

FY 2025 CAPITAL PLAN ANALYSIS



**Commission on Government
Forecasting and Accountability**

April 2024

*Commission on Government
Forecasting and Accountability*

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Cover Photo: The Illinois State Capitol building is under construction to create a new welcome center and underground parking.

TABLE OF CONTENTS

APRIL 2024

	<u>PAGE</u>
INTRODUCTION	i
EXECUTIVE SUMMARY	iii
ILLINOIS BONDS AT A GLANCE	iv
FY 2025 RECOMMENDED CAPITAL BUDGET	1
FY 2025 Capital Plan Appropriations	3
Bond Fund Appropriations	7
History of Appropriations from All Funds	8
History of Appropriations from Bond Funds	9
Federal \$1.2 Trillion Infrastructure Investment and Jobs Act	10
Rebuild Illinois Capital Program Funding	11
The Capital Projects Fund	15
FY 2025 Capital Projects by Agency	23
Capital Development Board	23
Commerce and Economic Opportunity	23
Environmental Protection Agency	24
Innovation and Technology	24
Military Affairs	24
Natural Resources	25
Secretary of State	25
Transportation	26
DEBT MANAGEMENT	27
Summary of State Supported Bond Debt	29
Bond Authorization	30
Bond Sales	34
Outstanding Principal	38
Debt Service	39
Recent Illinois Ratings History	44
Locally-Issued State-Supported Debt	50
Debt Comparisons: Illinois v. Other States	58
CURRENT BOND TOPICS	63
Federal Sequestration Effects on Debt Service	65
Retirement of Railsplitter Tobacco Settlement Authority Bonds	68
Illinois Sports Facilities Authority Debt	70
Regional Transportation Authority Budget Gap	79
Metropolitan Pier and Exposition Authority Debt	82
Toll Highway Authority's Move Illinois Capital Program	86
School Construction Update	89
Debt Responsibility and Transparency	99

	<u>PAGE</u>
NON-STATE SUPPORTED BOND DEBT	105
Summary of Non-State Supported Bond Debt	107
Moral Obligation Bonds	108
Bonded Indebtedness of Authorities and Universities	109
APPENDICES:	115
Appendix A: School Construction Projects Completed Since Illinois Jobs Now Began	
Appendix B: School Construction Projects Pending	
Appendix C: Capital Plans of State Universities	
Appendix D: Regional Transportation Authority & Service Boards' Capital Plans	
Appendix E: Authorities and State Universities: Boards of Directors	

INDEX OF CHARTS AND TABLES

TABLES	<u>PAGE</u>
Table 1 Illinois Bonds at a Glance	iv
Table 2 FY 2025 Requested Appropriations & FY 2024 Appropriations	3
Table 3 FY 2025 Capital Development Board Requested Appropriations	4
Table 4 FY 2025 New Capital Projects Proposals	4
Table 5 Transportation Renewal Fund: Revenues and Transfers Out	12
Table 6 Rebuild Illinois Projects Fund: Revenues and Transfers Out	14
Table 7 Capital Projects Fund Revenues	18
Table 8 Capital Projects Fund Estimates	19
Table 9 General Obligation Authorization History	30
Table 10 Status of G.O. and State-Issued Revenue Bonds	32
Table 11 Build Illinois Authorization Increases	33
Table 12 State-Issued Bond Sales	34
Table 13 General Obligation Debt Service by Fund	39
Table 14 Combined Debt Service of Pension Obligation & Acceleration Bonds	42
Table 15 Illinois' General Obligation Bond Ratings History	48
Table 16 Build Illinois Bond Ratings History	48
Table 17 Locally-Issued Revenue Bond Debt Service History	55
Table 18 Net Tax-Supported Debt Per Capita	58
Table 19 10 Highest States in Net Tax-Supported Debt	59
Table 20 Federal Sequestration Effects on Federal Subsidy Bonds in Illinois	67
Table 21 Increased Advance Amount from GRF to ISFA	70
Table 22 Illinois Sports Facilities Authority Bond Sales	72
Table 23 ISFA: Soldier Field Debt Service Schedule	74
Table 24 ISFA: Major Revenue Sources	77
Table 25 MPEA Expansion Bonds: State Back-up Tax Pledge Maximum	82
Table 26 Tollway Current Capital Spending	86
Table 27 Illinois Tollway Source of Revenues	87
Table 28 FY 2010 IJN School Construction Appropriations	91
Table 29 School Construction Program History of Appropriations	92
Table 30 Percentage of Competitive Bond Sales	101
Table 31 Debt Responsibility Measures	103
Table 32 Non-State Supported Debt by Authority	114

