.7%
FY 2017	6.9%		

The U.S. Court of Appeals for the Federal Circuit District ruled in February of 2023 that federal sequestration is allowed on Build America Bond subsidies. The case was brought by public power agencies who wanted refunds from the federal government for the cuts to their federal subsidies on the bonds. The court case was:

Indiana Municipal Power Agency, Missouri Joint Municipal Electric Utility Commission, Northern Illinois Municipal Power Agency, American Municipal Power, Inc., Illinois Municipal Electric Agency, Kentucky Municipal Power Agency
v.
United States.

According to John Godfrey, senior director of government relations for the American Public Power Association, "…the real issue here is the costs imposed on issuers of these bonds…Based on OMB reports, we estimate that sequestration has cut $2.4 billion in direct payment bond refunds; $221 million to public power issuers alone…This means less money for new investments or higher rates to our customers." [*BABs subsidy cuts legal under sequestration, federal judge rules*, by Caitlin Devitt, The Bond Buyer, February 2023]

The table below shows the State of Illinois as well as issuers under the State's authority who sold these bonds and the cumulative cuts to their subsidies due to the federal sequestration.

TABLE 20 **Federal Sequestration Effects on Federal Subsidy Bonds in Illinois**

State Entity	Bond Series	Amount Sold	Federal Subsidy Expected	After Reduction	Loss	Information through
State of Illinois	GO Bonds BABs 2010-1	$1.000 billion	$210,381,803	188,123,987	$22,257,816	4/1/2023
	GO Bonds BABs 2010-2	$356 million	$62,927,404	59,874,769	$3,052,636	4/1/2023
	GO Bonds BABs 2010-3	$700 million	$149,910,461	$134,076,877	$15,833,584	4/1/2023
	GO Bonds BABs 2010-4	$300 million	$65,953,125	$58,413,029	$7,540,096	4/1/2023
	GO Bonds BABs 2010-5	$900 million	$207,534,950	$183,998,844	$23,536,106	4/1/2023
State of Illinois Total			**$696,707,744**	**$624,487,507**	**$72,220,237**	
Illinois State Toll Highway Authority	2009A BABs	$500 million	$139,738,945	$133,077,871	$6,661,074	est.
	2009B BABs	$280 million	$77,297,236	$73,436,412	$3,860,824	2023
Tollway Total			**$217,036,181**	**$206,514,283**	**$10,521,898**	
Regional Transportation Authority	Series 2010B BABs	$113 million	$23,170,000	$21,805,000	$1,365,000	2022
(non-SCIP) RTA Total			**$23,170,000**	**$21,805,000**	**$1,365,000**	
Eastern Illinois University	2009A COP BABs	$85 million	$15,567,692	$14,526,375	$1,041,317	est.
EIU Total			**$15,567,692**	**$14,526,375**	**$1,041,317**	2023
Northeastern Illinois University	2010 COP BABs	$6.06 million	$1,112,984	$1,050,070	$62,914	est.
NEIU Total			**$1,112,984**	**$1,050,070**	**$62,914**	2023
***Northern Illinois University**	December 2010 BABs	$126 million	$32,920,000	$30,304,000	$2,616,000	2020
NIU Total			**$32,920,000**	**$30,304,000**	**$2,616,000**	
****Southern Illinois University**	HAFS 2009A BABs	$53.7 million	$10,291,317	$9,850,622	$440,695	2021
	HAFS 2012B QECBs	$5.4 million	$1,622,000	$1,519,009	$102,991	2023
SIU Total			**$11,913,317**	**$11,369,631**	**$543,686**	
*****Western Illinois University**	Series 2010 BABs	$25.5 million	**3,886,395.87**	**3,612,748.51**	$273,647	2020
	Series 2010 COPs BABs	$11.1 million	$1,440,676	$1,341,084	$99,592	2021
WIU Total			**$5,327,072**	**$4,953,832**	**$373,239**	

*** Northern Illinois University refunded the remaining outstanding balance of the 2010 Series Bonds in April 2020.**

****Southern Illinois University refunded the 2009A BABs in 2021. The final BABs subsidy received for that series was July 2021.**

*****Western Illinois University's two Build America Bond sales have been refunded.**

Sources: GOMB, state universities and bonding authorities.

"[T]he State is not guaranteed full subsidy amounts. In addition to reductions due to federal sequestration, the IRS may take a portion of the subsidy payment due to the Office at their discretion as payment of taxes owed by other offices or departments within the State. As a result, many of these payments are not always received by the Office in full." [Governor's Office of Management and Budget]

When subsidies are cut, the bond issuers have to make up the difference to pay the full amount of debt service owed. In difficult fiscal times, State aid to some of the authorities and universities can be delayed, and their own revenues may be affected. Sequestration exacerbates the universities' and authorities' abilities to pay their debt service, which in turn negatively impacts their credit rating, making it more expensive to sell bonds.

Railsplitter Tobacco Settlement Authority Bonds

The Railsplitter Tobacco Settlement Authority [30 ILCS 171] was created to issue up to $1.75 billion in bonds securitized by a portion of Illinois' Master Settlement Agreement revenues. In December 2010, the Railsplitter Tobacco Settlement Authority sold $1.503 billion in tobacco securitization bonds with a 17-year maturity. The State sold its rights to roughly 50% of its Tobacco Settlement payments (based on a 5% negative annual growth rate) to the Authority. Under the statute, the MSA payments pay for the debt service on the bonds, with up to 2.x coverage of debt service. In return, the State received approximately $1.35 billion in bond proceeds transferred to the General Revenue Fund to pay for unpaid bills from FY 2010.

The Authority has a priority claim on the MSA payments. The MSA payment, received annually on April 15th, goes directly to the Authority, which uses it for Debt Service and operations. Debt service payments on the Railsplitter bonds are required in June and December annually. Debt Service from the payment is transferred so that a half year's interest for the next fiscal year is on hand in the Debt Service Account. The remainder is considered residual revenues which the Authority transfers to the State.

In December of 2017, the Railsplitter Tobacco Settlement Authority refunded $671 million of the original bonds, saving the state $71 million or 9% savings in present value terms. The last of the bonds will be paid off in FY 2028. The Authority shall terminate 6 months after all of its liabilities have been met. After that, Tobacco Settlement Payments will revert directly to the State. The table below shows the remainder of the debt service on the bonds. Total Interest over the life of the bonds will be $781 million.

TABLE 21 Railsplitter Tobacco Settlement Authority
Remaing Debt Service After 2017 Refunding Bonds

	Principal	Interest	Total
FY 2023	$112,260,000	$25,259,000	**$137,519,000**
FY 2024	$109,745,000	$19,708,875	**$129,453,875**
FY 2025	$107,305,000	$14,282,625	**$121,587,625**
FY 2026	$105,370,000	$8,965,750	**$114,335,750**
FY 2027	$103,360,000	$3,747,500	**$107,107,500**
FY 2028	$23,270,000	$581,750	**$23,851,750**
	$561,310,000	**$72,545,500**	**$633,855,500**

The Governor's Budget proposes a cash defeasance of the bonds, using settlement payments received in FY 2022 from an arbitration settlement that Illinois received (explained below). The funds would be used to buy government securities that would gain a set amount of interest to be held in escrow. These funds would service the debt and pay off the bonds when the bonds become callable.

MSA Arbitration Settlement for Illinois

The Master Settlement Agreement (MSA) is an agreement between fifty-two U.S. States and territories and Participating Tobacco Manufacturers that was agreed to in 1998. The manufacturers are required to pay the Settling States annual settlement payments, based on their cigarette sales and shipments, in exchange for being released from past or future claims of costs incurred by States to treat patients with tobacco-related illnesses.

There are Participating Manufacturers in the settlement dispute who allege that lax enforcement of non-participating members has hurt their market share, therefore they have wanted to decrease further how much they are paying states. The issue has been the subject of arbitration. Disputed payment amounts can be set aside and delayed until arbitration or lawsuits are resolved. The first of these was in April of 2011, when Illinois' Tobacco Settlement Recovery payment was $268 million out of an expected $305 million payment. The lower payment was due to Phillip Morris deciding to make a payment into the Disputed Payment Account instead of making its full payment to the States. This is called the "Non-Participating Manufacturer Adjustment".

Illinois entered into arbitration related to the deferred payments in both 2013 and 2021. The results of the 2021 arbitration were announced in April of 2022. In both hearings, the panels of "former federal judges found that Illinois was not subject to this payment reduction...in certain years. The panels determined that the state diligently enforced the provisions of the Tobacco Product Manufacturers' Escrow Act, which requires tobacco manufacturers – not the state – to carry financial burdens imposed on the state by cigarette smoking. For several years, states including Illinois have disputed the payment reduction, arguing that its misapplication has allowed participating manufacturers to withhold billions of dollars. The settlement resolves the dispute for additional years through 2028 and required tobacco companies participating in the MSA to release around $546,313,882 they withheld from Illinois' annual payments." [Attorney General Raoul: *Illinois Receives Over $800 Million From Tobacco Manufacturers*, Press Release, April 22, 2022].

Illinois received the settlement funds in May of 2022. Expenditures from the Tobacco Settlement Recovery Fund are subject to appropriation by the General Assembly. As the settlement date was not anticipated, there were no appropriations for these funds in the FY 2023 Budget. Traditionally, funds in the Tobacco Settlement Recovery Fund have been used primarily for the State's Medicaid program.

Illinois Sports Facilities Authority Debt

TABLE 22 (in millions) Increased Advance Amount from GRF to ISFA	
FY	**Advance Amount**
2002	$22.179
2003	$23.425
2004	$24.741
2005	$26.131
2006	$27.599
2007	$29.149
2008	$30.786
2009	$32.515
2010	$34.341
2011	$36.270
2012	$38.307
2013	$40.458
2014	$42.730
2015	$45.130
2016	$47.665
2017	$50.342
2018	$53.169
2019	$56.155
2020	$59.309
2021	$62.640
2022	$66.158
2023	$69.873
2024	$73.797
2025	$77.941
2026	$82.318
2027	$86.941
2028	$91.823
2029	$96.979
2030	$102.425
2031	$108.177
2032	$114.252
2033*	$120.668
TOTAL	**$1,874.393**

**added in PA 102-0016 (6/21)*

The Illinois Sports Facilities Authority (ISFA) was created in 1987 to fund and build new and lasting infrastructure and make other improvements as necessary for the retention of professional sports teams, which would generate economic activity. The ISFA entered into an agreement with the Chicago White Sox to build the new Comiskey Park. In March of 1989, $150 million in bonds were issued by the ISFA to enable construction of the new park, which was used during the 1991 baseball season. The majority of the 1989 bond issue proceeds were placed in the Construction Fund, which was exhausted during fiscal year 1992. Remaining construction expenditures were paid out of the Authority's general fund. In June of 1999, the ISFA issued refunding bonds in the amount of $104 million to advance refund the 1989 bonds. The 1999 Refunding Bonds were paid off in 2010.

Renovation of Soldier Field

Public Act 91-0935 allowed for the financing of the renovation of Soldier Field along terms per an agreement with the Chicago Park District and Chicago Bear's management. The renovation of the field and related lake front improvements would cost approximately $587 million. The Chicago Bears secured a loan from the National Football League for $100 million for the project, invested $100 million dollars, and were liable for any cost overruns. The remaining $387 million came from Illinois Sports Facilities Authority bonds. The Act added $399 million to the Authority's bond authorization specifically for financial assistance to facilities (Soldier Field) owned by a governmental owner other than the Authority (the Chicago Park District). This amount covered the cost of the bonds and issuance. Debt of the ISFA is not backed by a pledge of the State's full faith and credit, and therefore is not a moral obligation of the State. The Act also exempts the Authority and governmental owners from property and use taxes on the facility, and exempts the facility tenant's interest from property taxes.

Public Act 91-0935 increased the amount of revenue that the General Revenue Fund advances to the Illinois Sports Facilities Fund Advance Account at the beginning of each fiscal year. This revenue in the General Revenue Fund comes from the State Hotel

Operators' Occupation Tax. The original amount placed in the Advance Account of $8 million was increased (see Table 22) to $22.179 million (the "Advance Amount") for FY 2002, and would increase each fiscal year by 5.615% (rounded up to the nearest $1,000) until the year 2032. As part of the bond sale, the ISFA was able to save on debt service for the first two years of the bonds' maturity. Therefore, the Advance Amount requested by the Authority was reduced to only $15.172 million in FY 2002, and $19.166 million in FY 2003. The additional amounts approved but not requested during FY 2002 and FY 2003 may be requested at a later date, if needed, per the ISFA. These amounts are repaid in succeeding fiscal years, into the General Revenue Fund from revenue generated by the City of Chicago Hotel Operators' Occupation Tax imposed by the Authority. The Chicago portion of the Local Government Distributive Fund is required to pay for any deficiency in the repayment amount to the General Revenue Fund, which the ISFA is to repay to Chicago.

Debt service was structured to match revenues available. Less money was to be paid toward debt service on the Soldier Field bonds in the first years until the funds were freed up from the Comiskey Park debt service in 2010. With the retirement of the Comiskey Park bonds in 2010, money used for that debt service was now used for the debt service on the bonds for Soldier Field.

The law requires that the tenant of the facility (the Chicago Bears) use the facility for a period at least as long as the term of any bonds issued to finance the renovation, and that Soldier Field remain in the name of the stadium. As a part of the contract, the Chicago Park District is to update the facility every 10 years beginning in 2011, and the Bears can demand any innovation in place in at least 25% of the other stadiums in the NFL. The money for these improvements is not a part of the bond authorization, and would therefore be paid for by the Park District. The ISFA has the ability to pay for these requirements using other funds, including their regular capital improvement fund. In addition to these funds, the Chicago Bears would pay $1 million dollars more in rent their first year at the renovated stadium, with inflation-related increases every five years.

Bond Sales and Outstanding Debt

Illinois Sports Facilities Authority Bonds can have a maximum maturity of 40 years. The 2001 Bonds were sold at one time with three different types of bonds with different payments structures and maturities.

1. $187.8 million of Current Interest Bonds: This type of bond accrues and pays interest every 6 months, but the principal is paid at the maturity dates. The principal payments on these bonds were to be paid:

6/15/2030	$28.3 million
6/15/2031	$75.4 million
6/15/2032	$84.3 million

These bonds were callable for payoff or refunding June 15, 2012 at 101% of par (face value) declining to par June 15, 2013.

2. $69.996 million of Capital Appreciation Bonds (CABs): These bonds pay a compounded interest rate and principal upon maturity dates, instead of using

regular annual payments of debt service. The 2001 CABs were non-callable. Maturities were set from 2008-2026 with different principal payments most years between $1 million to $5 million, and the final 2026 maturity principal payment at $10 million. As of December 30, 2022, the outstanding principal is $22.9 million and interest is $110.6 million.

3. $141.167 million in Capital Appreciation Conversion Bonds - capital appreciation bonds that may be converted to current interest in the future. The first interest payment was December 2010 with principal payments beginning June 15, 2011 through 2030. Principal payments start just under $1 million and raise to $1.6 million by 2026. Principal payments in the remaining four years would range from $24 million to $37 million. These bonds were callable June 15, 2015 at 101% of par declining to par on June 15, 2016.

From the original debt service schedule, most of the combined bond principal would be paid in the last six years equaling $309.7 million:

2027 = $28.3 million	2030 = $52.4 million
2028 = $32.4 million	2031 = $75.4 million
2029 = $36.9 million	2032 = $84.3 million

Portions of the 2001 bonds have been refunded in the Refunding bond sales of 2014, 2019, and 2021. See ISFA bond sales in the table below. The remaining debt service after refundings for Soldier Field-related Bonds is shown on page 74.

TABLE 23			Illinois Sports Facilities Authority: Bond Sales		
Bond Sales	Amount of Bond Sale	New v. Refunding	Purpose	Remaining Principal (June 30, 2022)	Remaining Interest (June 30, 2022)
1989 (FY 1989)	$150,000,000	New	Comiskey Park construction		
1999 (FY 1999)	$103,755,000	Refunding	Advance refund 1989 bonds		
2001 (FY 2002)	$398,998,040	New	Renovation of Soldier Field in agreement with the Chicago Park Authority and the Chicago Bears	$22,917,405	$110,552,595
2003 (FY 2004)	$42,535,000	New	Construction and Improvements at Comiskey Park		
2008 (FY 2009)	$10,000,000	New	Redevelopment of the 35th Street infrastructure (ramps, elevators, escalators)		
2014 (FY 2015)	$292,475,000	Refunding	Refunding 2003, 2008 and portion of 2001 ($188 million of Current Interest Bonds)	$263,675,000	$107,855,250
2019 (FY 2020)	$119,770,000	Refunding	Refunding of all maturities outstanding for the Series 2001 Conversion Bonds totaling $89.8 million scheduled to mature from 2028 - 2030	$119,770,000	$41,314,750
2021 (FY 2022)	$18,790,000	Refunding	Refunding a portion of the maturities outstanding for the Series 2001 Capital Appreciation Bonds totaling $3.9 million scheduled to mature June 2021.	$18,790,000	$8,071,250
			TOTAL	$425,152,405	$267,793,845
Source: Illinois Sports Facilities Authority Audited Financial Statement Year Ended June 30, 2022					

The 2014 Refunding Bond sale refunded:

- All of the Taxable Series 2003 Bonds totaling $36.4 million
- All of the Series 2008 Bonds totaling $8.3 million
- All maturities outstanding for the Series 2001 Current Interest Bonds totaling $187.8 million

- Advance refunded the portion of Series 2001 Conversion Bonds scheduled to mature from 2017 through 2028 totaling $46,734,857. The Series 2001 Conversion Bonds were redeemed at a call premium of 101%.

Debt Service on the 2014 Refunding bonds still have large principal payments required in later years: $48 million in 2027, $26 million in 2030, $74 million in 2031, and $83 million in 2032. The 2014 Refunding Bonds are subject to optional redemption prior to maturity on or after June 15, 2024 at 100% price. Outstanding debt service as of June 30, 2022 is $263.7 million in principal and $107.9 million in interest.

The 2019 Refunding Bonds refunded all maturities outstanding for the Series 2001 Conversion Bonds totaling $89.7 million scheduled to mature from 2028 through 2030, at a call premium of 100%, with bond proceeds held in escrow. The 2019 Refunding Bonds are subject to optional redemption prior to maturity on or after June 15, 2029 at 100% price. Outstanding debt service as of June 30, 2022 is $119.8 million in principal, which is all to be paid from 2027 – 2030, and $41.3 million in interest.

The 2021 Refunding Bonds refunded a portion of the maturities outstanding for the Series 2001 Capital Appreciation Bonds totaling $3,852,215 scheduled to mature on June 15, 2021, at a call premium of 100%, with bond proceeds held in escrow. Outstanding debt service as of June 30, 2022 is $18.8 million in principal, which is all to be paid from 2030 – 2032, and $8.1 million in interest.

Explanation of Debt Service structures of the Soldier Field Bonds and Refunding Bonds

In a March 2023 response to the Commission's inquiry about the debt service, the ISFA stated the following:

"ISFA has 6 things to consider - 1) a statutory *maximum* annual state advance amount ("State Advance") ISFA can request for appropriation, 2) much higher debt service as a result of the Soldier Field bond deal, 3) heavily back-end loaded Soldier Field principal payments, 4) statutory debt capacity for Soldier Field of $399M, 5) Soldier Field bonds being tied to the Bears lease term FY2033, and 6) annual contractual obligations to provide financial assistance for Soldier Field (agreement between ISFA and Chicago Park District after PA 91-0935) and for maintenance and improvements to Guaranteed Rate Field (agreement between ISFA and the [White] Sox) that grow each FY.

"To keep principal within the Soldier Field debt capacity limit, ISFA could only refinance certain types and amounts of bonds (the current interest were regular but the "converter" bonds had an accreted value component that devoured more of the available debt capacity). If you look at the totality of the *annual debt service requirements with the Soldier Field bonds*, ISFA had to keep debt growth somewhat level. Spreading principal more evenly would have compromised the ability to pay contractual obligations, commercial stadium property/liability insurance and operations costs based on the annual State Advance amount limitation. All these variables are the reasons why refinanced debt transactions were not spread more evenly over all the remaining years."

TABLE 24

Illinois Sports Facilities Authority: Soldier Field Debt Service Schedule

Payment (in millions)	*SERIES 2001 - SOLDIER FIELD*				*SERIES 2014 - SOLDIER FIELD*				*SERIES 2019 - SOLDIER FIELD*				*SERIES 2021 - SOLDIER FIELD*				Total	Total	Total
Date	*Coupon*	*Principal*	*Interest*	*Annual Debt Service*	*Coupon*	*Principal*	*Interest*	*Annual Debt Service*	*Coupon*	*Principal*	*Interest*	*Annual Debt Service*	*Coupon*	*Principal*	*Interest*	*Annual Debt Service*	Principal	Interest	Annual *Debt Service*
	Capital Appreciation Bonds																		
6/15/2023	5.510%	4.2	24.1	***28.3***	5.000%	4.6	5.8	***10.4***			3.0	***3.0***			0.5	***0.5***	**8.8**	**33.4**	**42.2**
12/15/2023							5.7				3.0				0.5			**9.1**	
6/15/2024	5.520%	4.3	27.2	***31.5***	5.000%	4.9	5.7	***16.2***			3.0	***6.0***			0.5	***0.9***	**9.2**	**36.4**	**54.7**
12/15/2024							5.6				3.0				0.5			**9.0**	
6/15/2025	5.520%	4.4	30.7	***35.0***	5.000%	5.1	5.6	***16.2***			3.0	***6.0***			0.5	***0.9***	**9.5**	**39.7**	**58.2**
12/15/2025							5.4				3.0				0.5			**8.9**	
6/15/2026	5.520%	10.1	28.6	***38.6***	5.000%	5.5	5.4	***16.3***			3.0	***6.0***			0.5	***0.9***	**15.5**	**37.4**	**61.9**
12/15/2026							5.3				3.0				0.5			**8.8**	
6/15/2027				-	5.000%	19.7	5.3	***30.2***			3.0	***6.0***			0.5	***0.9***	**19.7**	**8.8**	**37.2**
12/15/2027							4.8				3.0				0.5			**8.3**	
6/15/2028				-			4.8	***9.6***	5.000%	41.2	3.0	***47.2***			0.5	***0.9***	**41.2**	**8.3**	**57.7**
12/15/2028							4.8				2.0				0.5			**7.2**	
6/15/2029				-			4.8	***9.6***	5.000%	49.5	2.0	***53.5***			0.5	***0.9***	**49.5**	**7.2**	**64.0**
12/15/2029							4.8				0.7				0.5			**6.0**	
6/15/2030				-	5.250%	26.4	4.8	***36.0***	5.000%	29.1	0.7	***30.5***	5.000%	11.1	0.5	***12.0***	**66.6**	**6.0**	**78.6**
12/15/2030							4.1								0.2			**4.3**	
6/15/2031				-	5.250%	73.6	4.1	***81.8***				***0.0***	5.000%	4.3	0.2	***4.7***	**77.9**	**4.3**	**86.5**
12/15/2031							2.2								0.1			**2.3**	
6/15/2032				-	5.250%	82.6	2.2	***87.0***				***0.0***	5.000%	3.4	0.1	***3.5***	**86.0**	**2.3**	**90.5**
		22.9	***110.6***	***133.5***		***222.4***	***91.0***	***313.3***		***119.8***	***38.3***	***158.1***		***18.8***	***7.6***	***26.4***	**383.9**	**247.4**	***631.3***

Source: Illinois Sports Facilities Authority, February 2023

"The maximum State Advance amount plus the $10 million subsidy is sufficient to pay the large amounts that will come due. However, it is projected that ISFA's own net hotel taxes will be insufficient to fully repay the State Advance amount appropriated. In that case, pursuant to ISFA's enabling legislation, the deficiency between ISFA's net hotel tax and the State Advance amount appropriated is to be drawn from the City of Chicago's LGDF.