INDEX OF CHARTS AND TABLES (continued)

CHARTS		<u>PAGE</u>
Chart 1	FY 2025 Capital Plan Funding: New Appropriations by Type of Fund	5
Chart 2	Road Fund and State Construction Fund Expenditures	6
Chart 3	FY 2025 Bond Appropriations: New v. Reappropriations	7
Chart 4	10-year History of Appropriations from All Funds	8
Chart 5	10-year Appropriations History of Combined Bond Funds	9
Chart 6	Road Fund and State Construction Fund Revenues	11
Chart 7	State-Issued Bond Sales	37
Chart 8	State-Supported Principal Outstanding	38
Chart 9	General Obligation Debt Service: Principal v. Interest	40
Chart 10	State-Issued Revenue Bond Debt Service: Principal & Interest	43
Chart 11	Locally-Issued Revenue Bonds: New Capital Bond Sales	52
Chart 12	Locally-Issued Revenue Bonds Principal Outstanding	53
Chart 13	GO Bond Ratings for Selected States	60
Chart 14	GO/State-Issued Revenue Bond Debt Service to General Funds Receipts	61
Chart 15	School Construction Projects: Applications	90
Chart 16	School Infrastructure Fund Revenues	94
Chart 17	Distribution of Cigarette Tax Revenues	96
Chart 18	Shortfall in Cigarette Revenues to the School Infrastructure Fund	97
Chart 19	Non-State Supported Debt: Bond Sales	110
Chart 20	Non-State Supported Debt: Principal Outstanding	112

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 2025 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 2025 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 (Build Illinois 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

- “Approximately \$22 billion has been expended from capital appropriations since fiscal year 2020 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation purposes. This includes approximately \$13.6 billion of improvements statewide on 5,659 miles of highway, 578 bridges, and 862 additional safety improvements through the Illinois Department of Transportation.” [FY 2025 Capital Budget]
- Over \$22 billion in federal infrastructure funding through the Infrastructure Investment and Jobs Act (IIJA) is anticipated, with \$14.6 billion already approved for Illinois for over 380 projects. [FY 2025 Budget in Brief, Governor’s Office of Management and Budget, February 21, 2024] On February 29, 2024, the federal government provided \$9.9 billion in partial 2024 funding for transit across the U.S, with half of this funding going through the Urbanized Area Formula Funding program. Of this amount, \$341 million would go to the Chicago area.
- The Governor’s FY 2025 new capital projects proposal totals approximately \$9.344 billion, and reappropriations equal \$41.578 billion. Of the new projects, 69% would be pay-as-you go funding.
- General Obligation capital projects total authorization is currently \$51.7 billion, with approximately \$17.8 billion remaining unissued as of February 29, 2024. Pension Acceleration bond authorization available is \$466 million. Build Illinois Authorization available is \$3.9 billion.
- The Governor’s Office of Management and Budget’s estimated bond sales in FY 2024 would include \$2.0 billion in General Obligation project bonds, \$325 million of Pension Acceleration Bonds and \$600 million of Build Illinois Bonds. In FY 2025, bond sales would include \$2.9 of G.O. project bonds, \$316 million of Pension Acceleration Bonds, and \$525 million in Build Illinois bonds.
- As of the Fitch upgrades in November 2023, all three ratings agencies have now upgraded the State three levels each over the past two and a half years, placing Illinois firmly in “A” territory. Fitch raised Illinois’ General Obligation bond rating one level to A-, with a stable outlook in November. The Fitch rating enhancement follows upgrades in March 2023 from Moody’s raising Illinois’ G.O. bonds to A3 from Baa1, and in February 2023 when Standard and Poor’s upgraded Illinois’ General Obligation Bonds to A- from BBB+.
- On September 12, 2023, The Governor’s Office released a statement that the remaining \$449 million of Railsplitter Tobacco Settlement Authority Bonds have been retired. The retirement of these bonds will save the State approximately \$50 million, and the MSA Tobacco Settlement payments will now go directly to the State to be used for the Medicaid program.