"Background - In 2001, the City agreed to assume the risk for the long-term performance of ISFA's net 2% Authority Hotel Tax by assigning a portion of its LGDF [Local Government Distributive Fund] as collateral for the State Advance in exchange for the State's agreement to significantly increase the State Advance amount to ISFA, to authorize the issuance of bonds to renovate Soldier Field and the surrounding property, and to provide the Chicago Park District with annual financial assistance to maintain Soldier Field. The amendatory legislation (PA 91-0935) stipulates that in the event actual net ISFA hotel tax receipts are insufficient to repay the full amount of the State Advance by June 30th of a given year, the deficiency is automatically withdrawn by the State from the City's share of the LGDF.

"Of course, if there is no appropriation, there is limited ability to pay."

Summary: The original bonds for the Soldier Field Renovation were sold in October 2001 for $399 million. Today, even with refunding sales for most of the original bonds, the ISFA still owes $384 million in principal and $247 million in interest, totaling $631 million on Soldier Field-related debt. This is due to the structure of the bonds sold, which were set up based on the Advance Amounts provided by the State to aid in the payment of debt service. The Advance Amounts escalate to higher amounts in later years, which is when most of the principal payments are structured to be paid. The load of debt that the Soldier Field bonds put on the Authority, in addition to other related financial requirements of the deal - such as financial assistance, payments for maintenance and improvements to Soldier Field, insurance and operational costs - is a lot higher than the revenues coming in to the Authority.

Debt service payments ramp up from around $40 million to $60 million annually from FY 2023 – FY 2029 to approximately $80 -$90 million annually from FY 2030 – FY 2032. As stated above, the Authority is not certain that revenues will be able to pay back the larger amounts of debt service Advanced from the State in later years. In that case the City of Chicago will have to pay back the Advance Amounts to the State. In any case, the Authority is still responsible for paying the debt service on the Soldier Field bonds, even if the Bears football team moves to Arlington Park. There has been no law passed at this time that would offer State assistance to the Bears for a move.

ISFA Funding

The Authority receives revenue from the following:

1. The Illinois Sports Facilities Authority imposes a tax of 2% hotel tax within the city of Chicago limits and puts this money into the Illinois Sports Facilities Tax Trust Fund. If there are amounts in excess of all of the hotel's annual obligations

from the Authority's hotel tax, on June 15 of each fiscal year, that excess is transferred back to the State.

2. From the State's Hotel Tax annually, subject to State appropriation – There is generally a three-month delay between the time hotels collect and remit the tax to the State, and the State remits the collections to the Authority. This delay results in a year-end hotel tax revenues receivable.
    a. a $5 million Subsidy Amount, and
    b. an Advance Amount needed for debt service (see Table 22 of Advance Amounts on page 70) that is paid back in the succeeding fiscal year by the State withholding Authority hotel tax in monthly installments. If the Authority Hotel Tax is not adequate to repay the advance amount by the end of the fiscal year, the State withdraws amounts from the City's share of the Local Government Distributive Fund. During FY 2021, the Authority received lower Hotel Tax revenues due to COVID-19. The amounts were paid back after the Authority issued the 2021 Refunding Bonds on a portion of 2001 Capital Appreciation Bonds, which gave the Authority a break from paying a portion of that year's debt service.
3. $5 million dollars of the City of Chicago's revenues from the Local Government Distributive Fund, which receives money from the Illinois Income Tax Act Section 201 subsections (a) and (b).
4. The ISFA also receives revenues from the following:
    a. Portions of ticket fees after a certain attendance level is reached as a part of a revenue sharing agreement with the Chicago White Sox.
    b. Rent payments from the Chicago White Sox in CPI increasing amounts for both Comiskey Park and the Conference Center.
    c. Interest payments from investment of funds.

TABLE 25 IL Sports Facilities Authority: Major Revenue Sources (in millions)

Source	FY 19	FY 20	FY 21	FY 22	FY23 YTD
State Hotel Tax Advance (to be repaid)	$56.2	$59.3	$40.6	$66.2	$69.9
State Hotel Tax Subsidy	$5.0	$5.0	$5.0	$5.0	$5.0
Local Govt. Distributive Fund (from the city of Chicago)	$5.0	$5.0	$5.0	$5.0	$5.0
ISFA Hotel Operator's Tax	$55.8	$48.5	$6.9	$34.2	$41.2
Transfers from State General Revenue Fund				$24.2	
Total	**$122.0**	**$117.8**	**$57.5**	**$134.6**	**$121.1**
Source: Illinois Office of the Comptroller					

Budget and Debt Service

The ISFA's debt service typically represents over 70% of the total annual budget. ISFA has limited cash reserves available to manage the risk of continued hotel tax volatility.

[ISFA annual response to CGFA request for bond indebtedness information, October 29, 2022]

On June 17, 2021, the Governor of Illinois signed into law Public Act 102-0016. Under the ISFA's $150 million authorization for facilities it owns, bonds could be used for authorized corporate purposes, and the limit on outstanding bonds/notes would not apply to refunding/restructuring bonds issued by the Authority from June 17, 2021 to December 31, 2024. The Advance Amount from the State was extended one year to 2033 and the State's General Revenue Fund shall transfer $20 million to the Illinois Sports Facilities Fund to be credited to the Advance Account within the Fund.

To reduce FY 2021 costs and avoid a financial impact on the City, ISFA refinanced a portion of the Series 2001 Bonds and ultimately eliminated the need to pay debt service on the bonds for that fiscal year, which allowed them to fully repay the State Advance for FY 2021. ISFA used a significant portion of its Hotel Tax Variation Reserve in FY 2021 and agreed to preserve the remaining balance to reasonably ensure debt service requirements could be met going into FY 2022. Also, recognizing the continued, but gradual and uncertain recovery from COVID, ISFA's Board approved filing a State appropriation request to meet all of ISFA's financial obligations for FY 2022.

"During FY2022, the amount of ISFA's net hotel tax collections was also insufficient to repay the State for the full advance amount prior to the end of the fiscal year due to the impact of COVID-19. However, for FY22 the State Advance deficiency amount of $27.4 million was automatically withdrawn by the State from the City's LGDF. For FY2023, there is again risk to the City's LGDF if ISFA's net hotel tax collections are insufficient to fully repay the State Advance. The FY2023 State Advance deficiency amount is currently estimated at $12.8 million.

"Restructuring debt again in FY2022 would require ISFA to pass a number of its bond test requirements. Currently, restructuring with parity debt is not an option for FY2022 since a key additional bonds test calculation, based on FY2021's State Hotel Tax, cannot be met (as you know, hotel taxes were abysmal due to COVID).

"ISFA's amended surety bond agreement with AMBAC requires maintaining a reserve balance based on an annual computation involving the Statewide Hotel Taxes available to ISFA and ISFA's maximum annual debt service. As a result of the steep decline in Statewide Hotel Taxes, the reserve requirement to comply with the covenant increased from $0 to $38.7 million on November 1, 2021. The calculation fluctuates based on the status of hotel tax recovery and is assessed each November. The balance has been re-calculated and will be $5.0 million on November 1, 2022. ISFA will have until November 1, 2023 to comply and fund this AMBAC reserve." [ISFA annual response to CGFA request for bond indebtedness information, October 29, 2022]

The ISFA's capital plan for FY 2023 – FY 2025 would cost $34.1 million, all financed by the Authority, and includes electronic, security, HVAC, elevator, parking lots, and building restoration projects.

Metropolitan Pier & Exposition Authority (MPEA) Debt

There are three categories of bonds sold by the MPEA, two are supported by the State (included in this section) and the third category includes revenue bonds (found in the Non-State Supported Bond Debt section on page 99). The first, "Dedicated State Tax Revenue" bonds, received transfers from the Build Illinois Fund for annual debt service (the Build Illinois Fund receives portions of the State's sales tax, hotel tax and vehicle use tax). These bonds were fully refunded with Expansion Bonds in FY 2013.

TABLE 26 MPEA EXPANSION BONDS State Back-up Tax Pledge Maximum		
(in millions)	Past	New
FY 2018	$210	$210
FY 2019	$221	$221
FY 2020	$233	$233
FY 2021	$246	$300
FY 2022	$260	$300
FY 2023	$275	$300
FY 2024	$275	$300
FY 2025	$275	$300
FY 2026	$279	$300
FY 2027	$292	$375
FY 2028	$307	$375
FY 2029	$322	$375
FY 2030	$338	$375
FY 2031	$350	$375
FY 2032	$350	$375
FY 2033	$350	$375
FY 2034	$350	$375
FY 2035	$350	$375
FY 2036	$350	$450
FY 2037-2060	$350 annually	$450 annually

The second, "Expansion Bonds", are paid for from Chicago-related taxes: the airport departure tax, automobile renting tax, hotel tax, and local restaurant sales tax. In the event that the funds to pay debt service on the Expansion Bonds are not sufficient, the State has a backup pledge of sales tax revenue from the Build Illinois Fund that may be used, up to a maximum amount, (increased by Public Act 101-0636) shown in the table to the left.

State backup funds, in the past, have only been used in a borrowing situation and have been paid back, ranging from $18 million in FY 2004 to $38 million in FY 2008. Of the $53.3 million that was borrowed in FY 2009, only $34.5 million was paid back. In FY 2010, the draw on the State backup pledge that would not be paid back could have ended up equaling $37-$40 million. With lower taxes coming in due to the Great Recession, the MPEA had to rely on conventions bringing in revenues. But McCormick Place lost two major shows booked for the spring of 2010. In July 2009, Fitch downgraded the authority from AA- to A+ and Moody's downgraded the Authority from A1 to A3 when it downgraded the State's credit, because of the MPEA's reliance on the State for Dedicated Bonds debt service and Expansion Bonds backup.

To deal with the issues facing the Authority, the Legislature replaced the thirteen-member MPEA Board with a 7-member Interim Board (Public Act 96-0882) charged with coming up with ideas on how to solve the budget issues of the Authority. The Interim Board (June 2010 - December 2011) held meetings to work out costs and work rules. This work led to Public Act 96-0898 with the following major components:

- Increased authorization by $450 million to expand their Hyatt Regency-McCormick Place Hotel, parking facility and for other improvements for McCormick Place to remain competitive.
- Allowed for the restructuring of MPEA debt at a lower interest rate giving them breathing room if local taxes under-performed in the future.
- The State's back-up pledge of sales taxes was extended to 2060 (in Table 26, on the previous page) to pay back the new authorization and refunded bonds. The Chicago-related taxes being imposed by the Authority were prolonged for another 8 years within the MPEA area, with an increase on taxi rides of $2.
- The State would contribute $25.8 million over FY 2011–FY 2014 from GRF to the MPEA for bond repayments. MPEA would begin to reimburse the State in FY 2015 until the $57.2 million in backup sales tax payments (post-2010 deficiency amount) were repaid. Any further draws on the State's backup are to be immediately reimbursed out of the next available surplus. The Authority was allowed to use a portion of these taxes for operating shortfalls, up to $10 million in FY 2011 and up to $5 million annually for FY 2012–FY 2014.

The restructuring and other allowances came at the price of an overhaul of the MPEA's governance and operating structure. Costs were lowered and union work rules eased to allow for a more user-friendly and competitive experience for shows and exhibitors. Due to a union lawsuit in March 2011 citing collective bargaining, the Authority reached an agreement with unions on workforce rule reforms which resolved the lawsuit and allowed McCormick Place to be more competitive. The State codified the new agreement in Public Act 97-0629, in November 2011.

In FY 2013, the Authority sold $97 million in new project Expansion bonds and refunded $758 million in bonds, which included paying off the remaining $13.8 million of Dedicated bonds (allowed through Statute). The Authority did not draw on the backup sales tax from FY 2011-FY 2015. They began to pay back the pre-FY 2010 cumulative draw of $57 million in 2015. The $110 million expansion and renovation of their Hyatt Regency Hotel was completed by June 2013, adding another 460 rooms making it the fourth largest hotel in Chicago, and bringing in $18 million in new revenues.

The Authority had sold its remaining $153 million in Expansion bond authorization in FY 2016 to be used for a planned Event Center and second hotel along with funds already raised in previous Expansion Project bond sales and from a 2017 interim construction financing of $250 million of Hotel Revenue Bonds (not Expansion Project Bonds).

Public Act 100-0023 gave the MPEA a $293 million increase, to $2.85 billion, in expansion project authorization to restructure existing debt and pay the remaining post-2010 deficiency amount to the State. The Authority was allowed to use funds to construct a stadium to be leased to or used by professional sports teams. But, the $15 million transfer from GRF to the MPEA incentive fund used to draw shows to Chicago was eliminated.

In FY 2018, the Authority sold $247 million in bonds to restructure debt service, pay off the outstanding balance on the interim construction financing and pay back the remaining debt service deficiency owed to the State. At the time of this bond sale, S&P increased the Authority's bond rating from BB+ to BBB. In FY 2020, $937 million in refunding bonds were sold, Series 2019A and Series 2020A, for a combined present value savings of $157 million.

"COVID-19 had an adverse impact on the Authority's operations that prompted the Authority to request funds from the State to support operations for fiscal 2022. The Authority has successfully re-opened following the COVID-19 pandemic and is back to the business of driving economic impact and tax revenues to the State and City. From the re-opening of McCormick Place in July 2021 through the end of September 2022, MPEA has hosted 110 events at McCormick Place, with an attendance level of approximately 1.4 million. MPEA's re-opening year also led to strong financial performance, as shown in the table below.

MPEA Operating Results	**FY22 Actual**	**FY22 Budget**	**Variance**
Operating Revenue	$205,036,000	$143,243,000	$61,793,000
Operating Expense	(209,435,000)	(201,465,000)	(7,970,000)
Net Operating Income (Loss)	$(4,400,000)	$(58,222,000)	$53,823,000

"For FY2022, MPEA's operating revenues exceeded budget by $61.8 million while operating loss exceeded budget by $53.8 million. For the first three months of FY2023, MPEA operating revenues are $12.8 million favorable to budget while operating income is $13.6 million favorable to budget." [Metropolitan Pier and Exposition Authority annual response to CGFA request for bond indebtedness information, October 29, 2022]

For Fiscal Year 2021, the State passed two appropriations for the Authority that the Authority used to finance operations, $14 million from the MPEA Incentive Grant Fund and $42 million from the MPEA Reserve Fund. In P.A. 101- 0636, statute was changed to allow for the MPEA to use its remaining Expansion Project bonding authority of $46 million for operating expenses from FY 2021 – FY 2022.

In FY 2022, the State appropriated $30 million from the American Rescue Plan Act to the MPEA under P.A. 102-0017. The Authority used $15 million towards payroll and $15 million for the Authority's incentive grant program for FY 2022, which P.A. 102-0016 allowed for FY 2022 - FY 2026. The incentive grant program aids the Authority in attracting trade shows, conventions, and meetings by offering rental discounts at their facilities. These additional events will also benefit businesses in the Chicago-area by bringing convention-goers who partake in the tourist and hospitality sectors. The State gave the MPEA another $15 million in incentive grant funding for FY 2023.

In FY 2021, the Authority issued $114 million in refunding bonds to reduce the draw on State sales taxes in FY 2021 by refunding as much of FY 2021 debt service as they were legally able to refund, which reduced its FY 2021 debt service by $118 million. This lowered the draw on State sales taxes for fiscal 2021 to approximately $10 million. The Series 2020D bonds gave the Authority $44.5 million for FY 2021 – FY 2022 operations.

To address the FY 2021 $10 million draw on State sales taxes, the MPEA will refinance debt to repay the State (from FY 2022 - FY 2024) and replenish $30 million in debt service reserves. In July 2021, the Authority sold Series 2021A Expansion Project Bonds to refinance all FY 2022 debt service lawfully permissible. "Additionally, in July 2021, MPEA entered into a forward bond delivery agreement for the issuance of its Series 2022A Bonds. The Series 2022A Bonds were issued on March 17, 2022 and were used to refund outstanding Expansion Project Bonds, including the aforementioned Series 2021A Bonds. The combined financings created nearly $135 million in present value savings." MPEA sold 2022B Expansion Project Refunding Bonds of $23 million in December 2022, to be used for refundings to alleviate FY 2023 debt service and maintain the debt service reserve balance at $30 million.

"The Authority is contemplating two major capital projects. The first project is an upgrade of the Authority's energy center to replace equipment at the end of its useful life and expand the plant to provide more chilled water to the Authority's external customers to help them meet increased demand needs. This will provide additional operating income to the Authority, which will help MPEA fund more capital projects from internally generated funds. MPEA is working through the final design of this project and will likely issue Project Revenue Bonds in December 2022 or January 2023. The project size is estimated at $60 million. The second project is a renovation of public spaces and rooms at the Hyatt Regency McCormick Place", which is still in the planning stages. [Metropolitan Pier and Exposition Authority annual response to CGFA request for bond indebtedness information, October 29, 2022]

Toll Highway Authority's Move Illinois Capital Program

The current Tollway capital program is a 16-year program (2012-2027) called Move Illinois: The Illinois Tollway Driving the Future. In April 2017, the Tollway Board of Directors increased the program costs from $12 billion to $14 billion, which is being funded by Tollway revenues and bond proceeds. The first objective was to complete rebuilding the existing Tollway, including the following projects:

- Reconstructing and widening the Jane Addams Memorial Tollway (I-90)
- Reconstructing the central Tri-State Tollway (I-294)
- Preserving the Reagan Memorial Tollway (I-88)
- Preserving the Veterans Memorial Tollway (I-355)
- Repairing roads, bridges and maintenance facilities
- Other system-wide capital projects include safety, toll collection, and technology projects.

The second objective is to take the Tollway into the 21st Century, funding new projects to increase mobility, relieve congestion, reduce pollution, and link economies across Northern Illinois:

- Constructing a new Tri-State Tollway interchange at I-294/I-57 and 147th Street ramps
- Constructing Elgin O'Hare West Bypass, the first all-electronic roadway; rehabilitation and widening of the existing Elgin O'Hare Expressway
- Emerging projects

The table below shows capital spending from CY 2021 through requested CY 2023. At the end of 2023, the Illinois Tollway will have spent $11.5 billion of the $14 billion Move Illinois Program budget.

TABLE 27 TOLLWAYS CURRENT CAPITAL SPENDING ($ millions)			
	2021 Actual Expenditures	**2022 Estimated Expenditures**	**2023 Budget Request**
Existing System Needs			
Jane Addams Memorial Tollway (I-90)	$3.6	$1.4	$4.9
Tri-State Tollway (I-94/I-294/I-80)	695.0	699.5	615.3
Veterans Memorial Tollway (I-355)	7.1	2.0	7.4
Reagan Memorial Tollway (I-88)	18.5	2.4	3.5
Systemwide Improvements	220.3	216.3	314.8
System Expansion			
Tri-State Tollway I-294/I-57 exchange	80.8	36.2	10.2
Elgin O'Hare Western Access Project	230.9	364.2	506.3
Other Emerging Projects	1.5	2.4	4.9
Adjustments/Agreement Reimbursements	(18.4)	(7.2)	
TOTAL	**$1,239.3**	**$1,317.2**	**$1,467.3**
Source: Illinois State Toll Highway Authority 2023 Budget			

This is the twelfth year of Move Illinois capital program, which includes design and construction associated with the new I-490 Tollway and the new connection to O'Hare International Airport; design and reconstruction of the Central Tri-State Tollway (I-294); and systemwide repairs on roadways, interchanges and bridges. The Authority plans to spend $1.47 billion in FY 2023.

The Tollway's 2023 budget of $1.55 billion in total revenues will pay for $427 million in maintenance and operating expenses, $517 million for debt service transfers and $606 million for the 2022 Capital Program, according to the Tollway's 2023 approved Budget released in December 2022. In 2023, the Tollway will reinvest more than 72 percent of the $1.55 billion in revenue for roads, bridges and infrastructure.

The Tollway's main income is Toll revenues. The board approved an increase on passenger vehicle tolls, effective January 1, 2012. The toll increases approved in 2008 for commercial vehicles including trucks were phased-in beginning January 1, 2015 over three years. Beginning January 1, 2018, annual commercial vehicle toll increases are based on the Consumer Price Index.

"The COVID-19 pandemic continues to impact transaction and revenue performance on the Tollway system, particularly for passenger cars. While ISTHA's total revenue declined $227.1 million, or 15%, from $1,509.6 million in 2019 to $1,282.5 million in 2020, total revenue recovered in 2021 to $1,463.8 million, or 97% of pre-pandemic 2019. ISTHA's fiscal year 2022 total revenue is forecast to be 1,526.0 million, which would be 101% of pre-pandemic 2019.

TABLE 28 Total Illinois Tollway System Revenue Forecast ($ in millions)

Year	2022 Budget Pre-pandemic forecast	2022 Budget Post-pandemic forecast	Difference Pre- v. Post-pandemic	2023 Budget Actuals/ *Budgeted	Difference 2022 Post- v. 2023
2020	1,516	1,304	*(212)*	1,283	(21)
2021	1,561	1,469	*(92)*	1,464	(5)
2022	1,606	1,516	*(90)*	*1,491	*(25)*
2023	1,646	1,564	*(82)*	*1,549	(15)
2024	1,715	1,619	*(96)*		
2025	1,767	1,667	*(100)*		
2026	1,833	1,736	*(97)*		
2027	1,900	1,805	*(95)*		
2028	1,945	1,848	*(97)*		
2029	1,983	1,882	*(101)*		
2030	2,014	1,913	*(101)*		

“Passenger car and commercial vehicle transactions are the primary drivers of Tollway revenue. Passenger car transactions through the nine months ended September 30, 2022 totaled 619.1 million, which is 3% and 21% higher than the same time period in 2021 and 2020, respectively. While passenger car transactions have improved in 2021 and year-to-date 2022, as compared to 2020, passenger car transactions through the nine months ended September 30, 2022 are 8% lower than pre-pandemic 2019. Commercial vehicle transactions through the nine months ended September 30, 2022 totaled 98.1 million, which is 1%, 10% and 7% higher than the same period in 2021, 2020 and 2019, respectively.” [Illinois State Toll Highway Authority annual response to CGFA request for bond indebtedness information, October 29, 2022]

The Authority’s total outstanding bond principal was $6.98 billion, as of June 30, 2022, which includes past capital programs. Currently, $4.3 billion in bonds have been sold for the capital program as of the December 2021 bond sale, with net proceeds of $4.8 billion (including bond premium). The Authority expects to issue $500 million in bonds in 2023. “There is outstanding authorization from the Tollway’s Board of Directors to issue: (i) up to $500 million of revenue bonds to fund a portion of the costs of the Tollway’s Move Illinois capital program that began in 2012 and is currently scheduled to end in 2027; and (ii) up to $900 million revenue bonds to refund Series 2013A and Series 2014B bonds. The Tollway expects to authorize additional bond issuance during calendar year 2023.” There is approximately $1.1 billion in bond authorization that will need to be approved by the Board for expected bond sales in 2023 and 2024.

On May 31, 2019, Moody’s downgraded the Tollway’s underlying rating from Aa3 to A1 with a stable outlook. The outlook fluctuated from negative in April 2020 back to stable in March 2021. Moody’s upgraded the Tollway back to Aa3 in November 2021. Fitch and Standard and Poor’s both rate the Authority AA-. The outlook from Fitch is stable and the outlook from Standard & Poor’s was changed to negative in March 2020 when they gave every sector a negative outlook due to the coronavirus pandemic. Both Moody’s and Standard and Poor’s changed their outlook to stable in April 2021.

There is no dollar amount limit on the Authority’s bonding, and the bonds are allowed a maximum maturity of 25 years. Tollway bonds are not backed by the State. The Governor must approve the capital plans, but bond sales are approved by the Tollway’s Board. Public Act 100-1180 (February 2019) abolished the Tollway Board allowing for the new governor to appoint all new members and a chairman [See Appendix F]. The Act also requires that the by-laws shall include a requirement that directors disclose and avoid potential conflicts of interest.