Table 1 ILLINOIS BONDS AT A GLANCE							
(\$ in millions)							
	<u>FY 2023</u>	<u>FY 2024</u>	<u>\$ Change</u>	<u>% Change</u>	<u>FY 2025</u>	<u>\$ Change</u>	<u>% Change</u>
Bond Sales*	actual	estimate			estimate		
General Obligation	\$2,050.0	\$2,310.0	\$260.0	12.7%	\$3,166.0	\$856.0	37.1%
Revenue	\$0.0	\$600.0	\$600.0	N/A	\$525.0	-\$75.0	N/A
Total	\$2,050.0	\$2,910.0	\$860.0	42.0%	\$3,691.0	\$781.0	26.8%
Outstanding Principal**							
General Obligation	\$27,025.6	\$27,197.5	\$171.9	0.6%	\$28,074.8	\$877.3	3.2%
Revenue	\$1,859.4	\$2,279.0	\$419.6	22.6%	\$2,594.0	\$315.0	13.8%
Total	\$28,885.0	\$29,476.5	\$591.5	2.0%	\$30,668.8	\$1,192.3	4.0%
Debt Service**							
General Obligation	\$3,380.6	\$3,493.9	\$113.3	3.4%	\$3,650.4	\$156.5	4.5%
Revenue	\$272.0	\$267.0	-\$5.0	-1.8%	\$312.0	\$45.0	16.9%
Total	\$3,652.6	\$3,760.9	\$108.3	3.0%	\$3,962.4	\$201.5	5.4%
Source: Proposed Illinois State Budget for Fiscal Year 2025							
General Revenues***	\$50,707.0	\$51,709.0	\$1,002.0	2.0%	\$52,077.0	\$368.0	0.7%
G.O. & Revenue Debt Service as % of Base General Revenues							
	7.20%	7.27%			7.61%		
GO Bond Rating							
Moody's	A3	A3					
Standard & Poor's	A-	A-					
Fitch	BBB+	A-					
Note: Bond Sales do not include refunding sales or Short-term borrowing.							
* FY 2024 and FY 2025 Bond Sales are estimates by GOMB.							
** FY 2024 and FY 2025 Principal Outstanding and Debt Service amounts are CGFA estimates.							
*** FY 2024 and FY 2025 General Revenues are the Commission's estimates.							

Expected bond sales in FY 2024, are \$2.9 billion, which includes almost \$2.0 billion in General Obligation bonds for the State’s capital programs, \$325 million of Pension Acceleration Bonds and \$600 million in Build Illinois Bonds. The State has already sold \$700 million in G.O. bonds for capital projects, \$175 million in Pension Acceleration bonds, and the total \$600 million of expected Build Illinois Bond sales in FY 2024.

In FY 2025, the Governor’s Budget estimates the sale of \$3.7 billion in bonds. This would consist of \$2.9 billion of G.O. capital project bonds, the remaining authorization of \$316 million of Pension Acceleration Bonds, and \$525 million of Build Illinois bonds.

FY 2025 RECOMMENDED CAPITAL BUDGET



- **FY 2025 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 2025 Capital Projects by Agency**

FY 2025 Capital Plan Appropriations

The \$45 billion Rebuild Illinois capital program began in FY 2020 as a six-year plan. Reappropriations are expected to continue until projects are finished. “Approximately \$22 billion has been expended from capital appropriations since fiscal year 2020 in support of broadband deployment, economic and community development, education, environmental protection, healthcare, state facilities, and transportation purposes. This includes approximately \$13.6 billion of improvements statewide on 5,659 miles of highway, 578 bridges, and 862 additional safety improvements through the Illinois Department of Transportation.” [FY 2025 Capital Budget]

Over \$22 billion in federal infrastructure funding through the Infrastructure Investment and Jobs Act (IIJA) is anticipated, with \$14.6 billion already approved for Illinois for over 380 projects. [FY 2025 Budget in Brief, Governor’s Office of Management and Budget, February 21, 2024] On February 29, 2024, the federal government provided \$9.9 billion in partial 2024 funding for transit across the U.S, with half of this funding going through the Urbanized Area Formula Funding program. Of this amount, \$341 million would go to the Chicago area. [*Feds send \$9.9 billion of transit funds to states, cities for 2024 planning*, by Caitlin Devitt, February 29, 2024, The Bond Buyer]

Table 2 shows the FY 2025 requested capital appropriations and the FY 2024 actual capital appropriations. The Governor’s FY 2025 new capital projects proposal totals approximately \$9.344 billion, and reappropriations equal \$41.578 billion. Of the new projects, 69% would be pay-as-you go funding.