School Construction Update

Applications: The chart on the following page shows the applications received by the State Board of Education from FY 1998 through FY 2021 from schools with requests for funding for School Construction projects, maintenance and life-safety needs. Applications have slowed over the past decade due to inaction on entitlements. Letters were issued to applicants stating that all action toward issuing entitlements has been suspended until direction is received from the General Assembly and the Governor. [See Appendix B for pending School Construction Projects].

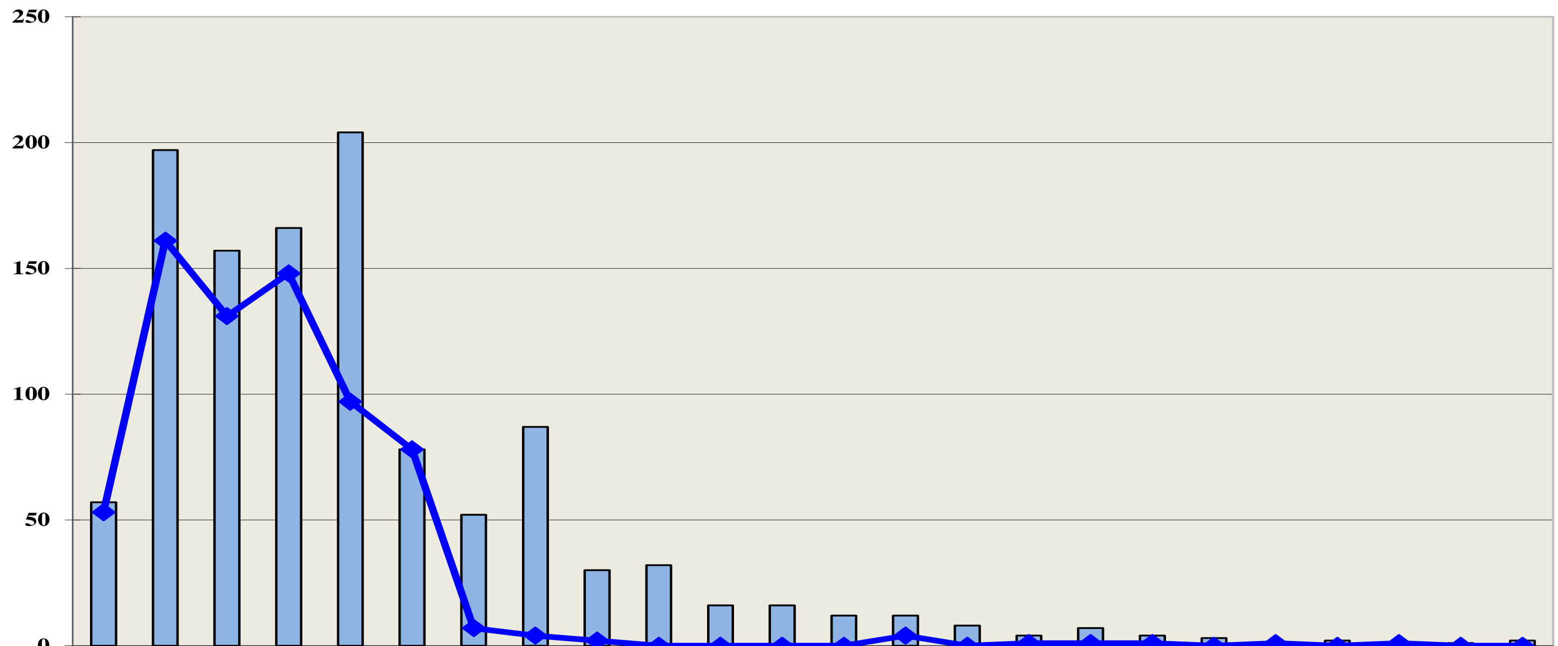
P.A. 102-0723 (effective May 2022) made changes to the School Construction Law, stating that grants will only be allowed for construction (no longer for debt service) and funding will come from both the School Infrastructure Fund and the School Construction Fund. Definitions are added for a new grant index used for 2004 – 2006 applications for completed or partially completed projects, and special education cooperatives are now included as part of a school district. A newly revamped application process is created, so that any time after June 30, 2022, when appropriations are made and released for grant awards, the ISBE is authorized to open an application cycle for school construction projects; no grant application filed before June 30, 2022, may be considered. During the first application cycle, local match amounts may be adjusted if the applicant had previously expended funds on a school construction project on 2004, 2005, or 2006 School Construction Grant List. School districts have two years from the date they were issued a conditional grant award to obtain the district's required match; if they do not, the funding will be reallocated. [*Illinois State Board of Education*]

Need: The Illinois State Board of Education and the Capital Development Board are required to conduct a Capital Needs Assessments Survey of school construction needs every two years. In the 2021 survey, 251 elementary, secondary, and unit school districts responded with a need of $6.9 billion compared to the 2019 survey of 350 respondents with $9.4 billion of needs. This indicates 99 fewer district responses, meaning only 29% of districts responded to the survey:

- Over $627 million is needed to build 45 new school buildings;
- $4.6 billion is needed for overall general repair and remodeling, of which $3.4 billion is needed for Health/Life Safety needs;
- Approximately $397 million is needed for 62 building additions;
- To ease overcrowding, districts are using 460 temporary classrooms compared to the 2019 survey of 271 temporary classrooms, a considerable increase when you note that 99 fewer districts are reporting since the 2019 survey;
- 23 school districts are considering consolidation (2017 = 61 school districts and 2019 = 15 school districts);
- 124 Pre-Kindergarten classrooms and 97 Kindergarten classrooms are needed;
- Districts need $93 million for external and internal infrastructure and network devices to meet current technology and Partnership for Assessment of Readiness for College and Career (PARCC) testing.

CHART 15

School Construction Projects: Applications



	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Received	57	197	157	166	204	78	52	87	30	32	16	16	12	12	8	4	7	4	3	0	2	0	1	2
Entitled	53	161	131	148	97	78	7	4	2	0	0	0	0	4	0	1	1	1	0	1	0	1	0	0

Note: There were 191 applications entitled in 2002, but approximately ½ were not able to secure their local share and were moved into the 2003/2004 cycles.

History: Public Act 92-0598 (signed into law at the end of FY 2002) increased School Construction Bond authorization by $930 million to $3.15 billion. In FY 2003 and FY 2004, appropriations of $500 million each year allowed for the funding of 87% of the entitled FY 2002 projects. Of the 97 entitled applications in FY 2002, 24 entitled projects remained on the list and had not received funding. FY 2003 through FY 2009 entitlements were suspended except for emergency situations.

With the IJN increases in bond authorization and appropriations in FY 2010, the 24 entitled projects from FY 2002 were appropriated. This $420 million in bond proceeds also covered 14 projects entitled in FY 2003 and 4 emergencies in FY 2011. The FY 2010 appropriations for School Construction-related projects equaled $1.73 billion:

TABLE 29	**FY 2010 IJN School Construction Appropriations**	
Amount	**Fund**	**Projects**
$1.351 billion	School Construction Fund	Statewide School Construction grants
$149 million	School Construction Fund	24 entitled projects from FY 2002
$100 million	School Construction Fund	School Maintenance grants
$25 million	Capital Development Fund	Severely overcrowded schools
$50 million	Capital Development Fund	Energy efficiency projects
$45 million	Build Illinois Bond Fund	Early childhood construction*
$10 million	Build Illinois Bond Fund	Technology Immersion Project

* Early Childhood grants under the School Construction Law using grants from the School Construction Fund required local matches of 10%. In Public Act 102-0016, that has been changed to Tier 1 school districts at 3%, Tier 2 at 7.5%, Tier 3 at 8.75%, and Tier 4 at 10%. Tiers are described in Section 18-8.15 of the School Code.

School Construction Bond authorization was increased for grants to school districts for school implemented projects authorized by the School Construction Law:

FY 2010	$420 million
FY 2011	$646 million
FY 2014	$534 million
FY 2019	$59 million

With the FY 2011 increase in bond authorization of $646 million, the remaining FY 2003 applications had their grants awarded in August 2013. [See Appendix A for School Construction Projects Completed]. There were no new appropriations from FY 2011 through FY 2014 in the Capital Projects Budget for the School Construction grant program.

In FY 2015, $40 million was appropriated for maintenance to school districts other than Chicago Public Schools from the School Infrastructure Fund. Approximately $311 million was appropriated in FY 2017 from the School Construction Fund - $293 million for school construction grants and $18 million for school improvement projects.

The FY 2019 appropriations included $50 million from the School Construction Bond Fund for lead abatement statewide, and from the School Infrastructure Fund—$40 million for grants to school districts outside Chicago and $16.3 million for statewide broadband.

TABLE 30 School Construction History of Appropriations ($ in millions)	
FY 1998	$30
FY 1999	$260
FY 2000	$500
FY 2001	$500
FY 2002	$740
FY 2003	$500
FY 2004	$500
FY 2005	$0
FY 2006	$18
FY 2007	$0
FY 2008	$0
FY 2009	$0
FY 2010	$1,730
FY 2011	$0
FY 2012	$0
FY 2013	$0
FY 2014	$0
FY 2015	$40
FY 2016	$0
FY 2017	$311
FY 2018	$0
FY 2019	$106
FY 2020	$200
FY 2021	$67
FY 2022	$0
FY 2023*	$0

The Rebuild Illinois capital program appropriated $200 million in School Infrastructure Funds for School Maintenance grants to School Districts outside of Chicago in FY 2020 and $100 million from the Build Illinois Bond Fund for early childhood construction grants. "The School Maintenance Grant Program is a dollar-for-dollar state matching grant program that awards up to $50,000 per project exclusively for the maintenance or upkeep of buildings for educational purposes. Any school district, cooperative high school, Type 40 area vocational center or special education cooperative may apply for a grant. Between fiscal years 2020 and 2023, ISBE awarded a total of $94 million in school maintenance grants to school districts around the State. The funds will be utilized for projects such as HVAC upgrades and upgrading electrical/lighting systems." [Illinois State Capital Budget Fiscal Year 2024, p. 100]

In FY 2021, $67 million was appropriated from the School Construction Fund to Chicago Public Schools for a District 299 high school, a Chicago-area vocational school, and a Niles Township District 807 Special Education project. There were no school construction appropriations in FY 2022 or FY 2023. There was a $35 million appropriation for grants to Charter Schools, on a per pupil basis for facility costs. In FY 2024, the Governor's Budget requests $100 million from the Rebuild Illinois Fund for early childhood construction grants.

In February 2020 a School Construction Task Force (created by Public Act 101-0010) reported on their findings. "The Task Force directed ISBE to conduct a survey of school districts on the FY 2004 school construction list to determine whether the project had been completed and the approximate cost of the project. Forty-eight of the 52 districts on the list responded to the survey. As of December 2019, 15 of the responding districts had not completed projects and 26 of the responding districts had completed projects for an estimated total remaining debt principal of more than $200 million. A total of 234 applications for school construction funding were submitted between FY 2005 and FY 2020." Among the Task Force's recommendations are: revise the state and local match using the Evidence-Based Funding; extend the period of time districts can claim their match; increase maintenance grant funding and revise the local match requirements; allow FY 2004 applicants to utilize prior local match.

The Illinois General Assembly passed the School Construction Law (Public Act 90-0548) in December 1997. The School Construction Grant Program has provided over $4.5 billion in State-funded grants for new facilities, additions and renovations of aging buildings. With fewer appropriations for school construction programs, the Capital Needs Assessment shows that the need for more School Construction funding exceeds what the State has been able to afford.

Funding: The School Infrastructure Fund is the traditional funding source to pay for school construction projects either as "pay-as-you-go" funding or for debt service on School Construction Bonds. (Any School Construction projects under the Illinois Jobs Now program are paid from the Capital Projects Fund.) The School Infrastructure Fund has been used predominantly for the payment of debt service.

School Infrastructure Fund revenues come from:

- Telecommunications excise tax - 1/7th of the 7% tax (starting in FY 1998 from the School Reform Act)
- GRF –$60 million annually (approximately 75% of the additional liquor tax increase from IL FIRST, starting in FY 2000)
- Cigarette Tax - $60 million annually (from an increase which began April 1, 2003)
- State Gaming Fund – $66.36 million transferred annually, as of FY 2014.

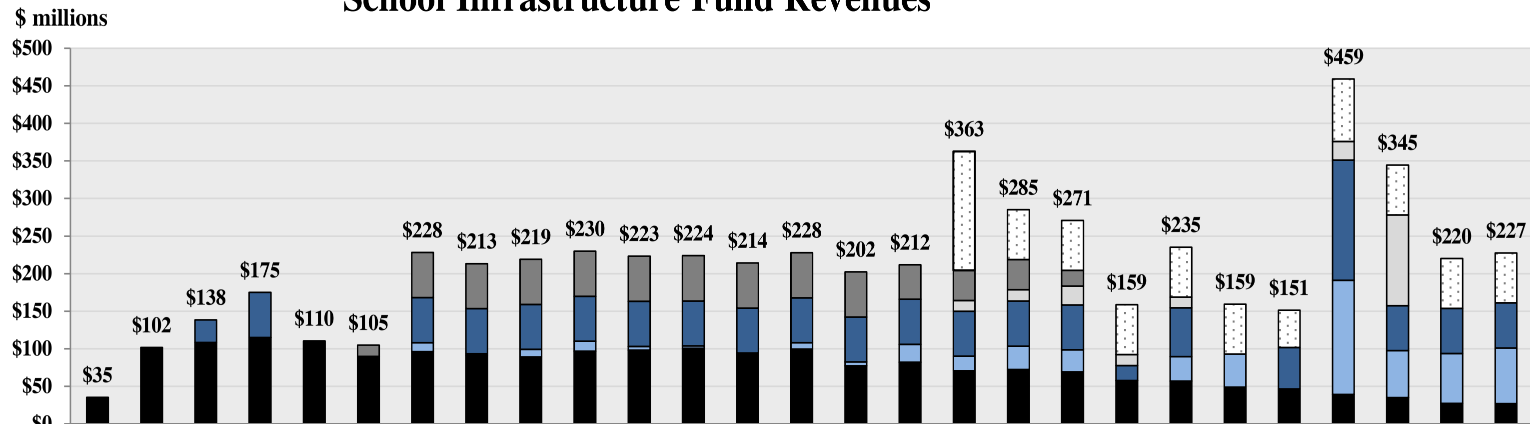
State Gaming Fund. Public Act 98-0018 (June 2013) allowed for a change in the distribution of gaming revenues by diverting $66.36 million annually to the School Infrastructure Fund. (These funds previously were diverted to the Horse Racing Equity Fund.) There was also a one-time transfer of $92 million from the State Gaming Fund to the School Infrastructure Fund in FY 2014. FY 2020 transfers from the State Gaming Fund were only $50 million, due to the closure of gaming venues during the pandemic. The remaining $16.4 million was transferred in FY 2021.

Of these State Gaming Fund amounts distributed to the School Infrastructure Fund, 20% will be paid through the Capital Development Board to the Board of Education of the City of Chicago. These funds may be used for costs of school construction, debt service on bonds issued for school construction, or lease/installment payments for financing contracts between the school district and a public building commission that has issued bonds to finance qualifying school construction projects.

Telecommunications Excise Tax: The telecommunications tax has been declining steadily since FY 2012 due to customers replacing land lines with cell phones and the inability of states to tax data plans due to federal law (The Internet Tax Freedom Act went into effect in 1998 and became permanent in February 2016). The portion that goes into the School Infrastructure Fund has been below $101.5 million (1999 level) each year since FY 2003. Whenever it falls under that amount, the Comptroller is to transfer the shortfall amount from the General Revenue Fund in the next fiscal year, per statute. These GRF transfers have been needed every year since FY 2004. The State fell behind in GRF transfers for the shortfall to an accumulated $152 million in FY 2020. This was remedied by a GRF transfer for the full amount in FY 2021. Commission estimates are $27 million for both FY 2023 and FY 2024. The Telecommunications Tax revenue source is still declining, requiring the GRF to transfer more each year to fulfill statutory requirements.

CHART 16

School Infrastructure Fund Revenues



	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	*FY 2023	*FY 2024
TOTAL	$35	$102	$138	$175	$110	$105	$228	$213	$219	$230	$223	$224	$214	$228	$202	$212	$363	$285	$271	$159	$235	$159	$151	$459	$345	$220	$227
□ State Gaming Fund^																	$158	$66	$66	$66	$66	$66	$50	$83	$66	$66	$66
■ Cigarette Tax						$15	$60	$60	$60	$60	$60	$60	$60	$60	$60	$46	$40	$40	$21	0	0	$0	$0	$0	$0	$0	$0
□ Cigarette Tax Catch up																$0	$14	$15	$25	$15	$15	$0	$0	$25	$121	$0	$0
■ Liquor Tax			$30	$60	$0	$0	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$20	$65	$0	$55	$160	$60	$60	$60
■ GRF Catchup for Telecom							$12	$2	$10	$13	$5	$3	$1	$8	$5	$24	$20	$31	$29	$0	$32	$44	$0	$152	$62	$67	$74
■ Telecom Tax	$35	$102	$108	$115	$110	$90	$96	$91	$89	$97	$98	$101	$93	$100	$77	$82	$70	$72	$69	$58	$57	$49	$47	$39	$35	$27	$27

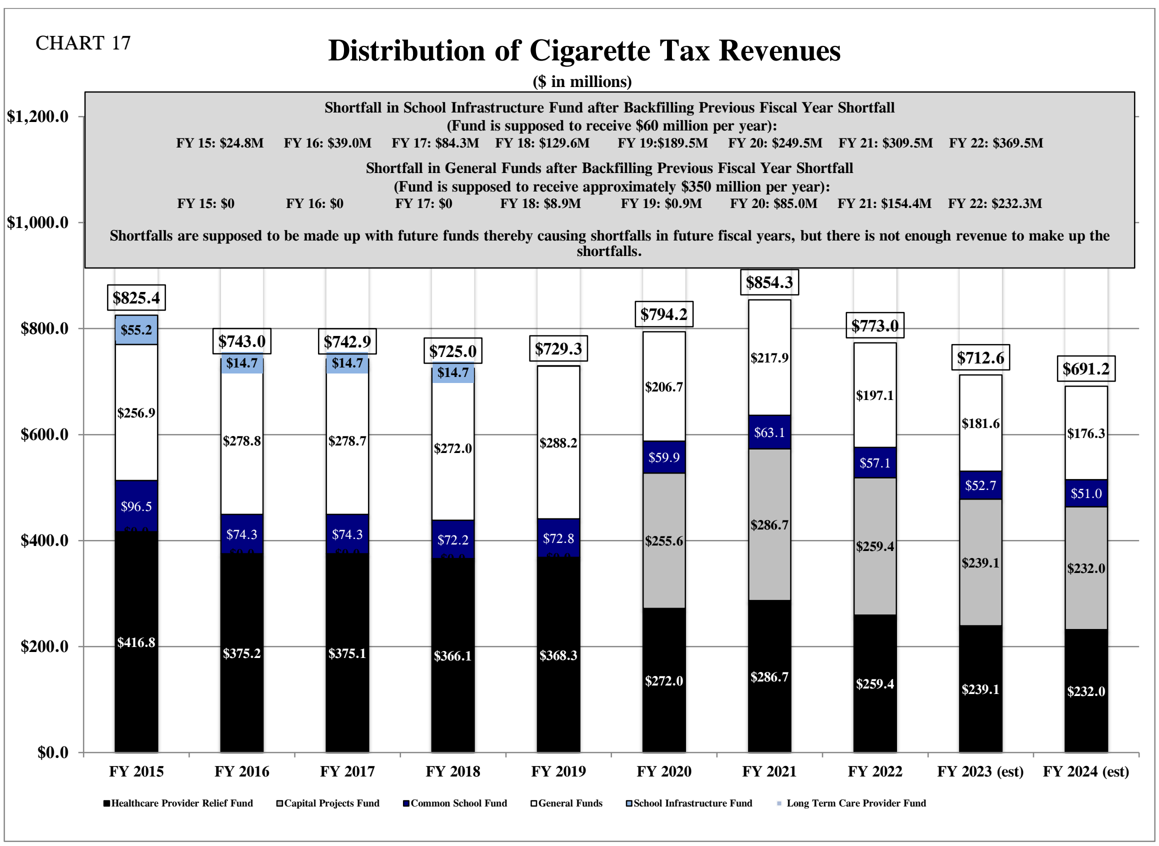
** FY 2023 and FY 2024 amounts are CGFA estimates.*

^There was and additional transfer of State Gaming Fund revenues in FY 2014 of $92 million.

Note: The Liquor Tax transfer was suspended from FY 2002-FY 2003 as part of budget agreements.

Cigarette Tax: In the distribution of cigarette tax revenues in a fiscal year, General Funds are to receive the first $350-$355 million (depending on packs sold) and the Healthcare Provider Relief Fund receives all revenues from the FY 2013 $1.00 tax increase. P.A. 101-0031 recently increased the tax an additional $1.00 (effective July 1, 2020) bringing the total State tax per pack to $2.98. However, all of the tax revenues from this new additional tax are to go to the Capital Projects Fund. After all of these distributions are made, the School Infrastructure Fund is to receive the next $60 million, with the Long-Term Care Provider Fund receiving the remainder (if any).

The cigarette tax has become a declining revenue source in recent years (outside of the revenue increase due to the tax hike), especially in terms of packs sold. The number of packs of cigarettes declined in FY 2020 over the previous year by 26%, partially due to stockpiling or purchases in neighboring states to temporarily avoid the increase in tax. The number of packs increased in FY 2021 over FY 2020 by 5.4%, but then decreased again in FY 2022 by 9.5%. The combination of the distribution changes and the diminishing tax revenues have resulted in a shortage of funds to pay for the General Funds allotment each fiscal year, meaning that the School Infrastructure Fund does not receive its portion of the cigarette tax at all. The General Funds shortage has grown from $8.9 million in FY 2018 to $232 million in FY 2022. These shortages do not include the $60 million in revenues intended to be deposited into the School Infrastructure Fund each fiscal year.



Furthermore, the cigarette tax is required by statute to make up for the missing distribution amounts from previous fiscal years. This means that, even if revenues were to increase, the shortfalls in cigarette tax revenues to the General Funds would have to be made up first, before any backfill to the School Infrastructure can take place. Because a reversal in the downward trend in cigarette tax revenues is not anticipated, absent changes in the distribution formula or the tax rate, no revenues to the School Infrastructure Fund from the cigarette tax should be expected in the foreseeable future.

As shown in Chart 17, since the FY 2013 tax increase went into effect, the amounts the School Infrastructure Fund has received have decreased over time. The lack of available cigarette tax revenues meant that only $45.7 million was paid to the School Infrastructure Fund, resulting in a shortfall of approximately $14.3 million in FY 2013.

In FY 2014, the distribution increased to $54.3 million, but $14.3 million of this amount was used to pay the FY 2013 shortfall. This created a $20 million shortfall in FY 2014.

By FY 2017, the amounts going to the School Infrastructure Fund could no longer balance the previous year's shortfall, let alone the actual required current year distribution. The $14.7 million in revenue received by the Fund in FY 2017 went towards the $39.0 million shortfall from FY 2016, but a shortfall of $24.3 million in FY 2016 remained. None of the $60 million allotment in FY 2017 was able to be paid with these funds, creating a combined shortfall of $84.3 million in FY 2017. The allocation in FY 2018 was also $14.7 million in total, leaving a combined shortfall of $129.6 million.