TABLE 2 FY 2025 CAPITAL PLAN REQUESTED APPROPRIATIONS			
FUND TYPE	NEW APPROPRIATIONS	RE- APPROPRIATIONS	TOTAL
Bond	\$2,929,000,000	\$22,700,523,316	\$25,629,523,316
State Funds	\$6,053,429,800	\$17,239,872,267	\$23,293,302,067
Federal/Trust	\$361,700,000	\$1,638,009,933	\$1,999,709,933
TOTAL	\$9,344,129,800	\$41,578,405,516	\$50,922,535,316

FY 2024 CAPITAL PLAN APPROPRIATIONS			
FUND TYPE	NEW APPROPRIATIONS	RE- APPROPRIATIONS	TOTAL
Bond	\$739,760,973	\$24,379,388,619	\$25,119,149,592
State Funds	\$5,206,897,470	\$16,409,946,569	\$21,616,844,039
Federal/Trust	\$405,033,500	\$1,542,198,226	\$1,947,231,726
TOTAL	\$6,351,691,943	\$42,331,533,414	\$48,683,225,357

As shown in Table 3, new appropriations to the Capital Development Board (CDB) total \$2.2 billion in FY 2025. Reappropriations to CDB total almost \$8.0 billion, while the remainder of the Governor’s request of new and re-appropriations would be appropriated directly to specific agencies. [See FY 2025 Capital Projects by Agency on page 23]

TABLE 3 FY 2025 CDB REQUESTED APPROPRIATIONS			
FUND TYPE	NEW APPROPRIATIONS	RE- APPROPRIATIONS	TOTAL
Capital Development	\$2,210,000,000	\$6,270,249,999	\$8,480,249,999
School Construction	\$0	\$329,722,972	\$329,722,972
Build Illinois	\$0	\$1,253,913,135	\$1,253,913,135
Rebuild Illinois Projects	\$0	\$48,708,948	\$48,708,948
CDB Contributory Trust	\$0	\$67,665,131	\$67,665,131
TOTAL	\$2,210,000,000	\$7,970,260,185	\$10,180,260,185

New project priorities for the Capital Development Board include funding for correctional facilities (\$900 million), Public Health laboratories (\$157 million), the State Armory Building in Springfield (\$93 million) and a CMS central computing facility, while investing in deferred maintenance for universities and community colleges (\$575 million) and State buildings (\$400 million). The Department of Commerce and Economic Opportunity (DCEO) has multiple new project requests for new appropriations, such as \$500 million for a Quantum Computing Campus and for research and development. Other DCEO projects requested would be \$50 million for Prime Sites for Businesses, \$40 million for Business site development, \$25 million for the State’s Enterprise Fund and \$25 million for public infrastructure for Community Development.

TABLE 4 FY 2025 New Capital Project Proposals	
Transportation	\$4.902 billion
Capital Development Board	\$2.210 billion
Environmental Protection Agency	\$1.236 billion
Commerce and Economic Opportunity	\$690 million
Natural Resources	\$159 million
Innovation and Technology	\$60 million
Secretary of State	\$46 million
Military Affairs	\$40 million
TOTAL	\$9.343 billion

The Illinois Environmental Protection Agency request for new appropriations would increase for the third year in a row funding for the Lead Service Line Replacement program. The program received new appropriations of \$113 million in FY 2023, which increased to \$230 million in FY 2024, and, if approved, would be increased to \$280 million in FY 2025. Other new program requests are a Clean Heavy-Duty Vehicle program for \$25 million with funding from the Inflation Reduction Act (IRA) and a Battery Recycling program for \$4 million with federal assistance. The State would use

additional IJA funding for Waste Water (\$112 million) and Drinking Water (\$139 million) projects on top of the State’s own version of these programs, \$450 million and \$222 million, respectively.

Other large new appropriations requests would be through the Department of Transportation, which include \$2.642 billion in Road and State Construction funds for statewide transportation projects. This number has been increasing over the past three years from \$1.381 billion in FY 2023 and \$1.560 billion in FY 2024. Under the Capital Budget, The Township Bridge Program would get \$60 million, which is the same as last fiscal year. A couple of newer appropriation requests for FY 2025 would be \$242 million for Downstate transit projects, \$66 million for an IL 9 Federal Rural System Transportation Grant, and \$194 million for the National Electric Vehicle Infrastructure program.