The Commission estimates that the amount going to the School Infrastructure Fund will be $0 moving forward. The combined shortage at the end of FY 2022 was $370 million. The bottom line is that the anticipated continued decline in cigarette sales, combined with the current fund allocation formula will result in no revenues available for the School Infrastructure Fund. Furthermore, it's very likely that the GRF will not receive its full expected annual allotment due to this declining revenue source. This leaves the School Infrastructure Fund short because it will no longer receive cigarette tax revenues towards the annually required amounts nor the previous shortfalls unless changes to statutory distribution language are made.

Debt Service Issues**:** Revenues in the School Infrastructure Fund and the Capital Projects Fund are transferred to the General Obligation Bond Retirement and Interest Fund to pay for school construction bond debt service. The Capital Projects Fund was introduced to pay for IJN-related projects, including $1.6 billion in school construction bonds for grants to school districts for school implemented projects authorized by the School Construction Law. Due to an oversight in the statutory language related to the School Infrastructure Fund, the calculation for the amount to transfer from the School Infrastructure Fund to GOBRI included the debt service required on the IJN bonds even though they are paid for by transfers from the Capital Projects Fund. As a result, too much money was being transferred out of the School Infrastructure Fund, depleting it.

Public Act 100-0023 fixed the statutory language of the School Infrastructure Fund to remove transfers to GOBRI for school construction bonds under the IJN program. Even with this change, transfers out of the School Infrastructure Fund to GOBRI are behind to-date by approximately $326 million.

Borrowing from School Infrastructure Fund: At the end of FY 2015, the State borrowed $179 million from the School Infrastructure Fund for the GRF for cash flow purposes. The original legislation required that these funds be paid back to the original fund within 18 months after the date on which they were borrowed, which was June 2015. To cover funding for the FY 2016 budget shortfall, the 18-month pay back date for the interfund borrowing of 2015 was eliminated, thus removing the requirement that the funds be repaid.

The FY 2018 through FY 2022 Interfund Borrowing (30 ILDS 105/5h.5) allowed for interfund borrowing through June 30, 2022 from funds to be paid back in 60 months with interest from the date on which they were borrowed. In FY 2018, $101 million was borrowed from the School Infrastructure Fund. In FY 2019 another $45 million was borrowed. The principal amounts were repaid, $30 million in June 2020 and $116 million in February 2022.

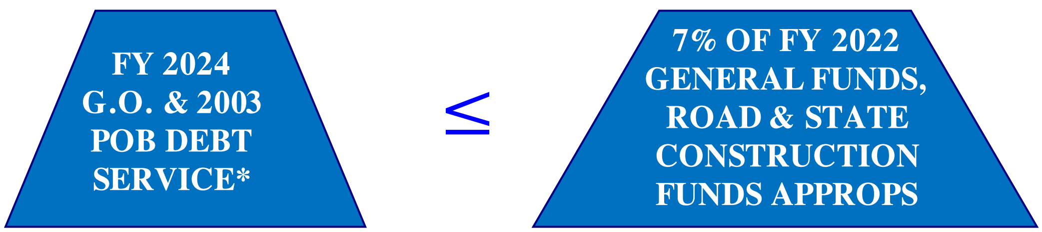
Conclusion: With declining revenue streams from the Telecommunications Tax and the Cigarette Tax, the School Infrastructure Fund will continue to require the General Revenue Fund to backfill losses into the Fund, and also transfer GRF funds directly to GOBRI to pay for School Construction bond debt service. The newer revenues from the State Gaming Fund should not be considered an additional source as they are basically just replacing part of the revenues the Fund used to receive from these struggling revenue streams. The revenue issues and diversion of funds have stalled school construction projects and the sale of bonds because of insufficient funding. The State would need to fix or add more revenue streams to support increased bond authorization for bond sales to meet the need shown through the School Construction Application process and the Capital Needs Assessment Survey.

Debt Responsibility and Transparency

P.A. 93-0839 (effective July 2004) set limits on debt and created greater transparency through disclosure of bond deals from the Governor's Office of Management and Budget. Limitations are put on the following aspects of issuance.

<u>General Obligation Bond sale limit</u>
No bonds may be issued if, in the next fiscal year after the issuance the amount of debt service on all then outstanding bonds would exceed 7% of the aggregate appropriations (excluding transfers out) from all of the general funds (including the Fund for the Advancement of Education, the Commitment to Human Services Fund, and the Budget Stabilization Fund), the Road Fund and the State Construction Fund for the fiscal year immediately prior to the fiscal year of issuance, unless excluded in statute or consented in writing by the Comptroller and Treasurer.

Exclusions include:
- 2010 and 2011 Pension Obligation Bonds and Notes;
- Pension Obligation Acceleration Bonds of $2 billion;
- FY 2017 and FY 2018 G.O. refunding bonds up to $2 billion;
- FY 2017 and FY 2018 G.O. project bonds up to $2 billion; and
- FY 2018 Income Tax Proceed Bonds of $6 billion.



*FY 2024 debt service (minus exclusions mentioned above) is based on FY 2023 bond sales.

FY 2023 bond issuance available is based on expected FY 2024 debt service as a percentage of FY 2022 General Funds, Road Fund and State Construction Fund appropriations. According to the Comptroller as of June 30, 2022, FY 2022 appropriations (excluding transfers out) equaled $59.032 billion. This puts the 7% cap at a maximum $4.132 billion in debt service for FY 2024 (minus the above exclusions). Current debt service under this calculation for FY 2024 is approximately $2.439 billion, at 4.13%. This would leave room for approximately $1.693 billion in additional debt service available for FY 2024. According to the Governor's Budget, the State expects FY 2024 debt service to increase by $218 million after selling approximately another $1.2 billion in bonds. This would put the State at 4.50%, still under the 7.0% limit.

A future negative factor is the increasing debt service to pay off the 2003 Pension Obligation Bonds, as debt service will increase and reach over $1 billion annually for the last six years of payment from FY 2028- FY 2033. *[See Table 14 on page 44]*

NO Capitalized Interest.

No interest on new project bonds has been capitalized since this Act went into effect.

Cost of issuance limitations.

Both the G.O. and Build Illinois bond acts allow for up to 0.5% cost of issuance, including underwriter's fees and discounts and excluding bond insurance. State office operating expenses and employee salaries are not allowed. Public Act 96-0828 allowed the State to sell Build America Bonds (BABs) under the General Obligation and Build Illinois Acts, and Qualified School Construction Bonds (QSCB) under the General Obligation Bond Act. The cost of issuance allowed under these Acts is increased to 1.0% of the bond sale for these two types of bonds.

Limitations on costs of issuance have been followed by the Office of Management and Budget (see Table 32 on page 97).

Competitive/Negotiated Sales

A minimum of 25% of bond sale principal must be sold competitively.

TABLE 31			Percentage of Competitive Bond Sales			
(in millions)	GO Competitive	Total GO	% GO Competitive	BI Competitive	Total BI	% BI Competitive
FY 2005	$285	$875	**32.6%**	$75	$200	**37.5%**
FY 2006	$300	$1,200	**25.0%**	$65	$215	**30.2%**
FY 2007	$150	$587	**25.6%**	$0	$0	**n/a**
FY 2008	$125	$125	**100.0%**	$50	$50	**100.0%**
FY 2009	$150	$150	**100.0%**	$0	$0	**n/a**
FY 2010	$1,002	$2,702	**37.1%**	$155	$530	**29.2%**
FY 2011	$300	$1,200	**25.0%**	$0	$0	**n/a**
FY 2012	$800	$3,173	**25.2%**	$300	$725	**41.4%**
FY 2013*	$850	$2,150	**39.5%**	$300	$904	**33.2%**
FY 2014	$600	$2,375	**25.3%**	$402	$402	**100.0%**
FY 2016	$480	$480	**100.0%**	$0	$0	**n/a**
FY 2017	$480	$480	**100.0%**	$210	$210	**100.0%**
FY 2018	$2,750	$7,250	**37.9%**	$0	$0	**n/a**
FY 2019	$300	$300	**100.0%**	$250	$250	**100.0%**
FY 2020	$600	$1,550	**38.7%**	$0	$0	**n/a**
FY 2021	$850	$1,000	**85.0%**	$0	$0	**n/a**
FY 2022	$400	$1,325	**30.2%**	$130	$350	**37.1%**

*The $1.3 billion Series of June 2013 bonds didn't close until FY 2014. It is reflected here in FY 2013.

Excludes: Pension Bonds of FY 2010-FY 2011 & Refunding bonds FY 2009-2011 and from FY 2017 on.

- *G.O. and Build Illinois Refunding Bonds exempted FY 2009 - FY 2011 and FY 2017 on.*
- *The 2010 and 2011 Pension Obligation bonds were excluded by P.A. 96-0043 & 96-1497.*
- *Prior to the June 2013 bond sale, GOMB consulted with the Attorney General's Office who determined that the 25%/75% test is triggered with the execution of the Bond Sale Order, which was fully executed and delivered to the Attorney General's office on June 14, 2013. Therefore, the sale is considered to be in FY 2013 for purposes of that test (although it wouldn't be recorded on the Comptroller's books until its closing date in July, part of FY 2014). During an OAG audit, this conclusion was accepted.*

No Certificates of Participation

No Certificates of Participation can be issued unless otherwise authorized by law.

No Certificates of Participation issued and State COPs were paid off in FY 2017.

Payment and Maturity

- Equal principal or mandatory redemption amounts.
- First maturity occurring within the issuing fiscal year or within the next succeeding fiscal year, and maturing/subject to mandatory redemption each fiscal year thereafter.
- Maximum 25-year maturities.

The payment and maturity requirements, when applicable, have been followed by the Office of Management and Budget. G.O. and Build Illinois refunding bonds were exempt from the first two provisions in fiscal years 2009 – 2011 and from 2017 going forward. Pension Obligation Acceleration Bonds are excluded from the 25-year maturity provision.

Refunding bonds

- Net present value of debt service savings must be 3% or more of the principal amount of the refunding bonds to be issued.
- All bonds in an issue that include refunding bonds must mature no later than the final maturity date of the bonds being refunded.
- The maturity of the refunding bonds shall not extend beyond the maturities of the Bonds they refund.

G.O. and Build Illinois Refunding Bonds were exempted from the last two provisions for FY 2009-FY 2011, FY 2017, and FY 2018. The FY 2009-FY 2011 refunding bonds were to mature or be subject to mandatory redemption each fiscal year up to 16 years. For FY 2019-FY 2022 G.O. and Build Illinois refunding bond maturity could be later than refunded bond maturities.

Transparency

The Office of Management and Budget:

- Must not contract with anyone who pays a contingent fee to a third party for promoting their selection.
- Must wait 2 calendar years before contracting with a party who made a false certification of contingent fees.
- Must make detailed cost of issuance summaries available to the public and submit copies of all contracts to the Commission on Government Forecasting & Accountability.

"Truth in borrowing" disclosures within 20 business days of issuance:

Truth in borrowing disclosures are required for every bond issuance and must include:

- Principal and interest payments to be paid on the bonds over the full stated term.
- Total principal and interest to be made each fiscal year on all other outstanding bonds issued over the full stated terms of those bonds.

TABLE 32	Debt Responsibility Measures					
	Costs Of Issuance Limit 0.5% [BABs 1%]	Capitalized Interest	Within Maximum Maturity	Negotiated v. Competitive	Level principal	Annual maturity/ mandatory redemption
FY 2022						
Build Illinois September 2021A $130 million	0.440%	No	√	Competitive	√	√
Build Illinois September 2021B $220 million	0.496%	No	√	Negotiated	√	√
Build Illinois September 2021C refunding $143 million	0.500%*	No	√	Negotiated	n/a	n/a
General Obligation December 2021A $200 million	0.279%	No	√	Competitive	√	√
General Obligation December 2021B 200 million	0.427%	No	√	Competitive	√	√
FY 2023						
General Obligation October 2022A $175 million	0.255%	No	√	Competitive	√	√
General Obligation October 2022B $245 million	0.218%	No	√	Competitive	√	√
General Obligation October 2022C $280 million	0.496%	No	√	Competitive	√	√

**Corrected Cost of Issuance document provided by GOMB shows that the Build Illinois September 2021C cost of issuance is at the 0.5% limit.*

NON-STATE SUPPORTED BOND DEBT

- Summary of Non-State Supported Bond Debt
- Moral Obligation Bonds
- COVID-19 Effects on Authorities and Universities
- Bonded Indebtedness of Authorities and Universities

Summary of Non-State Supported Bond Debt

Non-State Supported debt can be broken down into two categories based on the degree of State obligation: “no obligation” and “moral obligation”. No obligation bonds, secured solely by project revenue, have no direct State obligation. These include “User charge” supported debt, which is paid for by charges to the user of the service or the constructed building, road, etc., and is issued by such authorities as the Illinois Student Assistance Commission (ISAC), the Illinois Housing Development Authority, State universities, and the Illinois State Toll Highway Authority. “Conduit debt” is backed by revenues from the project the bonds are sold for or by the local entity benefiting from the project, and is issued by such authorities as the Illinois Finance Authority.

"Moral obligation debt" is that which the State pledges to back in case the issuing authority has insufficient funds to pay the debt. Bonding authorities issuing moral obligation debt must first receive approval from the Governor before each issue. In the event of default on moral obligation bonds - although the State is not legally obligated - the Governor must notify the General Assembly of any such shortfall and may include the amount in his budget for possible action by the legislature.

Moral Obligation Bonds

Process: When an authority initially decides to issue bonds for an entity, they must first get the authorization from their Board of Directors. At this time, they would also get the approval of the board to request the moral obligation pledge from the State. Once approved by their board, the authority would then submit a request to the Office of the Governor for the moral obligation pledge along with all of the data regarding the bonds and the project. The Governor's Office would have the request reviewed by different departments including economic development, legal, and the Office of Management and Budget, who would then make a recommendation to the Governor. The Governor's Office would review all of this information before the Governor makes this decision.

The moral obligation pledge must be allowed by the State before the authority gets their bond rating and goes to market. The moral obligation of the State given as a pledge behind the bonds allows the bond sale to get a higher rating. The authority would request a bond rating from Standard and Poor's, who, in the past, would usually give bonds with Illinois' moral obligation pledge an A rating. In the event of default on moral obligation bonds, the issuing authority is to send written notice to the Governor. Although the State is not legally obligated, the Governor must notify the General Assembly of any such shortfall and may include the amount in the budget for possible action by the legislature.

The State has appropriated funds to Authorities to cover defaulted loans. If the State did not pay the moral obligation defaults, then the rating our authorities would receive on the State of Illinois' moral obligation pledge would be lower.

Current Status: The State has six authorities which are allowed to issue moral obligation debt with the approval of the Governor. Only two authorities actually have moral obligation debt outstanding (as of December 31, 2022):

Southwestern Illinois Development Authority	$ 1.2 million
Upper Illinois River Valley Development Authority	$ 5.9 million
TOTAL	**$ 7.1 million**

There are currently no Moral Obligation defaults.

COVID-19 effects on Authorities and Universities

State Public Universities and some Bonding Authorities, who already suffered through the State Budget impasse from FY 2016 – FY 2017, were impacted by the COVID-19 pandemic and the related State shutdowns. Below are comments from these entities and how they are dealing with the aftermath (as of October 2022).

<u>Chicago State University (CSU)</u>: “CSU has gradually returned to normal and continues to promote and support COVID19 vaccination and booster by giving incentives to its students who are fully vaccinated. Moreover, in Fall 2022, CSU saw an increase in student enrollment for the first time since the coronavirus pandemic.” [Chicago State University annual response to CGFA request for bond indebtedness information, October 29, 2022]

<u>Eastern Illinois University (EIU)</u>: “During fiscal year 2022, the University no longer deemed it necessary to provide on-campus students with single room housing at a double room price due to decreasing health regulations regarding Covid-19. The majority of in-person courses were reverted back to a traditional format from either a hybrid or online format.

“The University was no longer required to incur expenses relating to health and safety equipment such as masks, plexiglass, and other items due to decreasing regulations regarding Covid-19. The alleviation of these expenses provides the institution more resources to spend on academics and student well being. Federal CARES funds granted to the University continue to be utilized for student financial aid and University operations.

“The University continues to provide protection to Students and Staff from Covid-19 through the use of funding from the federal HEERF (Higher Education Emergency Relief Fund) and state GEER (Gaining Enrichment through Education Readiness Program) grants. Although Covid-19 regulations have decreased during FY 2022, the University is committed to providing its students the resources needed to achieve their academic goals in a safe environment.” [Eastern Illinois University annual response to CGFA request for bond indebtedness information, October 29, 2022]

<u>Governors State University (GSU)</u>: GSU has provided the following funding to students during Covid-19:

- “HEERF I (CARES): $1,851,301 was distributed to 1,962 students, as follows:
    - AY 19-20 Spring: $782,700 granted to 832 students
    - AY19-20 Summer: $317,300 was granted to 334 students
    - AY 20-21 Fall: $751,301 was granted to 796 students
    - Additional monies of $125,350 were granted to 128 students through the GSU Foundation

- "HEERF II (CRRSAA): $1,872,990 was distributed to 4,077 students using AY20-21 Spring semester census based on three primary factors: (1) financial need, (2) full or part-time status, and (3) undergraduate or graduate status.

- "HEERF III (ARP): $5,288,070 distribution in process to ALL 4,395 students using fall census based on the same three primary factors as above.

"Post COVID, students need extra support and services. GSU requires additional state funding for Student Support Services currently provided with HEERF / GEER monies. Today, our only ability to offer these services is to charge students via mandatory fees. Absent HEERF/GEER monies or an increase in appropriations, we may need to increase student fees in order to maintain the current level of support services." [Governors State University annual response to CGFA request for bond indebtedness information, October 29, 2022]

<u>Illinois Finance Authority (IFA)</u>: "The Authority reports an ending Fiscal Year 2022 net position of $123.8 million, which represents a decline of $375 thousand or 0.3% from the previous fiscal year. The decline in the Authority's net position in Fiscal Year 2022 resulted from:

- the continuing negative impact of the COVID-19 Pandemic combined with longer-term trends across economic sectors served by the Authority;
- a decline in the Authority's investment earnings due to market volatility;
- the continuing negative impact on Authority revenues of certain provisions of the federal Tax Cuts and Jobs Act ("TCJA"; effective January 1, 2018), which partially eliminated the economic advantage of conduit bonds for both the borrowers and bondholders; and
- in the second half of the fiscal year, Russia's unilateral war against Ukraine, the rising inflation caused by Russia's war, and the rise in interest rates to combat inflation, all of which created uncertainty and volatility that negatively impacted the decisions of borrowers to move forward with conduit bond transactions, thus diminishing the Authority's revenues." [Illinois Finance Authority annual response to CGFA request for bond indebtedness information, October 29, 2022]

<u>Illinois State University (ISU)</u>: "As Illinois State University enters FY23 the Covid 19 direct impacts seem to be behind us. All students and activities are back on campus with few if any restrictions. There are numerous lingering indirect effects from the pandemic. On the student side it seems to be the lack of personal development which has increased mental health issues. Although 18- to 22-year-old students have always had a multitude of issues living on their own and transitioning from childhood to adulthood the year or two with minimal social interaction have increased these. On the employee side the lingering effect is on finding the right balance between remote and on-campus work. This has led to challenging leadership discussions, higher wages, and additional staffing turnover. These issues seem prevalent at universities and businesses across the country

and world. Although there is no simple solution to these challenges Illinois State University has adjusted well to the new realities." [Illinois State University annual response to CGFA request for bond indebtedness information, October 29, 2022]

Illinois Student Assistance Commission – Illinois Designated Account Purchase Program: "Borrower Payments have been periodically suspended for those [who] needed assistance during the Pandemic." [ISAC-IDAPP annual response to CGFA request for bond indebtedness information, October 29, 2022]

Northeastern Illinois University (NEIU): "In June 2021, the Governor signed the fiscal year 2022 budget that provided level support for public education operations. For the University, the approved fiscal year 2022 appropriation amounted to $35.6 million equal to the amount received in fiscal year 2021. In April 2022, the Governor signed into law a budget that called for a 5% increase of $1.8 million to a total of $37.4 million for fiscal year 2022.

"The University experienced declining government support (Federal and State) and increasing costs over the years. This will likely continue in the future periods. The University, like most higher education institutions, has increased its tuition and fees to compensate for both declining government support and to address the need for resources to meet increasing costs, implement new and innovative academic programs, and provide needed student support services. Decrease in federal funding means lower financial aid grant funding to allow students with less financial resources to attend college. In response to this, the University is allocating a portion of operating funds for institutional need-based student aid programs. Reduction in federal spending will also reduce available funding that has been used at the University for student support services (e.g., veterans and transfer students) and certain facility renovations. This will result in increased deferral of facilities maintenance, and financial challenges in implementing new academic programs to address student needs.

"A further complication is pension funding. Discussions continue at the State level on options to address the pension challenges, and the State began shifting pension obligations to the University in Fiscal Year 2018. The solution to the State's underfunded pension system will have some financial effect on the University as well." [Northeastern Illinois University annual response to CGFA request for bond indebtedness information, October 29, 2022]

Northern Illinois University (NIU): "The COVID-19 pandemic will negatively impact the University's financial position through increasing expenses and reductions in revenue. The COVID-19 impacts have been partially offset by HEERF institutional funds awarded and received." The University received four Higher Education Emergency Relief Fund (HEERF) awards totaling $36.6 million for the University's portion and $35.9 million for Student aid. [Northern Illinois University annual response to CGFA request for bond indebtedness information, October 29, 2022]

Southern Illinois University (SIU)-Carbondale campus: "The COVID-19 pandemic has had lingering effects on the Carbondale campus, specifically when it pertains to capital planning. Hiring and placement of key positions regarding capital planning roles for the university were delayed. Due to labor shortages, finding qualified individuals for these positions is harder than ever. Our construction programs and projects have seen significant delays and setbacks. These setbacks are primarily due to subcontractor availability, supplier interruptions, and supply chain issues. The supply chain disruptions and inflation are also having an impact on the cost of supplies, some are around 20% higher than pre-COVID levels. These continued complications will require us to revisit and frequently adapt our capital projects moving forward. We may need to reprioritize or adjust our resources and scopes of work to meet these lingering challenges." [Southern Illinois University at Carbondale annual response to CGFA request for bond indebtedness information, October 29, 2022]

Southern Illinois University-Edwardsville (SIUE) "The COVID-19 pandemic continues to have massive effects on Capital Plans at the University.

"First and foremost, inflation in the construction industry has been over 27 percent over the last two years, and despite some ebbs and flows, shows no signs of a return to pre-pandemic pricing levels. Short term drops in specific building materials are offset by shortages in others (buildings are made up of many, many components that are all required, in specific orders, for completion). The price increases are a mixture of material shortages, short-term profiteering, uncertainty in future prices and material availability, and a labor shortage that continues to worsen.

"SIUE's Health Sciences Building, currently under the procurement process, will have a reduction of 30% or more of its square footage - programmed space critical to the Nursing and Pharmacy programs, due to the price increase.

"Our deferred maintenance backlog increased from $455 million to $577 million mostly due to the high inflation. Capital projects simply take more funds to accomplish the same tasks. Delays in construction due to unavailable parts further exacerbate this problem and are leading to potential critical component breakdowns without a solution to repair. For instance, Replacing the Sand Filters at the SIUE water treatment plant, an emergency repair four years ago, has been delayed and is delayed again waiting on critical components that won't arrive until January. In addition to the higher construction costs, these delays have resulted in higher maintenance and personnel costs to effectively keep these systems running well past their design life.

"Additionally, post-pandemic "malaise" has affected all sectors of industry, including the construction industry. Project timelines, number of bidders, personnel shortages, productivity slowdowns from work from home or other programs intended to retain workers have all had an incremental impact on completing capital projects in a timely manner (it is no longer possible to expect on budget at all).

“Finally, the financial impact of the pandemic has contributed to no deferred maintenance funds over the last three years. Deferred maintenance on the central chiller system is years overdue - within the last month a major crack in a valve led to a $98,000 repair that was not budgeted for. The cost of everything from toilet paper to cleaning detergent has doubled or more in price, reducing funds for salaries and/or construction materials. Salary pressures, the inability to retain people, the inability to hire have all led to productivity losses across the spectrum.” [Southern Illinois University at Edwardsville annual response to CGFA request for bond indebtedness information, October 29, 2022]

School of Medicine: SIU-C (As of October 19, 2020): “The lingering effects from the COVID-19 global pandemic have impacted the SIU School of Medicine in two ways.

“Workforce shortages will have an impact on our ability to provide clinical care and support our teaching mission if not addressed. Salary adjustments necessary to retain workers in this competitive environment will put additional stress on our overall budget. We will need to develop creative ways to recruit and retain clinical and administrative support staff. We will need to use technology and adjust workflows to minimize the impact of a shrinking workforce on clinical operations and administrative services. Further, we will create pipeline programs with area school districts and community colleges to attract and train our workforce or create our own pipeline programs.

“As a community based medical school, support of our Graduate Medical Education (GME) and other academic programs are supported in large part from our hospital partners. Workforce shortages and other lingering impacts of the COVID-19 pandemic have caused financial strain for our hospital partners reducing their ability to support these programs. Although we don’t anticipate significant reductions in support of GME programs, future growth of those programs may be limited if alternate funding isn’t identified. We will create partnerships with government and non-government organizations to continue the growth of all of our mission areas.” [Southern Illinois University School of Medicine annual response to CGFA request for bond indebtedness information, October 29, 2022]

Western Illinois University (WIU): “The total direct economic impact due to COVID-19 may never truly be known as the University will never know what students may have decided not to return nor enroll in WIU due to the pandemic. In addition, millions of dollars have been expended on testing, personnel, PPE, and other supplies and services to protect the University campus from COVID-19. Higher Education Emergency Relief Funds have assisted both the University and WIU students throughout the pandemic.

“Maintaining compliance with both State and Local COVID-19 regulations have also increased personnel and other costs to the institution.” [Western Illinois University annual response to CGFA request for bond indebtedness information, October 29, 2022]

Bonded Indebtedness of Authorities and Universities

The following sections show information related to bond sales, principal outstanding and debt service of the State's bonding authorities and universities. Issuers are grouped together based on the type of debt discussed in the beginning of this section: conduit, moral obligation and user-charge debt.

Ratings Upgrades:

Several universities were upgraded by Moody's and Standard & Poor's from March 2022 to March 2023:

Moody's
- Illinois State University from Baa1 to A3; positive
- Northeastern Illinois University from Ba2 to Ba1; stable
- Northern Illinois University from Ba2 to Ba1; positive
- Southern Illinois University bonds from Ba1 to Baa3; stable
- University of Illinois bonds from Aa3 to Aa2; stable

S&P
- University of Illinois's bonds from A+ to AA-; stable
- Eastern Illinois University from BB+ to AA; stable
- Governors State University from BBB- to AA; stable
- Illinois State University from A- to AA; stable
- Northeastern Illinois University was upgraded from BB to BB+; stable
- Southern Illinois University from BBB+ to AA; stable
- Western Illinois University from BB+ to AA; stable

Funding:

Illinois Housing Development Authority: "Appropriations to IHDA, which flow through the Illinois Department of Revenue, provide the vehicle for receipt and authorized use of real estate transfer taxes and recording fees dedicated by the General Assembly for affordable housing development and maintenance, blight reduction and community revitalization, housing counseling, financial literacy and foreclosure prevention.

"The state-funded programs included:

- Illinois Affordable Housing Trust Fund (310 ILCS 65/) (Fund 286) (RS 0426 Real Estate Transfer Tax & repayment of loans)
- Illinois Rental Housing Support Program (310 ILCS 105/) (Fund 150) (RS2015 Rental Housing Support Surcharge)

- Foreclosure Prevention Program (20 ILCS 3805/7.30) (Fund 891)
- Foreclosure Prevention Graduated Fund (20 ILCS 3805/7.30) (Fund 119)
- Abandoned Residential Property Municipal Relief Fund (20 ILCS 3805/7.31) (Fund 892)
- Build Illinois Bond (30 ILCS 105/5.160; 30 ILCS 425/9) (Fund 971) (loan repayments)
- State Coronavirus Urgent Remediation Emergency (30 ILCS 105/5.932; 30 ILCS 105/6Z-121) (Fund 324 State Cure ($2.7b) /Fund 286 above)

"The only increase in FY23 was an additional $15MM (million) for the Affordable Housing Trust Fund based on estimated funds on deposit and the expectation of any carryover. Resources from The Affordable Housing Trust Fund are used to provide loans and grants for the acquisition, rehabilitation, and development of affordable rental housing, as well as neighborhood stabilization and home rehabilitation for low- and very low-income families. This is a funding source of last-resort, so a reduction in program funds equates to a direct reduction of affordable new construction and preservation throughout the State.

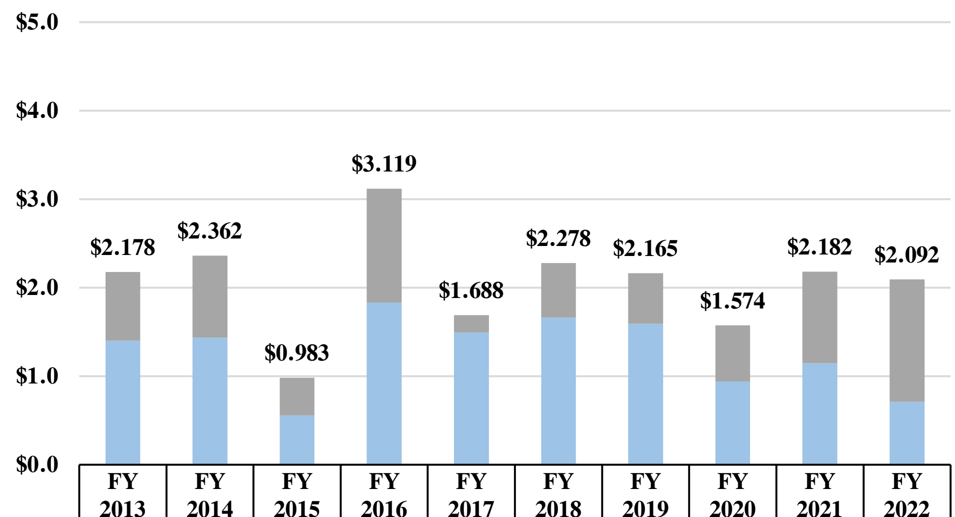
"There have been funds from the Rebuild Illinois Capital Plan and federal funds in response to the COVID-19 pandemic. IHDA appropriations vary from year to year depending on anticipated revenue and also in the event that funds may be carried over from one fiscal year to the next." In the Governor's FY 2024 Budget request, the IHDA would receive new appropriations, under the Department of Human Services, of $85.5 million funded by the Build Illinois Bond Fund. The funds would be used for grants, loans and investment for housing.

"The collection of fees used for Fund 891 (RS1452 Circuit Clerk Collections)/892 (/119 are currently being challenged in court, with the Illinois Supreme Court recently ruling the collection of these funds to be unconstitutional. Therefore, the status of these programs has been put on hold pending final decision from the courts." [Illinois Housing Development Authority annual response to CGFA request for bond indebtedness information, October 29, 2022]

Bond Sales: Bond sales were in the $2 billion range in FY 2013 and FY 2014, but dropped in FY 2015 to just under $1 billion mainly because the IFA annual issuance dropped by over 50%. FY 2016 bond sales climbed up to $3.1 billion due to multiple issuers and the IFA and Tollway issuing $1.7 billion and $1.1 billion, respectively. FY 2017 dropped because there were fewer issuers, and the Tollway, which has driven some of the past years' larger bond sale amounts due to its capital program, did not sell any bonds in FY 2017. FY 2018 bond sales were around $2 billion due to some regional conduit issuers like the Illinois Housing Development Authority (IHDA), the RTA and Illinois State University adding to the mix. FY 2019 had regular sales by the IFA and IHDA keeping total bond sales in the $2 billion range. In FY 2020, the large drop is due to the IFA issuing about $577 million less in bonds than the previous year. FY 2021 had healthy issuance from the Illinois Finance Authority, Tollway, and IHDA bringing the amount of bond sales back to the $2 billion level. In FY 2022 bond sales remained at the same level with more issuers, although the IFA's issuance dropped by almost $400 million from the previous year.

Chart 18

Non-State Supported Debt
Bond Sales



	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
User Charge	$0.777	$0.927	$0.425	$1.286	$0.193	$0.618	$0.572	$0.634	$1.034	$1.380
Moral Obligation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Conduit Debt	$1.401	$1.435	$0.558	$1.833	$1.495	$1.660	$1.593	$0.941	$1.147	$0.712

There were three issuers of conduit debt in FY 2022:

- Illinois Finance Authority with $686 million in bonds and $3 million of Beginner Farmer Bonds,
- QCREDA with $13 million, and
- Tri-County River Valley Development Authority for $11 million.

There were five issuers of user charge debt:

- Illinois Housing Development Authority for $550 million,
- Illinois State Toll Highway Authority for $700 million,
- Northern Illinois University for $99 million,
- Illinois State University for $11.5 million, and
- University of Illinois for $20 million.

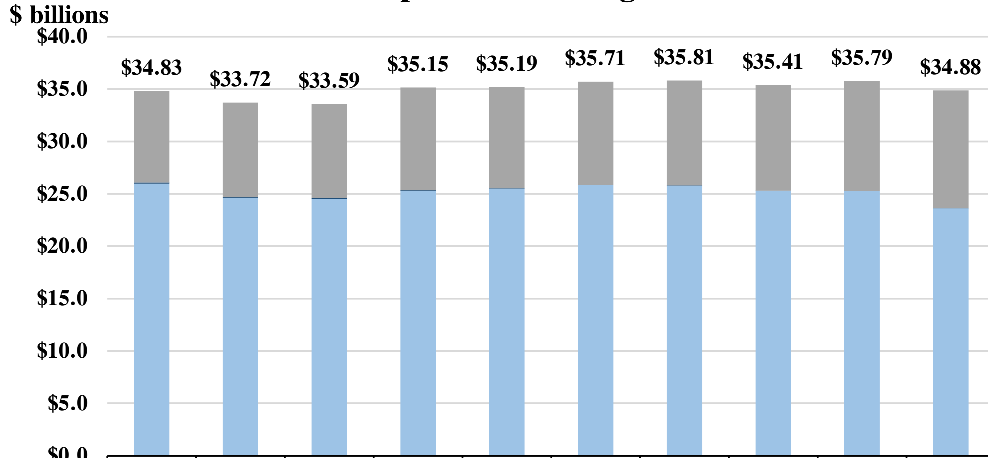
In FY 2020 there were $2.1 billion in refundings, double of what was done in FY 2018 and in FY 2019. Both the Tollway and the IFA refunded over $900 million in bonds each. Northern Illinois University also took advantage of the lower interest rates to refund the remaining $156 million of Build America Bonds. In FY 2021, more refunding included $1.4 billion by the IFA, $49 million by Southern Illinois University, and $73 million by the University of Illinois. Refundings were $1.9 billion in FY 2022, the majority of which came from the Illinois Finance Authority.

There was one Certificates of Participation (COP) sale in FY 2020 of $5 million by Southern Illinois University, and one COP sale in FY 2022 of $15 million from Illinois State University. There were COP refundings of $13 million by Illinois State University in FY 2020, and $21 million in FY 2021 by Illinois State University ($9 million) and Southern Illinois University ($12 million). There was one COP refunding sale in FY 2022 of $6 million by Western Illinois University.

Principal Outstanding: Chart 19, on the following page, shows the level of outstanding principal for non-state supported bonds as reported by the issuing authorities and universities. Combined principal outstanding slowly decreased from FY 2013 to FY 2015 due to fewer bond sales by authorities in the conduit debt category. Principal outstanding increased to around $35 billion with higher bond issuance in both the conduit debt and user charge debt categories in FY 2016 and stayed at that level in FY 2017. FY 2018 increased to about $35.7 billion close to where it remained for FY 2019. FY 2020 dipped slightly to $35.4 billion and FY 2021 increased back to the $35.8 billion level. FY 2022 saw a weakening in principal outstanding due to much lower sales of bonds by the Illinois Finance Authority.

Chart 19

Non-State Supported Debt
Principal Outstanding



	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
User Charge	$8.74	$9.05	$9.01	$9.81	$9.66	$9.87	$10.00	$10.11	$10.54	$11.26
Moral Obligation	$0.12	$0.08	$0.07	$0.06	$0.03	$0.02	$0.01	$0.01	$0.01	$0.01
Conduit Debt	$25.97	$24.59	$24.51	$25.28	$25.50	$25.83	$25.79	$25.29	$25.24	$23.62

- Conduit principal outstanding declined from FY 2013 through FY 2015 due to lower levels of bond sales compared to the preceding three years. Bond sales from FY 2009 through FY 2012 were over $2 billion annually. FY 2013 through FY 2014 bond sales were in the low $1 billion range, while FY 2015 bond sales were $558 million, lowering principal outstanding for conduit debt. FY 2016 through FY 2019 had bond sales again in the $1.6 billion to $1.8 billion level, bumping the level of conduit principal outstanding back up closer to $26 billion. FY 2020 and FY 2021 numbers dropped to the lower $25 million level. There was a larger dip in FY 2022, where conduit principal outstanding declined to $23.6 billion, caused by a decrease in bond sales.

- The principal outstanding in the Moral Obligation category has steadily decreased due to no new moral obligation bonds being sold.

- User Charge principal outstanding increased steadily from FY 2013 - FY 2015. The FY 2016 increase came from a higher amount of bond sales from the Toll Highway Authority, over $1 billion. Principal outstanding dropped in FY 2017 due to only $193 million in bond sales compared to $1.3 billion in FY 2016. FY 2018 through FY 2020 had bond sales around half a billion dollars, keeping User Charge principal outstanding in the same range around $10 billion. FY 2021 and FY 2022 principal outstanding increased to annual combined bond sales of $1 billion and $1.3 billion, respectively, mainly from IHDA and the Tollway.

The table below gives a more detailed breakout of principal outstanding and bond sales for FY 2022 by each university and bonding authority.

TABLE 33 NON-STATE SUPPORTED DEBT BY AUTHORITY			
Authority	Type of Debt	Outstanding Principal FY 2022	Bonds Issued in FY 2022
Central IL Economic Development Authority	conduit	$9,709,000	$0
Eastern IL Economic Development Authority	conduit	$8,100,000	$0
IL Finance Authority	conduit	$21,950,230,194	$688,430,088
IL Development Finance Authority (predecessor)	conduit	$340,174,709	$0
IL Education Facilities Authority (predecessor)	conduit	$169,129,000	$0
IL Farm Development Authority (predecessor)	conduit	$3,681,117	$0
IL Health Facilities Authority (predecessor)	conduit	$7,660,000	$0
IL Rural Bond Bank (predecessor)	conduit	$0	$0
IL Environmental Facilities (under IFA)	conduit	$80,000,000	$0
Quad Cities Regional Economic Development Authority	conduit	$69,194,000	$12,600,000
Southeastern IL Economic Development Authority	conduit	$3,253,000	$0
Southwestern IL Development Authority	conduit	$678,970,958	$0
Tri-County River Valley Development Authority	conduit	$10,875,000	$10,995,000
Upper IL River Valley Development Authority	conduit	$209,389,000	$0
Western IL Economic Development Authority	conduit	$76,547,000	$0
Will-Kankakee Regional Development Authority	conduit	$0	$0
CONDUIT TOTAL		**$23,616,912,978**	**$712,025,088**
IL Housing Development Authority	moral	$0	$0
IL Rural Bond Bank (predecessor)	moral	$0	$0
IL Finance Authority	moral	$0	$0
IL Development Finance Authority (predecessor)	moral	$0	$0
Southwestern IL Development Authority	moral	$1,420,716	$0
Upper IL River Valley Development Authority	moral	$5,900,000	$0
MORAL OBLIGATION TOTAL		**$7,320,716**	**$0**
Chicago State University	usercharge	$3,505,000	$0
Eastern IL University	usercharge	$5,410,000	$0
Governors State University	usercharge	$18,845,000	$0
IL Housing Development Authority	usercharge	$1,887,082,508	$549,930,000
IL State University	usercharge	$136,270,000	$11,500,000
IL Student Assistance Commission-IDAPP	usercharge	$81,972,000	$0
IL State Toll Highway Authority	usercharge	$6,976,155,000	$700,000,000
MPEA Project Revenue Bonds	usercharge	$36,335,000	$0
Northeastern IL University	usercharge	$12,005,000	$0
Northern IL University	usercharge	$252,975,000	$99,035,000
Regional Transportation Authority (non SCIP)	usercharge	$549,250,000	$0
Southern IL University	usercharge	$138,755,203	$0
University of IL	usercharge	$1,123,990,524	$19,720,000
Western IL University	usercharge	$37,299,651	$0
USER CHARGE TOTAL		**$11,259,849,886**	**$1,380,185,000**
TOTAL OF CONDUIT & USER CHARGE		**$34,876,762,864**	**$2,092,210,088**
TOTAL CONDUIT, USER CHARGE, & MORAL		**$34,884,083,580**	**$2,092,210,088**

Source: Information received from the Authorities and Universities.

APPENDICES

- **Appendix A - School Construction Projects Completed Since IL Jobs Now Began**
- **Appendix B - School Construction Projects Pending**
- **Appendix C - Capital Plans of State Universities**
- **Appendix D - Illinois Finance Authority Conduit Bond Sales for State Universities**
- **Appendix E - Regional Transportation Authority & Service Boards' Capital Plans**
- **Appendix F - Authorities and State Universities: Boards of Directors**

APPENDIX A
School Construction Projects Completed Since IL Jobs Now Began

May 10, 2010	State Share	Local Share	Issued
COOK			
Chicago Public School (CPS) District 299	$29,703,661	$55,163,941	May 10
Matteson Elementary School District 162	$1,145,241	$837,589	May 10
Northbrook School District 27	$1,543,711	$2,866,892	May 10
West Northfield School District 31	$1,780,688	$3,306,991	May 10
Westchester School District 92½	$26,237	$48,726	May 10
DEKALB			
Hinckley-Big Rock Community Unit School District 429	$1,939,944	$3,602,752	May 10
DUPAGE			
Community Consolidated School District 93, Carol Stream	$1,912,234	$1,656,148	May 10
Villa Park School District 45	$980,545	$1,821,012	May 10
Westmont Community Unit School District 201	$1,496,756	$2,260,143	May 10
Winfield School District 34	$2,312,480	$4,294,606	May 10
FRANKLIN			
Benton Community Consolidated School District 47	$3,031,380	$821,597	May 10
KANKAKEE			
Bradley School District 61	$2,578,086	$1,088,329	May 10
Manteno Community Unit School District 5	$2,184,621	$3,269,640	May 10
LAKE			
Big Hollow School District 38	$251,812	$467,652	May 10
MADISON			
Bethalto Community School District 8	$5,262,362	$1,956,726	May 10
PERRY			
DuQuoin Community Unit School District 300	$12,811,441	$3,625,667	May 10
ROCK ISLAND			
Silvis School District 34	$15,099,826	$4,092,514	May 10
SANGAMON			
Rochester Community Unit School District 3A	$10,183,033	$8,325,206	May 10
SHELBY			
Stewardson-Strasburg Community Unit District 5A	$2,516,977	$1,127,373	May 10
ST. CLAIR			
Central School District 104	$511,162	$363,953	May 10
East St. Louis School District 189	$35,697,861	$9,675,209	May 10
WAYNE			
Fairfield Public School District 112	$4,795,187	$1,299,642	May 10
WILL			
Joliet Public Schools District 86	$26,774,854	$10,440,563	May 10
WILLIAMSON			
Johnston City Community Unit School District 1	$650,384	$176,274	May 10
MAY 11, 2010			
LASALLE			
Ottawa Elementary School District 141	$10,418,004	$12,458,219	May 10
ST. CLAIR			
Belle Valley School District 119	$4,288,458	$1,617,768	May 10
JUNE 29, 2010			
CLARK			
Martinsville Community Unit School District 3C	$2,336,090	$778,697	June 10
OCTOBER 14, 2010			
MACOUPIN			
Gillespie Community Unit School District 7	$19,224,295	$6,408,098	Oct 10

OCTOBER 20, 2010 (continued)	State Share	Local Share	Issued
COLES			
Oakland Community Unit School District 5	$5,696,658	$2,941,160	Oct 10
COOK			
Chicago Public Schools (CPS) District 299	$54,119,583	$100,507,797	Oct 10
North Palos School District 117	$1,746,169	$3,242,886	Oct 10
South Holland School District 151	$15,268,113	$9,910,548	Oct 10
DEKALB			
DeKalb Community Unit School District 428	$21,156,874	$39,291,338	Oct 10
DUPAGE			
Bensenville Elementary School District 2	$8,258,197	$15,336,652	Oct 10
LAKE			
Waukegan Community Unit School District 60	$28,292,668	$9,430,889	Oct 10
LAWRENCE			
Lawrence County Community Unit School District 20	$18,793,931	$6,264,644	Oct 10
MACON			
Warrensburg-Latham Community Unit School District 11	$10,394,749	$9,471,144	Oct 10
PEORIA			
Peoria School District 150	$17,380,303	$13,448,492	Oct 10
PERRY			
Pinckneyville Community High School District 101	$14,030,186	$4,692,680	Oct 10
WHITESIDE			
Prophetstown-Lyndon-Tampico Community Unit School District 3	$14,014,204	$4,786,865	Oct 10
WILLIAMSON			
Carterville Community Unit School District 5	$22,535,952	$16,495,655	Oct 10
FEBRUARY 16, 2012			
BUREAU			
Spring Valley Elementary 99	$12,237,983	$4,079,328	Feb 12
CASS			
Virginia Community Unit School District 64	$12,264,876	$5,461,023	Feb 12
CLINTON			
Wesclin Community Unit School District 3	$18,870,170	$13,195,889	Feb 12
COOK			
Berwyn North Elementary District 98	$7,592,482	$2,530,827	Feb 12
Brookfield –LaGrange Park School District 95	$3,119,368	$4,069,359	Feb 12
Burbank School District 111	$9,870,618	$18,331,147	Feb 12
Calumet Township School District 132	$12,360,578	$4,120,192	Feb 12
Chicago Public Schools (CPS) District 299	$114,635,906	$212,895,254	Feb 12
Hazel Crest School District 152.5	$32,227,721	$11,759,500	Feb 12
Orland School District 135	$5,330,793	$9,900,043	Feb 12
Skokie School District 69	$1,322,496	$2,456,063	Feb 12
DUPAGE			
Community Unit School District 200 (Wheaton)	$14,462,317	$26,858,588	Feb 12
EDGAR			
Paris Cooperative High School	$24,227,956	$12,989,767	Feb 12
FAYETTE			
Ramsey Community Unit School District 204	$3,929,883	$1,309,961	Feb 12
JEFFERSON			
Mt. Vernon Township High School District 201	$48,095,721	$24,720,758	Feb 12
KANE			
St. Charles Community Unit School District 303	$7,667,754	$14,240,115	Feb 12
KNOX			
Knoxville Community Unit School District 202	$20,294,950	$11,397,884	Feb 12
LAKE			
Warren Township High School District 121	$11,538,154	$21,428,001	Feb 12