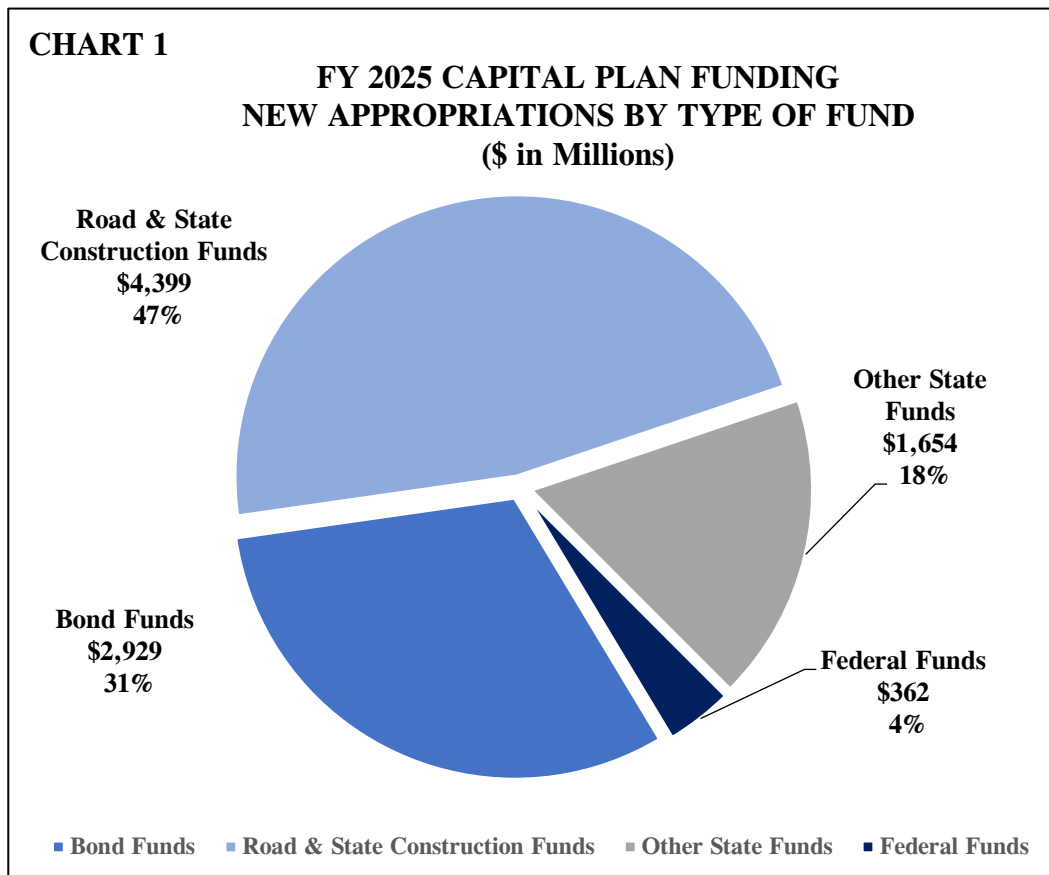
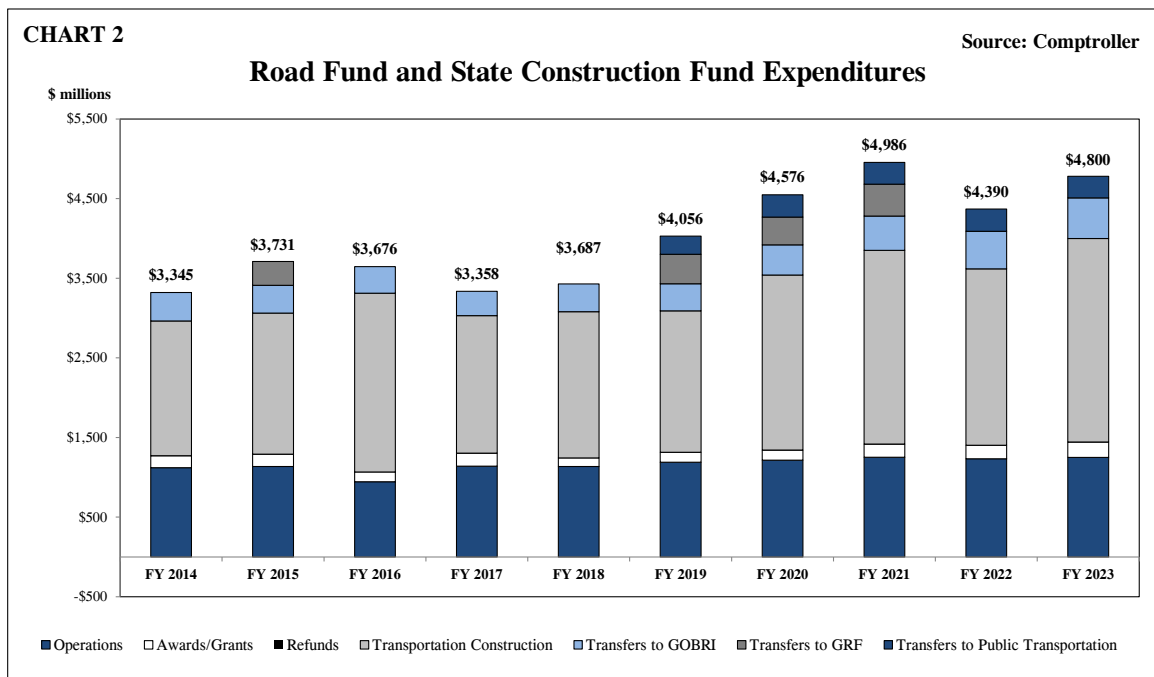