FEBRUARY 16, 2012 (continued)	State Share	Local Share	Issued
MCHENRY			
Harvard Community Unit School District 50	$13,814,761	$13,719,530	Feb 12
Huntley Consolidated School District 158	$39,417,589	$34,586,456	Feb 12
MONTGOMERY			
Panhandle Community Unit School District 2	$3,862,854	$1,766,291	Feb 12
OGLE			
Rochelle Community Consolidated School District 231	$12,646,104	$6,188,871	Feb 12
PEORIA			
Peoria School District 150	$34,618,757	$17,480,269	Feb 12
ST. CLAIR			
Millstadt Consolidated School District 160	$4,299,840	$3,806,672	Feb 12
STARK			
Stark County Community Unit School District 100	$3,697,957	$2,412,602	Feb 12
UNION			
Shawnee Community Unit School District 84	$2,044,849	$1,534,373	Feb 12
WILL			
Crete-Monee School District 201-U	$23,627,795	$39,328,152	Feb 12
Homer Community Consolidated School District 33C	$4,546,568	$8,443,627	Feb 12
Manhattan School District 114	$5,848,028	$4,983,720	Feb 12
Wilmington Community Unit School District 209-U	$9,283,266	$16,126,048	Feb 12
WILLIAMSON			
Marion Community Unit School District 2	$50,924,809	$58,107,654	Feb 12
AUGUST 22, 2013			
ADAMS			
Mendon Community Unit School District 4	$1,301,639	$433,879	Aug 13
BOONE			
North Boone Community Unit School District 200	$13,621,051	$12,050,671	Aug 13
CLAY			
Flora Community Unit School District 35	$22,493,512	$7,497,837	Aug 13
COOK			
Board of Education City of Chicago	$59,181,904	$109,909,250	Aug 13
Calumet City School District 155	$3,536,220	$1,337,889	Aug 13
Elementary School District 159, Matteson	$9,300,174	$14,440,022	Aug 13
Maine Township High School District 207	$2,190,994	$4,068,989	Aug 13
Riverside Brookfield High School District 208	$8,907,494	$16,542,490	Aug 13
Thornton School District 154	$444,968	$826,368	Aug 13
DEKALB			
Indian Creek Community Unit School District 425	$3,154,399	$3,560,817	Aug 13
KENDALL			
Yorkville Community Unit School District 115	$7,638,648	$11,927,745	Aug 13
LAKE			
Emmons School District 33	$1,543,703	$2,866,878	Aug 13
Fremont School District 79	$10,992,301	$20,414,274	Aug 13
Mundelein High School District 120	$8,286,402	$15,389,032	Aug 13
Wauconda School District 118	$19,583,008	$36,368,444	Aug 13
LASALLE			
Grand Ridge Community Consolidated School District 95	$2,305,504	$1,436,888	Aug 13
Peru Elementary School District 124	$11,714,229	$8,239,047	Aug 13
MACON			
Meridian Community Unit School District 15	$29,186,955	$15,769,745	Aug 13
MARION			
South Central Community Unit School District 401	$10,200,580	$3,908,288	Aug 13

AUGUST 22, 2013	State Share	Local Share	Issued
MONROE			
Waterloo Community Unit School District 5	$20,123,972	$37,373,091	Aug 13
SANGAMON			
Pleasant Plains Community Unit School District 8	$6,297,057	$8,806,878	Aug 13
Riverton Community Unit School District 14	$7,988,990	$3,700,307	Aug 13
TAZEWELL			
East Peoria School District 86	$17,487,882	$13,168,518	Aug 13
WAYNE			
Wayne City Community Unit School District 100	$19,788,352	$6,596,117	Aug 13
JANUARY 16, 2014			
RANDOLPH			
Chester Community Unit School District 139	$4,372,058	$1,502,942	Jan 14
APRIL 10, 2014			
PULASKI			
Meridian Community Unit School District 101	$6,405,000	$2,135,000	April 14
APRIL 15, 2017			
JEFFERSON			
Bluford Unit School District 318	$4,745,011	$2,240,199	April 17
MAY 15, 2019			
ST. CLAIR			
Wolf Branch School District 113	$8,354,501	$10,911,172	May 19
SEPTEMBER 2022			
MADISON			
Venice Community Unit School District 3	$26,000,000		Sept 22

Note: The list of School Construction Grants Issued to Date, on the Capital Development Board website, was last updated in October 2022.

APPENDIX B

School Construction Projects Pending

FY04 SCP APPLICATION CYCLE   **ATTACHMENT NO.4**

FY04 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY04 APPLICATION CYCLE ENDED APRIL 1, 2003

	SCHOOL DISTRICT	COUNTY	H	S
1	ALDEN-HEBRON SD 19	MCHENRY	063	32
2	BLOOMINGTON PSD 87	MCLEAN	088	44
3	CENTRAL SD 51	TAZEWELL	088	44
4	<u>CHANEY MONGE SD 88</u>	WILL	086	43
5	CHESTER CUSD 139	RANDOLPH	116	58
6	CICERO ELEM SD 99	COOK	024	12
7	<u>COLLINSVILLE CUSD 10</u>	MADISON	112	56
8	COLUMBIA CUSD 4	MONROE	116	58
9	COMMUNITY UNIT SD 300	KANE	065	33
10	CYPRESS ELEM SD 64	JOHNSON	118	59
11	DUNLAP CUSD 323	PEORIA	073	37
12	ELVERADO CUSD 196	JACKSON	115	58
13	FRANKFORT CCSD 157-C	WILL	080	40
14	GARDNER CCSD 72-C	GRUNDY	079	40
15	GERMANTOWN HILLS SD 69	WOODFORD'	073	37
16	HAWTHORN CCSD 73	LAKE	059	30
17	HERSCHER CUSD 2	KANKAKEE	079	40
18	HINSDALE CCSD 181	DUPAGE	082	41
19	<u>ILLINI CENTRAL CUSD 189</u>	MASON	093	47
20	<u>IROQUOIS CO. CUSD 9</u>	IROQUOIS	106	53
21	<u>JACKSONVILLE SD 117</u>	MORGAN	100	50
22	LEMONT-BROMBEREK 113A	COOK	082	41
23	LOCKPORT TWP HSD 205	WILL	085	43
24	MARSHALL CUSD C-2	CLARK	110	55
25	<u>MIDLAND CUSD 7</u>	MARSHALL	073	37
26	MILLER TWP CCSD 210	LASALLE	075	38
27	MOLINE SD 40	ROCK ISLAND	072	36
28	<u>MT PROSPECT SD 57</u>	COOK	053	27
29	MT PULASKI CUSD 23	LOGAN	087	44
30	NEW LENOX SD 122	WILL	037	19
31	<u>NORTH MAC CUSD 34</u>	MACOUPIN	095	48
32	NORTHBROOK SD 27	COOK	057	29
33	OAK LAWN-HOMETOWN 123	COOK	036	18
34	O'FALLON TWP HSD 203	ST CLAIR	114	57
35	OPDYKE-BELLRIVE CCSD 5	JEFFERSON	115	58
36	OSWEGO CUSD 308	KENDALL	097	49
37	PINCKNEYVILLE CHSD 101	PERRY	116	58
38	<u>PRAIRIE CENTRAL CUSD 8</u>	LIVINGSTON	105	53
39	PRAIRIE GROVE CSD 46	MCHENRY	052	26
40	PROVISO TWP HSD 209	COOK	007	04
41	<u>ROCKRIDGE CUSD 300</u>	ROCK ISLAND	072	36
42	SANDOVAL CUSD 501	MARION	107	54
43	SHELBYVILLE CUSD 4	SHELBY	102	51
44	SPRINGFIELD PUBLIC SD 186	SANGAMON	099	50
45	<u>TAFT SD 90</u>	WILL	085	43
46	TROY SD 30C	WILL	098	49
47	VALLEY VIEW CUSD 365U	WILL	085	43
48	WEST FRANKFORT CUSD 168	FRANKLIN	117	59
49	WEST PRAIRIE CUSD 103	MCDONOUGH	093	47
50	WILLOW SPRINGS EL SD 108	COOK	031	16
51	WOOD DALE SD 7	DUPAGE	045	23
52	ZION-BENTON TWP HSD 126	LAKE	061	31

Note: Updated applications are underlined.

FY05 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY05 APPLICATION CYCLE ENDED APRIL 1, 2004

	SCHOOL DISTRICT	COUNTY	H	S
1	AURORA EAST SD 131	KANE	083	42
2	BATAVIA CUSD 101	KANE	049	25
3	BELLE VALLEY SD 119	ST CLAIR	114	57
4	BELVIDERE CUSD 100	BOONE	069	35
5	BERWYN SOUTH SD 100	COOK	024	12
6	BLOOM TWP HSD 206	COOK	080	40
7	BLOOMINGDALE SD 13	DUPAGE	045	23
8	BRADLEY-BOURBONNAIS 307	KANKAKEE	079	40
9	BREMEN CHSD 228	COOK	030	15
10	BROOKWOOD CCSD 167	COOK	029	15
11	CAHOKIA CUSD 187	ST CLAIR	114	57
12	CALHOUN CUSD 40	CALHOUN	097	49
13	CARTHAGE ELEM SD 317	HANCOCK	094	47
14	CASEY WESTFIELD CUSD C-4	CLARK	110	55
15	CENTRAL COMM HSD 71	CLINTON	108	54
16	CENTRAL SD 51	TAZEWELL	088	44
17	CENTRAL SD 104	ST CLAIR	112	56
18	CHICAGO HEIGHTS HSD 170	COOK	080	40
19	COAL CITY CUSD 1	GRUNDY	079	40
20	COMM CSD 46 GRAYSLAKE	LAKE	062	31
21	CCSD 168	COOK	033	17
22	COMMUNITY HSD 218	COOK	036	18
23	COUNTRY CLUB HILLS 160	COOK	038	19
24	DALLAS ELEM SD 327	HANCOCK	094	47
25	DR CRK MCKNW. CUSD 701	TAZEWELL	088	44
26	DOLTON SD 148	COOK	030	15
27	DOLTON SD 149	COOK	034	15
28	EDWARDSVILLE CUSD 7	MADISON	112	56
29	FOX LAKE SD 114	LAKE	064	32
30	FREEBURG CHSD 77	ST CLAIR	114	57
31	FREMONT SD 79	LAKE	051	26
32	GALATIA CUSD 1	SALINE	118	59
33	GAVIN SD 37	LAKE	062	31
34	GENOA-KINGSTON CUSD 424	DEKALB	070	35
35	GERMANTOWN ELEM SD 60	CLINTON	108	54
36	GLEN ELLYN SD 41	DUPAGE	048	24
37	GOLF SD 67	COOK	015	08
38	GOREVILLE CUSD 1	JOHNSON	118	59
39	GRANITE CITY CUSD 9	MADISON	113	57
40	GRIGGSVILLE-PERRY USD 4	PIKE	100	50
41	HAMILTON CCSD 328	HANCOCK	094	47
42	HAMILTON CUSD 10	HAMILTON	118	59
43	HARMONY EMGE SD 175	ST CLAIR	113	57
44	HERRIN CUSD 4	WILLIAMSON	117	59
45	HIAWATHA CUSD 426	DEKALB	070	35
46	HINSDALE CCSD 181	DUPAGE	082	41
47	ILLINI WEST HSD 307	HANCOCK	094	47
48	JS MORTON HSD 201	COOK	024	12
49	LAHARPE CSD 347	HANCOCK	094	47
50	LEBANON CUSD 9	ST CLAIR	114	57
51	MANNHEIM SD 83	COOK	077	39
52	MANTENO CUSD 5	KANKAKEE	034	17
53	MARISSA CUSD 40	ST CLAIR	116	58
54	MASSAC CUSD 1	MASSAC	118	59
55	MATTESON ELEM SD 162	COOK	038	19
56	MCHENRY CCSD 15	MCHENRY	063	32
57	MINOOKA CCSD 201	GRUNDY	075	38
58	MOMENCE CUSD 1	KANKAKEE	034	17
59	NAUVOO-COLUSA CUSD 325	HANCOCK	094	47
60	NORTH CLAY CUSD 25	CLAY	108	54
61	N.PEKIN-MARQTTE HTS 102	TAZEWELL	091	46
62	OAK LAWN CHSD 229	COOK	036	18
63	OTTAWA TWP. HSD 140	LASALLE	076	38
64	PANA CUSD 8	CHRISTIAN	095	48
65	PARIS UNION SD 95	EDGAR	102	51
66	PRK FRST-CHICAGO HTS 163	COOK	080	40
67	PLANO CUSD 88	KENDALL	075	38
68	PRAIRIE GROVE CCSD 46	MCHENRY	052	26
69	RACCOON CUSD 1	MARION	107	54
70	RICH TOWNSHIP HSD 227	COOK	038	19
71	RICHLAND GRADE SD 88A	WILL	098	49
72	RIDGELAND SD 122	COOK	031	16
73	ROUND LAKE CUSD 116	LAKE	062	31
74	ROXANA CUSD 1	MADISON	111	56
75	SAVANNA CUSD 300	CARROLL	071	36
76	SOUTH CENTRAL CUSD 401	MARION	107	54
77	SOUTHWEST COOK COOP	COOK		
78	ST CHARLES CUSD 303	KANE	065	33
79	ST JO-OGDEN CHSD 305	CHAMPAIGN	102	51
80	THOMSON SD 301	CARROLL	071	36
81	TREMONT CUSD 702	TAZEWELL	087	44
82	WASHINGTON GRADE SD 52	TAZEWELL	088	44
83	WATERLOO CUSD 5	MONROE	116	58
84	WEST CHICAGO SD 33	DUPAGE	049	25
85	WEST WASHINGTON CO 10	WASHINGTON	108	54
86	WESTMONT CUSD 201	DUPAGE	047	24
87	WOOD RIVER/HARTFORD 15	MADISON	111	56

FY06 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY06 APPLICATION CYCLE ENDED APRIL 1, 2005

	SCHOOL DISTRICT	COUNTY	H	S
1	AURORA EAST SD 131	KANE	083	42
2	BENTON CHSD 103	FRANKLIN	117	59
3	CENTRALIA CITY SD 135	MARION	107	54
4	CLINTON CUSD 15	DEWITT	087	44
5	CREVE COEUR SD 76	TAZEWELL	091	46
6	CUSD SD 16 (NEW BERLIN)	SANGAMON	099	50
7	DANVILLE CCSD 118	VERMILION	104	52
8	E. RICHLAND CUSD 1	RICHLAND	109	55
9	HIGHLAND CUSD 5	MADISON	108	54
10	HUNTLEY CONS SD 158	MCHENRY	066	33
11	INDIAN PRAIRIE CUSD 204	DUPAGE	084	42
12	LAKE VILLA CCSD 41	LAKE	064	32
13	LINCOLN-WAY CHSD 210	WILL	037	19
14	MILLBURN CCSD 24	LAKE	061	31
15	MT VERNON CITY SD 80	JEFFERSON	115	58
16	NORTH WAYNE CUSD 200	WAYNE	108	54
17	ODIN SD 122	MARION	107	54
18	PINCKNEYVILLE CHSD 101	PERRY	116	58
19	PLAINFIELD CCSD 202	WILL	097	49
20	POPE CUSD 1	POPE	118	59
21	PRAIRIE CENTRAL CUSD 8	LIVINGSTON	105	53
22	PRINCETON SD 115	BUREAU	074	37
23	SAUNEMIN CCSD 438	LIVINGSTON	106	53
24	SOUTHWESTERN CUSD 9	MACOUPIN	095	48
25	TAYLORVILLE CUSD 3	CHRISTIAN	095	48
26	TRIAD CUSD 2	MADISON	108	54
27	VIENNA SD 55	JOHNSON	118	59
28	WALLACE CCSD 195	LASALLE	076	38
29	WALTHAM CCSD 185	LASALLE	076	38
30	YORKVILLE CUSD 115	KENDALL	050	25

FY07 SCP APPLICATION CYCLE

ATTACHMENT NO. 7

FY07 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY07 APPLICATION CYCLE ENDED APRIL 1, 2006

	SCHOOL DISTRICT	COUNTY	H	S
1	ANTIOCH CCSD 34	LAKE	061	31
2	BEECHER CUSD 200U	WILL	034	17
3	BLUE RIDGE CUSD 18	DEWITT	101	51
4	BRADLEY SD 61	KANKAKEE	079	40
5	BRADLEY-BOURB.CHSD 307	KANKAKEE	079	40
6	BYRON CUSD 226	OGLE	090	45
7	CARTERVILLE CUSD 5	WILLIAMSON	117	59
8	CASEY-WESTFIELD CUSD 4C	CLARK	110	55
9	CATLIN CUSD 5	VERMILION	104	52
10	CHAMPAIGN CUSD 4	CHAMPAIGN	103	52
11	CUSD 200	MCHENRY	063	32
12	DUPO CUSD 196	ST CLAIR	116	58
13	ELMHURST CUSD 205	DUPAGE	047	24
14	GARDNER-S.W. THSD 73	GRUNDY	079	40
15	HARRISON ESD 36	MCHENRY	063	32
16	HIGHLAND CUSD 5	MADISON	108	54
17	JAMAICA CUSD 12	VERMILION	102	51
18	KINGS CSD 144	OGLE	090	45
19	LANSING EL. SD 158	COOK	033	17
20	MAROA-FORSYTH CUSD 2	MACON	101	51
21	MILFORD THSD 233	IROQUOIS	106	53
22	NORTHFIELD THSD 225	COOK	017	09
23	OAKWOOD CUSD 76	VERMILION	104	52
24	PONTIAC / W.H. 105	ST CLAIR	113	57
25	ST GEORGE CCSD 258	KANKAKEE	079	40
26	SUMMIT HILL SD 161	WILL	080	40
27	TAYLORVILLE CUSD 3	CHRISTIAN	095	48
28	TOLONO CUSD 7	CHAMPAIGN	102	51
29	TOWNSHIP HSD 211	COOK	054	27
30	TRIAD CUSD 2	MADISON	108	54
31	UNITED CUSD 304	WARREN	094	47
32	WEST CENTRAL CUSD 235	HENDERSON	094	47

FY08 SCP APPLICATION CYCLE

ATTACHMENT NO. 8

FY08 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY08 APPLICATION CYCLE ENDS APRIL 1, 2007

	SCHOOL DISTRICT	COUNTY	H	S
1	BALL-CHATHAM CUSD 5	SANGAMON	099	50
2	BELLEVILLE PUBLIC SD 118	ST CLAIR	113	57
3	BUNKER HILL CUSD 8	MACOUPIN	095	48
4	DEER CREEK-MAC CUSD 701	TAZEWELL	088	44
5	EWING-NORTHERN CCS 115	FRANKLIN	117	59
6	FIELDCREST CUSD 6	WOODFORD	106	53
7	GENEVA CUSD 304	KANE	065	33
8	GRASS LAKE SD 36	LAKE	064	32
9	HILLSBORO CUSD 3	MONTGOMERY	095	48
10	IROQUOIS WEST CUSD 10	IROQUOIS	105	53
11	JAMP SPECIAL EDUCATION	PULASKI	118	59
12	LAKE BLUFF ESD 65	LAKE	058	29
13	MASCOUTAH CUSD 19	ST CLAIR	114	57
14	MILFORD CCSD 280	IROQUOIS	106	53
15	OLYMPIA CUSD 16	MCLEAN	088	44
16	PRAIRIEVIEW-OGDEN CC 197	CHAMPAIGN	104	52

FY09 SCP APPLICATION CYCLE ATTACHMENT NO. 9

FY09 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY09 APPLICATION CYCLE ENDED APRIL 1, 2008

	SCHOOL DISTRICT	COUNTY	H	S
1	BRIMFIELD CUSD 309	PEORIA	073	37
2	CARTERVILLE CUSD 5	WILLIAMSON	117	59
3	CHRISTOPHER USD 99	FRANKLIN	117	59
4	GRANT CHSD 124	LAKE	064	32
5	GURNEE SD 56	LAKE	060	30
6	ILLINI WEST HSD 307	HANCOCK	094	47
7	JERSEY CUSD 100	JERSEY	100	50
8	KINNIKINNICK CCSD 131	WINNEBAGO	069	35
9	MARION CUSD 2	WILLIAMSON	117	59
10	NEW ATHENS CUSD 60	ST CLAIR	116	58
11	RIDGEWOOD HSD 234	COOK	020	10
12	SEDOL (used dist. 121 H & S)	LAKE	061	31
13	SMITHTON CCSD 130	ST CLAIR	114	57
14	SPARTA CUSD 140	RANDOLPH	116	58
15	WATERLOO CUSD 5	MONROE	116	58
16	WHITESIDE SD 115	ST CLAIR	114	57

FY10 SCP APPLICATION CYCLE ATTACHMENT NO. 10

FY10 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY10 APPLICATION CYCLE ENDED APRIL 1, 2009

	SCHOOL DISTRICT	COUNTY	H	S
1	BELLWOOD SD 88	COOK	007	04
2	CCSD 168	COOK	033	17
3	ESWOOD CCGS 269	OGLE	090	45
4	EAST PEORIA CHSD 309	TAZEWELL	091	46
5	KENILWORTH SD 38	COOK	018	09
6	OLYMPIA CUSD 16	MCLEAN	088	44
7	RIVER TRAILS SD 26	COOK	057	29
8	SCHUYLER-INDUSTRY USD 5	SCHUYLER	093	47
9	ST CHARLES CUSD 303	KANE	065	33
10	THORNTON THSD 205	COOK	029	15
11	WILMETTE SD 39	COOK	017	09
12	WINNETKA SD 36	COOK	018	09

FY11 SCP APPLICATION CYCLE ATTACHMENT NO. 11

FY11 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY11 APPLICATION CYCLE ENDED APRIL 1, 2010

	SCHOOL DISTRICT	COUNTY	H	S
1	CRYSTAL LAKE CCSD 47	MCHENRY	064	32
2	DELAVAN CUSD 703	TAZEWELL	087	44
3	ELMWOOD CUSD 322	PEORIA	073	37
4	EVANSTON SKOKIE SD 65	COOK	018	09
5	GALESBURG CUSD 205	KNOX/WARREN	074	37
6	LAGRANGE ESD 102	COOK	007	04
7	MONMOUTH-ROSEVILLE CUSD 238	WARREN	094	47
8	NEW TRIER TWP HSD 203	COOK	018	09
9	PRAIRIE HILLS ESD 144	COOK	038	19
10	TOWNSHIP HSD 214	COOK	053	27
11	URBANA SD 116	CHAMPAIGN	103	52
12	WESTERN SPRINGS PSD 101	COOK	047	24

FY12 SCP APPLICATION CYCLE ATTACHMENT NO. 12

FY12 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY12 APPLICATION CYCLE ENDED APRIL 1, 2011

	SCHOOL DISTRICT	COUNTY	H	S
1	DECATUR SD 61	MACON	096	48
2	DIXON SD 170	LEE	090	45
3	EL PASO-GRIDLEY CUSD 11	WOODFORD	106	53
4	GIBSON CITY-MELVIN-SIBLEY 5	FORD	106	53
5	LASALLE PUBLIC ESD 122	LASALLE	076	38
6	LIBERTY CUSD 2	ADAMS	094	47
7	WASHINGTON CHSD 308	TAZEWELL	088	44
8	WINCHESTER CUSD 1	SCOTT	100	50

FY13 SCP APPLICATION CYCLE ATTACHMENT NO. 13

FY13 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY13 APPLICATION CYCLE ENDED APRIL 1, 2012

	SCHOOL DISTRICT	COUNTY	H	S
1	COUNTY OF WOODFORD SD 122	WOODFORD	073	37
2	MADISON CUSD 12	MADISON	113	57
3	ROANOKE-BENSON CUSD 60	WOODFORD	106	53
4	SANGAMON-VALLEY CUSD 9	MACON	096	48

FY14 SCP APPLICATION CYCLE ATTACHMENT NO. 14

FY14 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY14 APPLICATION CYCLE ENDED APRIL 1, 2013

	SCHOOL DISTRICT	COUNTY	H	S
1	CHESTER CUSD 139	RANDOLPH	116	58
2	HALL HSD 502	BUREAU	076	38
3	LADD CCSD 94	BUREAU	076	38
4	PRINCEVILLE CUSD 326	PEORIA	073	37
5	QUINCY PUBLIC SD 172	ADAMS	094	47
6	ROCKFORD PSD 205	WINNEBAGO	067	34
7	TRI CITY CUSD 1	SANGAMON	087	44

FY15SCP APPLICATION CYCLE ATTACHMENT NO. 15

FY15 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY15 APPLICATION CYCLE ENDED APRIL 1, 2014

	SCHOOL DISTRICT	COUNTY	H	S
1	ARTHUR CUSD 305	DOUGLAS	102	51
2	HARVEY SD 152	COOK	118	59
3	INDIAN VALLEY VOC CENTER	DEKALB	090	45
4	MERIDIAN CUSD 101	PULASKI	030	15

FY16SCP APPLICATION CYCLE ATTACHMENT NO. 16

FY16 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY16 APPLICATION CYCLE ENDED APRIL 1, 2015

	SCHOOL DISTRICT	COUNTY	H	S
1	GEFF CCSD 14	WAYNE	109	55
2	LA SALLE-PERU TWP HSD 120	LA SALLE	76	38
3	LENA WINSLOW CUSD 202	STEPHENSON	89	45

FY17SCP APPLICATION CYCLE ATTACHMENT NO. 17

FY17 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY17 APPLICATION CYCLE ENDED APRIL 1, 2016

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

FY18SCP APPLICATION CYCLE ATTACHMENT NO. 18

FY18 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY18 APPLICATION CYCLE ENDED APRIL 1, 2017

	SCHOOL DISTRICT	COUNTY	H	S
1	A-C CENTRAL CUSD 262	CASS	93	47
2	CARMI-WHITE COUNTY CUSD 5	WHITE	109	55

FY19SCP APPLICATION CYCLE ATTACHMENT NO. 19

FY19 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY19 APPLICATION CYCLE ENDED APRIL 1, 2018

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

FY20SCP APPLICATION CYCLE ATTACHMENT NO. 20

FY20 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY20 APPLICATION CYCLE ENDED APRIL 1, 2019

	SCHOOL DISTRICT	COUNTY	H	S
1	POSEN-ROBBINS SD 143.5	COOK	15	30

FY21SCP APPLICATION CYCLE ATTACHMENT NO. 21

FY21 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY21 APPLICATION CYCLE ENDED APRIL 1, 2020

	SCHOOL DISTRICT	COUNTY	H	S
1	BARRINGTON SD 220	LAKE	52	26
2	POSEN-ROBBINS SD 143.5	COOK	30	15

APPENDIX C: Capital Plans of State Universities

The following tables list capital projects for the nine State universities as received by the Commission.

CHICAGO STATE UNIVERSITY Project Type:	Approval Status by Board/Agency	Project Start Date - End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
Boiler Replacement	Construction Completed	02/25/2019 - 05/20/2022	50+ years	3,565.0	funded		CDB
JDC Pool and HVAC Repair	Under Construction	9/17/2019 - 12/01 2023	50+ years	15,000.0	funded		CDB
Elevator Repair and Replacement	Under Construction	03/14/2019 - 09/01/2024	50+ years	2,819.6	funded		CDB
Light pole Replacement	Under Construction	11/17/2019 - 06/14/2023	50+ years	3,055.5	funded		CDB
Fire Alarm Replacement	Phase I Completed	10/21/2019 - 12/01/2022	50+ years	3,600.0	funded		CDB
SUB Utility Tunnel (emergency)	Contract Bid Opened	10/23/2020 - TBD	50+ years	430.9	funded		CDB
Douglas Hall/Nursing Simulation Lab/Urban Solution	Under Construction	01/29/2021 - 02/09/2026	50+ years	28,636.3	funded		CDB
Daycare Center Planning for EDU 107, 108 and 109	Construction Completed	05/02/2020 - 03/24/2022	25+ years	2,100.0	funded		Foundation
Remediation of JCC	requested this year	unknown	50+ years	5,519.0	5,519.0		CDB
Construction of Early Childhood Dev. Center	requested this year	unknown	50+ years	14,853.0	14,853.0		CDB
Multi-Use Multi-Tenant Building*	requested this year	unknown	50+ years	48,225.5	48,225.5		CDB
Science Building Laboratory (Remodel SE Wing)	requested this year	unknown	50+ years	17,800.0	17,800.0		CDB
Media Teaching Facilities Renovation for CMAT	requested this year	unknown	50+ years	5,900.0	5,900.0		CDB
Remodeling of the Breakey Theatre & Equipment	requested this year	unknown	50+ years	5,305.0	5,305.0		CDB
Renovation of On-Campus Track & Field Soccer	**priority request**	unknown	50+ years	2,500.0	2,500.0		CDB
Renovation of 2nd Fl Police Department	requested this year	unknown	50+ years	1,128.0	1,128.0		CDB
Space Utilization for Robinson Center	**priority request**	unknown	50+ years	12,000.0	12,000.0		CDB
College of Business Building Planning*	requested this year	unknown	50+ years	352.3	352.3		CDB
Construction of West Side Campus*	requested this year	unknown	50+ years	39,000.0	39,000.0		CDB
Residence Hall Expansion Planning	requested this year	unknown	50+ years	2,500.0	2,500.0		CDB
Infant-Toddler Daycare Renovation	FY 2023 IBHE approved	unknown		2,500.0	2,500.0		Revenue bonds
Capital Renewal Projects		unknown	50+	84,354.0	$35,732.0		CDB
TOTAL				**$301,144.1**	**$193,314.8**		

EASTERN ILLINOIS UNIVERSITY								
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Life Expectancy**	**Total Cost (thousands)**	**FY24 Budget Request**	**Final Yr. of Funding**	**Financing**
New Science Building - planning, construction & equipment plus inflation increases	most appropriated by State FY20				$171,298.9	$52,462.4		CDB
Rehabilitate Life Science/Coleman HVAC and Plumbing (Escalation only)	originally appropriated in FY 2010				$11,922.3	$6,522.3		CDB
Repurpose Steam Production Facilities - remodel & rehab					$85,805.9	$85,805.9		CDB
Fire Alarm Upgrades- Life Science/Buzzard/Coleman - safety					$6,677.8	$6,677.8		CDB
Upgrade Utilities Infrastructure - safety & utilities					$53,949.4	$53,949.4		CDB
Physical Science - upgrade electrical - safety & rehab					$3,936.1	$3,936.1		CDB
Rehab Klehm Hall HVAC & plumbing - safety & rehab					$8,804.0	$8,804.0		CDB
Fire Alarm Upgrades, Old Main/Klehm Hall/Student Services - safety					$1,994.0	$1,994.0		CDB
Upgrade Electrical Building Distribution - safety & utilities					$8,383.5	$8,383.5		CDB
Physical Science - Emergency Power System (EPS) - safety					$1,133.4	$1,133.4		CDB
Replace Campus compressed air distribution piping - safety & utilities					$2,461.1	$2,461.1		CDB
McAfee - rehab windows - safety & rehab					$5,200.4	$5,200.4		CDB
Booth Library - rehab windows					$2,211.5	$2,211.5		CDB
TOTAL					**$363,778.3**	**$239,541.8**		

GOVERNORS STATE UNIVERSITY Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
construction of a Center for Instruction & Innovation					$29,865.0			State Funding
Center for Health Equity (Health Sciences Building)					$26,323.0			
Student Success Center					$35,250.0			
Academic Building E Extension	appropriated by State FY20	need funds released			$3,530.0			State - Rebuild Illinois
C Building Addition for Student Security/Safety					$2,850.0			State Funding
Construction of a Library & Learning Commons					$38,755.0			State Funding
HVAC & boilers: Emergency Replacement & upgrade	need funds released	FY 2021 emergency			$4,264.2			State - Rebuild Illinois
Renovation/Replacement - Library - Library area, student space	need funds released				$8,850.0			State - Rebuild Illinois
Vehicular/Pedestrian/Parking Lot renovations	need funds released				$9,000.0			State - Rebuild Illinois
Sherman Hall & Art Studio Annex renovation	need funds released				$2,245.0			State - Rebuild Illinois
Building Envelope Phase I	need funds released				$5,100.8			State - Rebuild Illinois
Building Envelope Phase II	new request				$2,010.0			State - Rebuild Illinois
Supply Chain Innovation Center & Business Incubator-Hantack House renovation	project currently prioritized with CDB				$400.0			CDB (Build Illinois bond funds)
Athletic Soccer Field	FY 2023 IBHE approved			15 years	$2,000.0			10-year Revenue Bonds
TOTAL					**$170,443.0**			

ILLINOIS STATE UNIVERSITY

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
New Engineering Building	Requested				$130,630.5	$130,630.5		State Funding
New Mennonite College of Nursing Building	Requested				$79,378.3	$79,378.3		State Funding
Thomas Metcalf School Replacement	Requested				$74,460.0	$74,460.0		State Funding
DeGarmo Hall Rehabilitation	Requested				$49,871.3	$49,871.3		State Funding
University High School Replacement	Requested				$82,297.8	$82,297.8		State Funding
Williams Hall Rehabilitation	Requested				$111,036.5	$111,036.5		State Funding
Felmley Science Annex HVAC Upgrades	amounts released				$7,107.0			State Funding
West Campus Storm Sewer Upgrade	Requested				$9,500.0	$9,500.0		State Funding
Felmley Annex Greenhouse replacment/upgrade	Requested				$8,000.0	$8,000.0		CDB portion
Fell Hall Roof & Cornice Replacement					$2,000.0	$2,000.0		State Funding
Additional South Chiller Plant Chiller					$2,000.0	$2,000.0		State Funding
South Chiller Plant Chiller Line Service Vault					$400.0	$400.0		State Funding
CVA High Voltage Electrical Vault Equip. Relocation					$1,500.0	$500.0		State Funding
DeGarmo High Voltage Electrical Vault Relocation					$650.0	$650.0		State Funding
Cook Hall Infrastructure Replacements/Repairs					$1,500.0	$1,500.0		State Funding
Milner Library Elevator Modernization					$3,000.0	$3,000.0		State Funding
Milner Library Rehabilitation	appropriated				$89,205.0			
Braden Plumbing System Upgrades					$500.0	$500.0		State Funding
Milner/Braden Generator Replacement					$1,000.0	$1,000.0		State Funding
Quad Chilled Water Loop Connection Construction					$2,000.0	$2,000.0		State Funding
Felmley Hall Steam Conversion Phase II					$3,165.0	$3,165.0		CDB portion
Renovate Schroeder Hall	appropriated				$2,070.0			CDB portion
Old Union Infrastructure Master Plan Implementation					$7,600.0	$5,622.0		State Funding
Renovate Visual Arts Center	appropriated FY 2022				$67,796.5			CDB portion
Renovate Mechanical and Plumbing Systems					$5,380.4	$5,380.4		CDB
Braden Concourse					$2,399.0	$571.7		State Funding
Renovation of Capen Auditorium	appropriated				$200.0			CDB portion
Upgrade Steam Heating System	appropriated				$1,365.0			CDB portion
Watterson Towers - Dining, Fire Separation, Elevator Modernization, Convector Upgrade, Penthouse AHU	some approved/construction; design phase	FY 2020-FY 2029		10 to 50	$36,250.0	$36,250.0		Bond
Redbird Arena Expansion & Roof	request FY 2025- FY 2026			50, 25	$16,500.0			Bond
E-Sports	Board approved	under construction		10	$5,950.0			Bond
Athletics Practice Facility	Board approved			25	$18,500.0	$11,500.0		10-year bonds
South Campus Housing/Dining Project	request FY 2023 - FY 2026			50	$190,000.0			Bond
Bone Student Center Visitor Parking lot	Board approved			20	$5,000.0			Bond
Renovate Stevenson Hall, Turner Hall-life safety	appropriated				$290.0			CDB portion
SLB Fume hood Damper Replacement	appropriated	Construction		20	$4,264.2			CDB portion
Marian Kneer Stadium Improvements	request FY 2025	Planning		30	$2,500.0	$2,500.0		Bond
Parking Lot resurfacing (G67, S67)	Board approved	Design		20	$2,000.0			Bond
TOTAL					**$1,027,266.4**	**$623,713.4**		

NORTHEASTERN ILLINOIS UNIVERSITY								
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Life Expectancy**	**Total Cost (thousands)**	**FY24 Budget Request**	**Final Yr. of Funding**	**Financing**
Education Building equipment					$11,546.0			State Funding
Science Building planning, construction, equipment					$160,001.2			State Funding
Lech Walesa Hall remodeling					$17,173.7			State Funding
Ronald Williams Library renovation					$44,423.0			State Funding
Mixed use facility					$48,783.7			State Funding
Capital Renewal					$56,318.1			State Funding
TOTAL					**$338,245.7**			

NORTHERN ILLINOIS UNIVERSITY								
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Life Expectancy**	**Total Cost (thousands)**	**FY24 Budget Request**	**Final Yr. of Funding**	**Financing**
1 Health Informatics & Technology Center	$7.7 million released				$77,000.0			State Funding
2 Wirtz Hall Renovation					$32,488.0			State Funding
3 Williston Hall Renovation					$38,195.0			State Funding
4 Still Hall and Still Gym Renovation					$54,593.0			State Funding
5 Gabel and Graham Complex Renovation					$11,482.0			State Funding
6 Davis Hall Renovation					$50,272.0			State Funding
7 McMurry Hall Renovation					$21,575.0			State Funding
8 Reavis Hall Renovation					$25,102.0			State Funding
9 Watson Hall Renovation					$25,977.0			State Funding
10 Psychology/Computer Science Building Renovation					$55,025.0			State Funding
11 Montgomery Hall Renovation					$67,853.0			State Funding
Capital Renewal					$116,120.0			State Funding
TOTAL					**$575,682.0**			

SOUTHERN ILLINOIS UNIVERSITY								
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Life Expectancy**	**Total Cost (thousands)**	**FY24 Budget Request**	**Final Yr. of Funding**	**Financing**
Carbondale								
Agricultural, Life and Physical Sciences Renovation/Addition					$120,574.5	$30,927.0		State Funding
Neckers Renovation and Addition					$138,033.3	$8,361.7		State Funding
Interdisciplinary Research Laboratory					$41,131.9	$3,068.1		State Funding
Life Science II Renovation					$142,624.1	$9,898.9		State Funding
East Campus Chiller Plant				25-year	$3,000.0			10-year Revenue bond
Capital Renewal					$55,976.3	$55,976.3		State Funding
Edwardsville								
Alton Dental Consolidation					$122,220.0	$11,567.0		State Funding
Visual and Performing Arts Center					$59,900.0	$5,408.0		State Funding
Capital Renewal					$70,738.6	$70,738.6		State Funding
School of Medicine								
Medical Education Building construction					$51,922.0			State Funding
Medical Instructional Facility renovation					$19,953.0			State Funding
Simmons Cancer Institute Expansion/Renovations					$9,158.0			State Funding
Capital Renewal					$64,854.4	$64,854.4		State Funding
TOTAL					**$900,086.1**	**$260,800.0**		

UNIVERSITY OF ILLINOIS Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
System								
Discovery Partners Institute	CDB Project	2020	2025		$250,000.0			State Funds/Institutional
Urbana - Champaign								
Masonry repairs to Wohlers and Noyes	CDB Project	2019	2022		$2,950.0			State Funds
Replace Roofing System and Repair Masonry - Armory	CDB Project	2020	2022		$2,500.0			State Funds
Life Safety Upgrade	CDB Project	2021	2023		$3,243.0			State Funds
Replace Air Handling Units - Morrill Hall	CDB Project	2021	2023		$6,302.0			State Funds
Repair and Renovation Funds	FY24 State Request	TBD	TBD		$133,516.0	$133,516.0		State Funds
Math/Statistics/Data Science Collaborative Facility (Altgeld/Illini Hall renovation)	CDB Project	2019	2023		$192,000.0			State Funds/Institutional
Art & Design Renovation/Addition	FY 24 State Request	TBD	TBD		$99,600.0	$99,600.0		State Funds
Campus Library Upgrades	FY 24 State Request	TBD	TBD		$50,000.0	$50,000.0		State Funds
Parking Deck Rehab	Construction	2021	TBD		$21,304.0		TBD	Institutional
Talbot Laboratory Upgrade and Expansion	Substantial Completion	2015	2022		$8,660.0			Institutional
Illinois Field - Baseball & Softball Training Centers	Substantial Completion	2019	2022		$14,500.0		TBD	Institutional/Gift
Biomedical Translational Facility	CDB Project	TBD	TBD		$25,000.0			State Funds
NCSA & Siebel Center for Computer Science Expansion	CDB Project	TBD	TBD		$20,000.0			State Funds/Institutional
Research Park Expansion	CDB Project	TBD	TBD		$15,000.0			State Funds
Ubben Basketball Complex Expansion	Construction	2019	2022	50-year	$39,800.0			Institutional 20-yr bonds/Gift
Small Animal Clinic Oncology Center Addition	Design	2022	2024		$15,000.0			Institutional
Doris Kelley Christopher Illinois Extension Center	Design	2022	2025		$40,000.0			Gift
Swine Research Center Modernization	Design	2022	2024		$18,000.0			State Funds/Institutional
Undergraduate Library Renovation	Design	2022	2025		$50,198.2			Institutional

UNIVERSITY OF ILLINOIS Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
Chicago								
Advanced Chemical Technology Building (ACTB)	CDB Project	2013	TBD		$108,000.0			State Funds/Institutional
COM West Masonry/Window Restoration	CDB Project	2019	2021		$3,350.0			State Funds
Repair Exterior Science and Engineering South	CDB Project	2021	2023		$10,005.0			State Funds
Repair and Renovation Funds	FY24 State Request	TBD	TBD		$101,682.0	$101,682.0		State Funds
Clinical Decision Unit	CDB Project	2021	TBD		$65,000.0	$65,000.0		State Funds
College of Business Administration Building	FY24 State Request	TBD	TBD		$80,000.0	$80,000.0		State Funds
Rural Health Sciences Building - Rockford	FY24 State Request	TBD	TBD		$75,000.0	$75,000.0		State Funds
Campus Library Upgrades	FY24 State Request	TBD	TBD		$160,000.0	$160,000.0		State Funds
Computer Design Research and Learning Center	CDB Project	2019	TBD		$117,800.0			State Funds/Institutional
Drug Discovery and Innovation Pavilion	CDB Project	TBD	TBD		$166,500.0			State Funds/Institutional
Innovation Center Expansion	CDB Project	2021	2023		$10,000.0			State Funds/Institutional
Welcome Atrium - UI Hospital	Construction	2020	2022		$18,000.0			Institutional
ADA Patient Rooms	Design	2022	2024		$12,115.2			Institutional
Neuropsychiatric Institute (NPI) Façade	CDB Project	2023	2025		$20,500.0			State Funds
College of Medicine East Tower Façade repairs	CDB Project	2023	2025		$20,000.0			State Funds
Springfield								
Public Safety Building	CDB Project	2019	TBD		$5,510.0			State Funds
Replace Roofing System	CDB Project	2021	TBD		$1,000.0			State Funds
Replace and Repair Sanitary Sewer & Water Pipes	CDB Project	2021	TBD		$4,697.8			State Funds
Repair and Renovation Funds	FY24 State Request	TBD	TBD		$8,117.0	$8,117.0		State Funds
Library Commons	CDB Project	2020	TBD		$35,000.0			State Funds
Brookens Building Remodel	FY24 State Request	TBD	TBD		$33,000.0	$33,000.0		State Funds
Capital Innovation Center	CDB Project	2022	TBD		$15,000.0			State Funds
TOTAL					**$2,077,850.2**	**$805,915.0**		

^ Capital Renewal projects appropriated or re-appropriated in FY22 with funding not yet released.

& Project funded, at least in part, through Discovery Partners Institute

* Project has been approved by the University of Illinois Board of Trustees

WESTERN ILLINOIS UNIVERSITY Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY24 Budget Request	Final Yr. of Funding	Financing
Performing Arts Center	CDB	10/7/2022	11/30/2024	60	$124,000.0			CDB/State appropriations
Replace Roofs - Currens, HP, Annex, Knob, Library, Simpkins	CDB	10/16/2019	12/31/2022	20	$6,150.0			CDB/State appropriations
Replace Piping - Morgan, Stipes, & Browne Halls	CDB	5/1/2020	9/30/2022	20	$2,500.0			CDB/State appropriations
Chiller Loop	CDB	5/1/2020	11/30/2023	20	$12,000.0			CDB/State appropriations
Electrical Infrastructure	CDB	5/1/2020	10/31/2022	20	$3,500.0			CDB/State appropriations
*Riverfront Campus - Phase III construction	CDB			60	$34,600.0			CDB/State appropriations
*Science Building construction	CDB			60	$94,500.0			CDB/State appropriations
Heating Plant - replace roof & exterior repairs	CDB	10/1/2022	10/31/2024	20	$2,800.0			CDB/State appropriations
TOTAL					**$280,050.0**			

*Estimated dates of commencement and completion are not known at this time due to the funds not yet released by the State of Illinois.

APPENDIX D

Illinois Finance Authority Conduit Bond Sales for State Universities

The Illinois Finance Authority has issued Conduit Bonds to finance Illinois public university ("State University") capital projects through a Public Private Partnership ("PPP"), developer-based concession model since 2006. To date, IFA has issued conduit bonds for 7 State University PPP-developed projects totaling $567 million – as reported in the following table.

ILLINOIS FINANCE AUTHORITY CAPITAL PROJECTS FOR STATE UNIVERSITIES					
State University	**Project Description**	**IFA Bond Amounts (in thousands)**	**Issuance Date**	**Outstanding Balance** (in thousands)	**Comments**
UIC/UI Health	UIC Ambulatory Surgery Center	$149,845	August 2020		Under Construction
UIUC	2 Educational/Research Facilities: Campus Instructional Center (College of Engineering) & Feed Techonology Center (College of ACES)	$71,525	May 2019	$70,355	
UIC	Mixed Use (Student Housing & Lecture Hall Facility)	$94,860	December 2017	$92,335	
NEIU	New Undergraduate Student Housing	$39,500	May 2015	$37,700	
NIU	New Undergraduate Student Housing	$132,225	March 2011		NIU purchased these facilities in 2021
ISU	Replacement Undergraduate Student Housing	$59,610	February 2011		ISU purchased these facilities in 2017
NIU	Graduate Student Housing	$19,380	October 2006		Refinanced as part of NIU 2011 project
	TOTAL	**$566,945**		**$200,390**	

The PPP development model has enabled State Universities to accelerate the development and delivery of large capital projects and enables long-term fixed rate financing. Use of this model could easily be replicated to enable the Authority to (i) serve other units of State Government and (ii) provide financing for a wider variety of capital projects, including critically important energy conservation, alternative energy, and climate-related projects envisioned under the Authority's statutory designation as the Climate Bank under Public Act 102-0662.

APPENDIX E: RTA & Service Boards Capital Plans

Capital projects for the Chicago Transit Authority, METRA and PACE under the Regional Transportation Authority, based on the RTA's 2023-2027 five-year Capital Program (in millions).