Chart 1 shows new appropriations separated out into categories. The Road Fund & State Construction Fund are set apart to show that they will pay for almost half of State-funded projects, paying 47% of new appropriations, while other State funds would pay for 18%, Federal funds for 4%, and Bonds for 31%.

The pay-as-you-go new 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, Illinois National Guard Construction Fund, Illinois Works Fund, Park and Conservation Fund, Water Revolving Fund), federal sources (e.g. Abandoned Mined Lands Reclamation Council Federal Trust Fund, Federal Mass Transit Trust Fund, Federal/State/Local Airport Fund, Forest Reserve Fund, U.S. Environmental Protection Fund) and local matching funds.

The Road Fund and State Construction Fund pay a large portion of Transportation-related projects. These Funds 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 2023, 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.

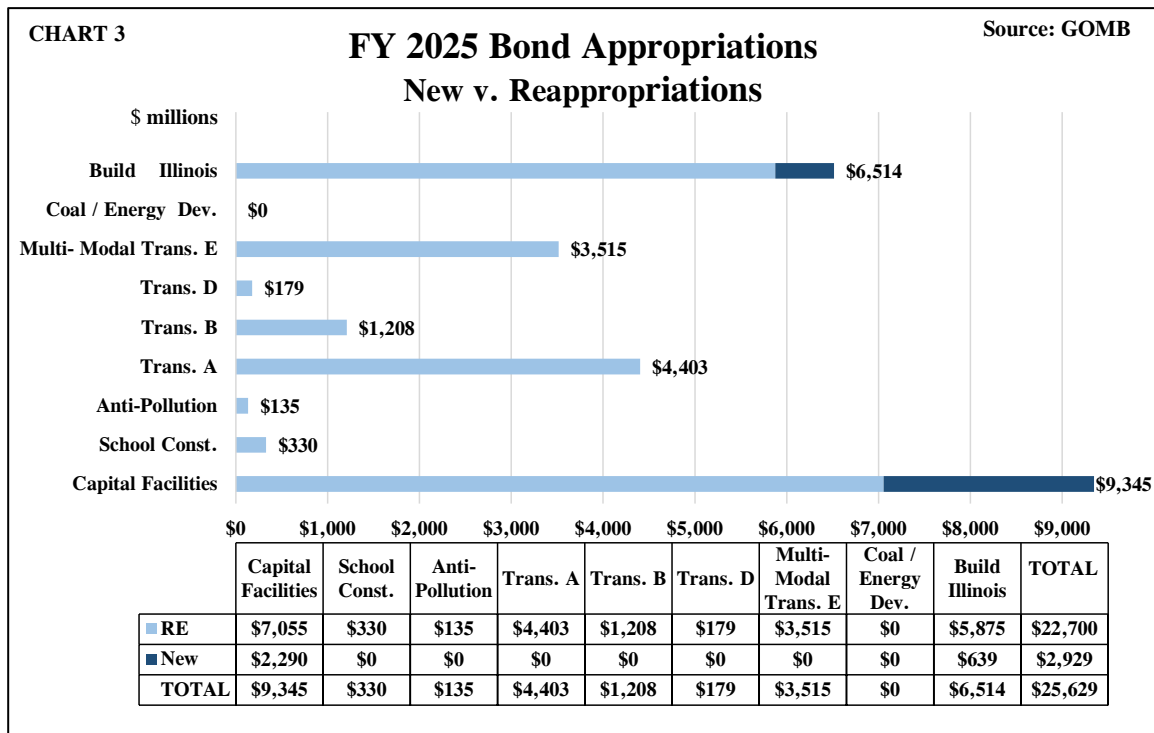


Bond Fund Appropriations

New bond fund appropriations in FY 2025 would equal \$2.9 billion, which would include \$2.3 billion for capital facilities and \$639 million for Build Illinois projects. Reappropriations would equal \$22.7 billion in FY 2025, 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 \$325 million in authorization remains unissued as of January 31, 2024.

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, 2024, a little over \$1 billion 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.

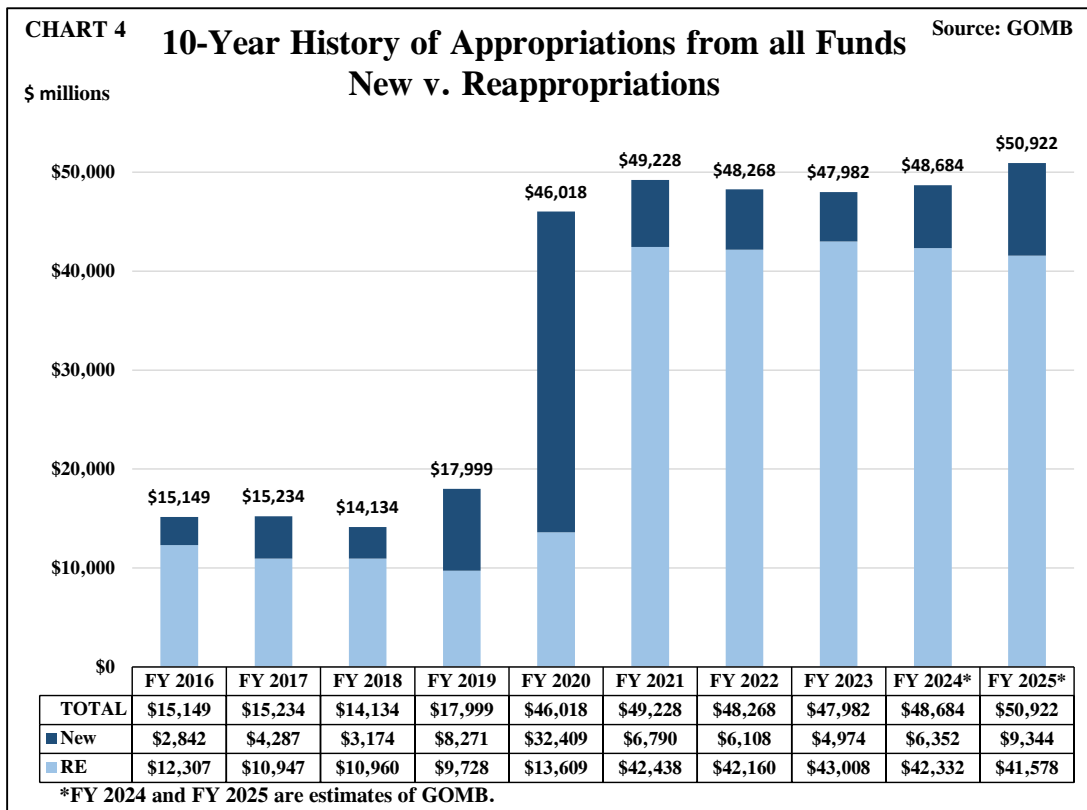


Note: Funds that are not expended in the year they are appropriated, and are still needed for the completion of a project, are reappropriated in subsequent years.