CHICAGO TRANSIT AUTHORITY	**Five Yr. Cost**	**2024**	**2025**	**2026**
BUS				
Rolling Stock - Bus overhauls and new purchases	**$622.8**	$93.3	$100.0	$156.8
RAIL				
Rolling Stock - Rail Car overhaul and purchases	**$528.9**	$93.5	$140.5	$149.2
Track & Structure	**$343.1**	$38.0	$38.0	$38.0
Electrical, Signal & Communications	**$20.1**	$0.0	$5.3	$12.8
Support Facilities and Equipment	**$617.9**	$89.4	$35.4	$56.0
Stations & Passenger Facilities	**$280.8**	$15.7	$34.5	$21.1
Miscellaneous	**$136.8**	$44.9	$30.8	$26.1
Extensions & Expansions	**$339.5**	$77.5	$77.5	$30.0
Contingencies & Administration	**$47.1**	$9.3	$9.4	$9.5
CTA TOTAL (in millions)	**$2,937.0**	**$461.6**	**$471.4**	**$499.5**

METRA	**Five Yr. Cost**	**2024**	**2025**	**2026**
RAIL				
Rolling Stuck - Commuter Cars & Electric Cars	**$685.6**	$55.1	$209.1	$204.0
Track & Structure	**$317.4**	$58.9	$46.8	$41.1
Electrical, Signal & Communications	**$226.4**	$74.9	$24.6	$18.3
Support Facilities and Equipment	**$146.4**	$29.7	$17.1	$14.0
Stations & Passenger Facilities	**$377.6**	$35.7	$16.2	$34.2
Miscellaneous	**$118.5**	$56.4	$30.4	$0.6
Contingencies & Administration	**$156.2**	$21.5	$22.9	$25.8
METRA TOTAL (in millions)	**$2,028.1**	**$332.2**	**$367.1**	**$338.0**

PACE	**Five Yr. Cost**	**2024**	**2025**	**2026**
BUS				
Rolling Stock - Buses, Paratransit, Community Vehicles purchases	**$93.6**	$24.0	$18.6	$24.7
Electrical, Signal & Communications	**$20.0**	$3.6	$4.6	$4.7
Support Facilities and Equipment	**$214.7**	$37.0	$32.0	$42.0
Stations & Passenger Facilities	**$51.5**	$21.6	$19.0	$2.0
Miscellaneous	**$2.0**	$2.0	$0.0	$0.0
PACE ADA				
Support Facilities and Equipment	**$0.0**	$0.0	$0.0	$0.0
PACE TOTAL (in millions)	**$381.8**	**$88.2**	**$74.2**	**$73.4**
RTA GRAND TOTAL (in millions)	**$5,346.9**	**$882.0**	**$912.7**	**$910.9**

2023-2027 Funding Available (in millions)							
	State Bonds	IDOT	Federal	RTA/ Service Boards/ Local	RTA Bonds	CTA Bonds| Pace Bonds	TOTAL
CTA	$373.8	$690.3	$2,556.7	$0.5	$0.0	$327.3	**$3,948.6**
METRA	$153.5	$372.3	$1,361.1	$11.2	$130.0	$0.0	**$2,028.1**
PACE	$0.0	$72.9	$306.8	$2.1	$0.0	$0.0	**$381.8**
RTA System	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	**$0.0**
TOTAL	**$527.3**	**$1,135.5**	**$4,224.6**	**$13.8**	**$130.0**	**$327.3**	**$6,358.5**

Appendix F

Authorities and State Universities: Boards of Directors

AUTHORITIES	Terms	City	County
Central Illinois Economic Development Authority			
Jim Hahn, Chair	2020-2025	Taylorville	Christian
Rachel Joy, Vice Chair	2011-2021	Decatur	Macon
Andy Goleman, Treasurer	-2025	Divernon	Sangamon
Anthony Wiggins, Secretary	-2021	Carlinville	Macoupin
Emily Davenport	-2025	Lincoln	Logan
Heather Hampton-Knodle	2014-2020	Fillmore	Montgomery
Debra Kraft	-2022	Decatur	Macon
Don Little	-2026	Brighton	Jersey
Craig Reincke	-2022	Petersburg	Menard
Phil Robeen	*2027	Hardin	Calhoun
DCEO, ex-officio			
4 Vacancies			
Eastern Illinois Economic Development Authority			
George Levi, Chair	2008-2013	Sullivan	Moultrie
Jeff Lahr, Secretary	2009-2027	Charleston	Coles
Randy Berger	2021-2024	Paxton	Ford
Shawn Conlin	2022-2026	Moweaqua	Shelby
Dale Crane	2021-2025	Urbana	Champaign
Angel Crawford	2022-2027	Watseka	Iroquois
Tyler Graven	2022-2028	Sullivan	Moultrie
Brian Moody	2022-2025	Villa Grove	Douglas
Erika Ramsey	2017-2026	Danville	Vermilion
Jeff Voigt	2021-2025	Chrisman	Edgar
Kayla Lambert, ex-officio			
3 Vacancies			
Illinois Finance Authority			
William Hobert, Chair	2019-2024		Cook
Roxanne Nava, Vice-Chair	2019-2023		Cook
Drew Beres	2020-2025		Cook
James J. Fuentes	2005-2024		Cook
Arlene Juracek	2015-2025		Cook
Ameya Pawar	2022-2024		
Roger E. Poole	2009-2023		St. Clair
Timothy Ryan	2021-2025		Mclean
Michael Strautmanis	2022-2025		Cook
Lynn Sutoon	2023-2024		Cook
Jennifer Watson	2021-2022		
J. Randal Wexler	2019-2023		Cook
Bradley A. Zeller	2005-2024		Morgan
2 Vacancies			

AUTHORITIES	Terms	City	County
Illinois Housing Development Authority			
King Harris, Chair	2016-2023	Chicago	Cook
Luz Ramirez, Vice Chair	2017-2025	Rockford	Winnebago
Tommy Arbuckle III, Secretary	2021-2025	Peoria	Peoria
Sonia Berg	2019-2023	Moline	Rock Island
Daniel Hayes	2022-2025		Cook
Bryce Hutchcraft	2022-2025		Champaign
Thomas Morsch	2019-2021	Lake Forest	Lake
Sam Tornatore	2013-2023	Roselle	DuPage
Vacancy			
Illinois Sports Facilities Authority			
Leslie Darling, Chair	2019-2023	Chicago	Cook
Norman R. Bobins, Treasurer	2011-2025	Chicago	Cook
Michael Forde	2019-2022	Chicago	Cook
Aerti Kotak			Cook
Trisha Rooney	2018-2024	Chicago	Cook
Coco Soodeck	2020-2023	Chicago	Cook
Tarrah Cooper Wright	2021-2023	Chicago	Cook
Illinois State Toll Highway Authority			
Arnie Rivera, Chair	2023-2025		Cook
James Connolly, Vice Chair	2019-2023		Cook
Jacqueline Gomez Fuentes	2021-2023		Cook
Karen McConnaughay	2019-2025		DuPage
Scott Paddock	2019-2025		Cook
Gary Perinar	2019-2025		Will
James Sweeney	2019-2023		Cook
Governor J.B. Pritzker, ex-officio			
IDOT Secretary Omer Osman, ex-officio			
2 Vacancies			
Illinois Student Assistance Commission			
Kevin Huber, Chair	2011-2027	Libertyville	Lake
Elizabeth Lopez, Vice Chair	2017-2023	Chicago	Cook
Maureen Terese Amos	2019-2025	Chicago	Cook
Darryl Arrington	2015-2023	Chicago	Cook
Niketa Brar	2015-2027	Chicago	Cook
Jonathan "Josh" Bullock	2019-2025	Mattoon	Coles
Thomas Dowling	2020-2025	Chicago	Cook
James Hibbert	2017-2023	Naperville	DuPage
Franciene Sabens	2017-2023	Murphysboro	Jackson
Payton Ade, Student Representative	2021-2023	Mahomet	Champaign
Metropolitan Pier and Exposition Authority			
Jeffrey Bethke, Chair	2021-2025	Chicago	Cook
Don Villar, Vice Chair	2019-2024	Chicago	Cook
Jorge Ramirez, Secretary/Treasurer	2017-2025	Lemont	Cook
Dr. Sonat Birnecker Hart	2019-2024	Chicago	Cook
Nina Grondin	2019-2023	Chicago	Cook
Michelle Mills Clement	2022-2026	Chicago	Cook
Terrance McGann	2013-2017	Chicago	Cook
Juan Morado, Jr.	2020-2024	Chicago	Cook
Sherman Wright	2019-2022	Chicago	Cook

AUTHORITIES	Terms	City	County
Quad Cities Regional Economic Development Authority			
Robert Anderson	2002-2004	Moline	Rock Island
Kurt Brunner	2012-2023	Mount Carroll	Carroll
Ann DeSmith	2009-2024	Atkinson	Henry
James P. Jacobs	2002-2013	Rock Island	Rock Island
Christopher Lemon	2020-2023	Rock Island	Rock Island
Kevin Marx	-2020	Dixon	Lee
Steve Moreland	2021-2025	Aledo	Mercer
David Schmit			Jo Daviess
Ken Springer	2016-2022	Galesburg	Knox
Betty Steinert	2014-2022	Morrison	Whiteside
Scott Verschoore	2000-2008	Taylor Ridge	Rock Island
Jan Weber			Henry
Mark Williams	2020-2022	Freeport	Stephenson
Salvador Garza, DCEO, ex-officio		Galesburg	Knox
2 Vacancies			
Railsplitter Tobacco Settlement Authority			
Alexis Sturm, Director GOMB			
Bill O'Connell	2017-		Cook
Elizabeth Weber	2017-		Cook
Regional Transportation Authority			
Kirk W. Dillard, Chair	2014-2024		
David R. Andalcio	2019-2024		DuPage
Pat Carey	2019-2024		Lake
William R. Coulson	2007-2021		Cook
Philip Fuentes	2008-2022	Chicago	Cook
Jamie Gathing	2020-2025		Cook
Elizabeth Doody Gorman	2021-2026		Cook
Christopher J. Groven	2018-2022		Kane
Alexandra Holt	2018-2023	Chicago	Cook
Thomas Kotel	2017-2022		Cook
Michael W. Lewis	2013-2023		Cook
Christopher C. Melvin, Jr.	2012-2023	Chicago	Cook
Sarah Pang	2013-2022	Chicago	Cook
J.D. Ross	2008-2023		Will
Brian Sager	2018-2023		McHenry
Vacancy			

AUTHORITIES	Terms	City	County
Southeastern Illinois Economic Development Authority			
John Chapman	2021	McLeansboro	Hamilton
Heather Cooper	2014	Bridgeport	Lawrence
Sarah Diel Kinkade	2022	Newton	Jasper
Larry Flach	2014	Montrose	Effingham
Dennis Graves	2021	Olney	Richland
Glen Gurtner	2020	Browntown	Fayette
Todd Hull	2022	Effingham	Effingham
Jeremy Kohn	2025	Flora	Clay
Cliff Lindeman	2020	Mt. Vernon	Jefferson
Craig Newman	2022	Mt. Carmel	Wabash
Mike Parsons	2022	Union	Clark
Kip Randolph	2022	Robinson	Crawford
Bill Smith	2020	Centralia	Marion
DR Smith	2010	Robinson	Crawford
Matthew St. Ledger	2020	Albion	Edwards
Kenneth Usery	2020	Carmi	White
Tom Web	2021	Toledo	Cumberland
DCEO, ex-officio			
9 vacancies			
Southern Illinois Economic Development Authority			
Robert L. Mees, Chair			
Joe Griggs, Vice Chair			Alexander
Rex Duncan, Treasurer			Perry
Kathy Lively, Secretary			
Hervey E. Davis			
Randy Drone			Gallatin
Tiffany George			Pulaski
David Gould			Union
David Holder			Randolph
Lee Messersmith			Franklin
Steve Mitchell			Jackson
James Nighswander			Johnson
Larry Richards			Pope
Aaron Smith			Williamson
Kelly Stewart			
Stewart Weisenberger			Massac
Jimi Williams-Cox			Saline
Kim Watson, DCEO Designee			
3 Vacancies			

AUTHORITIES	Terms	City	County
Southwestern Illinois Development Authority			
Dave Willey, Chair	2007-2011	Greenville	Bond
Debra Moore, Vice Chair	2020-	East St. Louis	St. Clair
Kevin Kaufhold, Treasurer	2011-2014	Belleville	St. Clair
Rodney Caffey	2022-2025	Edwardsville	Madison
Randall Harris	2022-2025	Edwardsville	Madison
Justin Hopkins	2022-	Troy	Madison
Bruce Mattea	2021-	Edwardsville	Madison
Vicky McElroy	2021-2025	Edwardsville	Madison
Bob Netemyer	2020-	Trenton	Clinton
Sara Rice	2022-2025	Edwardsville	Madison
Kennard Tucker	2011-2014	Fairview Heights	St. Clair
Bryan Whitaker	2020-2023	Belleville	St. Clair
Monica Bristow, DCEO, ex-officio			
Kevin Jemison, DOT, ex-officio			
Tri-County River Valley Development Authority			
James C. Dillon, Chair	2022	West Peoria	Peoria
Tim Schoon, Treasurer	2013-2024	Washburn	Woodford
Ty Livingston, Secretary	2012-2024	East Peoria	Tazewell
Bill Atkins	2020-2022	Washington	Tazewell
Paul Flynn	2021-2024	Washington	Tazewell
Dawn Jeffries	2021-2025	Peoria	Peoria
Ryan Miller	2021-2023	Peoria	Peoria
Mark Rothert	2020-2023	Pekin	Tazewell
Patrick Urich	2022-2025	Peoria	Peoria
Kristin Dicenso, DNR Designee			
Vacant, DCEO Designee			
Upper Illinois River Valley Development Authority			
Kevin Olson, Chair	2000-2021	Morris	Grundy
Michael Guilfoyle, Vice Chair	1998-2021	Mendota	LaSalle
Robert Bakewell, Treasurer	2009-2021	Wenona	Marshall
Melissa Hernandez, Secretary	2019-2022	Elgin	Kane
Kevin Considine	2018-2021	Lincolnshire	Lake
Pam Cumpata	2021-2022	Elgin	Kane
Terrence Dee	2019-2021	Lake Forrest	Lake
Dan Koukol	2020	Yorkville	Kendall
Justin Meierkord	2022-		Marshall
Ted Mesiacos	2022-		Kane
Peter Olson	2019-2022	Antioch	Lake
Kurt Schneider	2012-2021	Crystal Lake	McHenry
Estelle Walgreen	2019-2022	Lake Forrest	Lake
Susan Van Weelden	2019-2022	Elgin	Kane
Reed Wilson	2021	McNabb	Putnam
Theresa Wittnauer	2022-2024	Princeton	Bureau
Yair Rodriguez, DCEO			
Michael Pittman, CMS			
3 Vacancies			

AUTHORITIES	Terms	City	County
Western Illinois Economic Development Authority			
H.O. Brownback, Chair	2007-2025	Ashland	Cass
Robert Bucher, Vice Chair	2015-2021	Lewistown	Fulton
Ken Walker, Treasurer	2019-2025	Havana	Mason
Mike McLaughlin, Secretary	2006-2022	Quincy	Adams
Terry Denison	2018-2024	Jacksonville	Morgan
Beau Fretueg	2024	Rushville	Schuyler
Monte Graham	2005-2024	Havana	Fulton
Samantha Harnack	2022-2026	Carthage	Hancock
Robin Allen Johnson	2010-2023	Monmouth	Warren
Kyle Pruett	2022-2025	Briggsville	Henderson
Shawn Rennecker	2015-2021	Winchester	Pike
Robert Schafer	2019-2025	Murrayville	Scott
L. Scott Schwerer	2010-2022	Macomb	McDonough
Ed Teefey	2008-2020	Mount Sterling	Brown
Sal Garza, DCEO, ex-officio			
Michael Pittman, CMS, ex-officio			
5 Vacancies			
Will Kankakee Regional Development Authority			
Montele Crawford	2019-2024	Bourbonnais	Kankakee
James Cronin	2022-2023	Joliet	Will
Christopher Curtis	2022	Kankakee	Kankakee
Victoria King	2022-2024	Joliet	Will
Tim Nugent	2017-2024	Kankakee	Kankakee
Mike O'Brien	2018-2023	Kankakee	Kankakee
Doug Pryor	2022	Joliet	Will
DCEO, ex-officio			
2 Vacancies			

STATE UNIVERSITIES	Terms	City	County
Chicago State University			
Andrea Zopp, Esq., Chair	2019-2025	Chicago	Cook
Mark Schneider, Esq., Vice Chair	2019-2023	Evanston	Cook
Angelique A. David, Secretary	2021-2025	Naperville	Will
Dr. Brian Clay, M.D.	2019-2023	Chicago	Cook
Jason Quiara	2022-2023	Chicago	Cook
Cory Thames	2021-2025	Chicago	Cook
Cheryl Watkins	2022-2023	Chicago	Cook
Essence Smart, Student Trustee	2021-2023	Lake Station	Lake
Zaldwaynaka Z. Scott, CSU President, ex-officio			
Craig Duetsch, ex - officio			
Eastern Illinois University			
Joyce Madigan, Chair	2019-2023	Charleston	Coles
C. Christopher Hicks, Vice Chair	2019-2025	Homewood	Cook
Audrey Edwards, Secretary	2019-2025	Matoon	Coles
Joseph R. Dively	2011-2023	Charleston	Coles
Barbara A. Baurer, Member Pro Tem	2017-2023	Minier	Tazewell
Connor Mellott, Student Trustee	2022-2023	Charleston	Coles
2 Vacancies			
Governors State University			
Angela Sebastian, Chair	2019-2025	Chicago	Cook
Kevin Brookins, Vice Chair	2019-2025	Olympia Fields	Cook
James Kvedaras, Secretary	2019-2023	Homewood	Cook
John Brudnak	2019-2023	Orland Park	Cook
Pedro Cevallos-Candau	2019-2023	Northbrook	Cook
Lisa Harrell	2019-2025	Flossmoor	Cook
Anibal Taboas	2019-2023	Woodridge	DuPage
Lluvia Hernandez-Aguirre, Student Trustee	2022-2023		
Illinois State University			
Robert Navarro, Chair	2019-2025	Plainfield	Will
Scott Jenkins	2023-2029		Champaign
Julie A. Jones	2017-2025	Chicago	Cook
Lia Merminga	2023-2029		Kane
Aselimhe Ebikhumi, Student Trustee	2023		
3 Vacancies			
Northeastern Illinois University			
Betty Fleurimond	2023-2029		Cook
Marvin Garcia	2019-2025	Chicago	Cook
Ann Kalayil	2019-2025	Lincolnwood	Cook
Michelle Morales	2023-2029		Cook
Todd J. Phillips	2023-2029		
Jose A. Rico	2023-2029		
Paula Wolff			
Shyrice Howell, Student Trustee	2022-2023	Chicago	Cook
2 Vacancies			

STATE UNIVERSITIES

Northern Illinois University

	Terms	City	County
Eric Wasowicz, Chair	2017-2023	Palatine	Cook
Rita Athas, Vice Chair	2019-2023	Chicago	Cook
Montel Gayles, Secretary	2019-2025	Chicago	Cook
Dennis Barsema	2017-2023	Barrington Hills	Cook
John R. Butler	2008-2025	Chicago	Cook
Veronica Herrero	2017-2025	Chicago	Cook
Robert Pritchard	2018-2023	Hinckley	DeKalb
Tim Moore, Student Trustee	2021-2023	DeKalb	DeKalb

Southern Illinois University

	Terms	City	County
Phil Gilbert, Chair	2011-2027	Carbondale	Jackson
Ed Hightower, Vice Chair	2019-2025	Edwardsville	Madison
Subhash Sharma, Secretary	2019-2025	Carbondale	Jackson
Edgar Curtis	2019-2025	Springfield	Sangamon
Sara Salger	2022-2027	Columbia	Monroe
John Simmons	2019-2023	Alton	Madison
Roger Tedrick	2019-2023	Mt. Vernon	Jefferson
Dorcas Brou, Student Trustee, SIUC	2022-2023	Romeoville	Will
Hailee O'Dell, Student Trustee, SIUE	2021-2022	Glen Carbon	Madison
Dr. Carmen Ayala, ex-officio	2019-		

University of Illinois

	Terms	City	County
Ramon Cepeda	2015-2027	Darien	DuPage
Tami Craig Schilling	2021-2027	Okawville	Washington
Donald J. Edwards	2017-2025	Chicago	Cook
Joseph Gutman	2022-2025	Highland Park	Lake
Patricia Brown Holmes	2019-2025	Chicago	Cook
Wilbur C. Milhouse III	2023-2029	Chicago	Cook
Sarah Phalen	2021-2027	Springfield	Sangamon
Sylvai Puente	2022-2029	Chicago	Cook
Rafael Camacho Jr., UIUC Student Rep.	2022-2023	Harvey	Cook
Mohammed A. Haq, UIC Student Rep.	2022-2023	Elk Grove Village	DuPage
Will Formea, UIS Student Rep.	2022-2023	Springfield	Sangamon
J.B. Pritzker, Governor of Illinois, ex-officio			
Vacancy			

Western Illinois University

	Terms	City	County
Doug Shaw, Chair	2019-2025	Peoria	Peoria
Kisha M.J. Lang, Secretary	2019-2023	Maywood	Cook
Greg Aguilar	2019-2025	East Moline	Rock Island
Polly Radosh	2019-2025	Good Hope	McDonough
Carin Stutz	2019-2023	Chicago	Cook
Patrick M. Twomey	2019-2023	Macomb	McDonough
Derek Wise	2023-2029	Venice	Madison
Cody Cornell, Student Trustee	2021-2022	Columbia	Monroe

COMMISSION OVERVIEW

The Commission on Government Forecasting & Accountability is a bipartisan legislative support service agency responsible for advising the Illinois General Assembly on economic and fiscal policy issues and for providing objective policy research for legislators and legislative staff. The Commission's board is comprised of twelve legislators—split evenly between the House and Senate and between Democrats and Republicans. Effective December 10, 2018, pursuant to P.A. 100-1148 the former Legislative Research Unit was merged into the Commission.

The Commission has three internal units—Revenue, Pensions, and Research, each of which has a staff of analysts and researchers who analyze policy proposals, legislation, state revenues & expenditures, and benefit programs, and who provide research services to members and staff of the General Assembly. The Commission's staff fulfills the statutory obligations set forth in the Commission on Government Forecasting and Accountability Act (25 ILCS 155/), the State Debt Impact Note Act (25 ILCS 65/), the Illinois Pension Code (40 ILCS 5/), the Pension Impact Note Act (25 ILCS 55/), the State Facilities Closure Act (30 ILCS 608/), the State Employees Group Insurance Act of 1971 (5 ILCS 375/), the Public Safety Employee Benefits Act (820 ILCS 320/), the Legislative Commission Reorganization Act of 1984 (25 ILCS 130/), and the Reports to the Commission on Government Forecasting and Accountability Act (25 ILCS 110/).

- The **Revenue Unit** issues an annual revenue estimate, reports monthly on the state's financial and economic condition, and prepares bill analyses and debt impact notes on proposed legislation having a financial impact on the State. The Unit publishes a number of statutorily mandated reports, as well as on-demand reports, including the *Monthly Briefing* newsletter and annually, the *Budget Summary*, *Capital Plan Analysis*, *Illinois Economic Forecast Report*, *Wagering in Illinois Update*, and *Liabilities of the State Employees' Group Insurance Program*, among others. The Unit's staff also fulfills the agency's obligations set forth in the State Facilities Closure Act.
- The **Pension Unit** prepares pension impact notes on proposed pension legislation and publishes several statutorily mandated reports including the *Financial Condition of the Illinois State Retirement Systems*, the *Financial Condition of Illinois Public Pension Systems* and the *Fiscal Analysis of the Downstate Police & Fire Pension Funds in Illinois*. The Unit's staff also fulfills the statutory responsibilities set forth in the Public Safety Employee Benefits Act.
- The **Research Unit** primarily performs research and provides information as may be requested by members of the General Assembly or legislative staffs. Additionally, the Unit maintains a research library and, per statute, collects information concerning state government and the general welfare of the state, examines the effects of constitutional provisions and previously enacted statutes, and considers public policy issues and questions of state-wide interest. Additionally, the Unit publishes *First Reading*, a quarterly newsletter which includes abstracts of annual reports or special studies from other state agencies, the *Illinois Tax Handbook for Legislators*, *Federal Funds to State Agencies*, various reports detailing appointments to State Boards and Commissions, the *1970 Illinois Constitution Annotated for Legislators*, the *Roster of Illinois Legislators*, and numerous special topic publications.

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