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 2016 to requested FY 2025 is illustrated in Chart 4 below. Though most of the new appropriations from the previous capital program, Illinois Jobs Now (IJN), 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 new appropriations of \$6.1 billion was comprised of only \$711 million from bond funds. Likewise, FY 2023 and FY 2024 new appropriations of approximately \$4 billion - \$5 billion only included \$600 - \$700 million of bond funds. The FY 2025 Budget request for new appropriations is \$9.3 billion, with \$2.9 billion coming from bond funds.

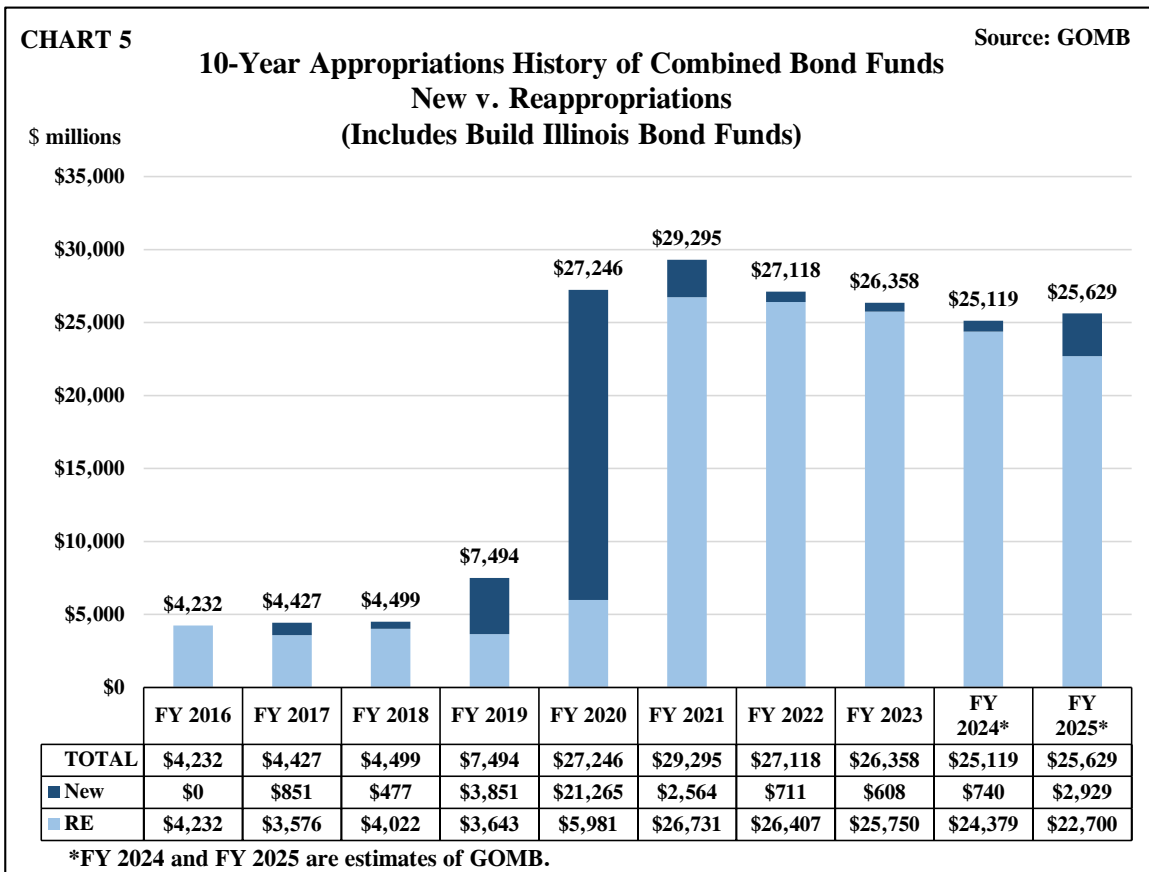


Due to the FY 2016 – FY 2017 budget impasse, a large portion of projects that would normally have been reappropriated were not. As part of the budget agreements for FY 2017 through FY 2019, new appropriations were added to address this lack of spending authority. Nearly 35% of the FY 2019 new appropriations requests included funding to restore lost reappropriations.

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 2016 through requested appropriations for 2025 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, with \$20.8 billion of the program’s bond funds 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. From FY 2022 – FY 2024, new bond appropriations ranged from \$608 million - \$740 million. The new bond appropriations budget request for FY 2025 is \$2.9 billion.



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 billion 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.

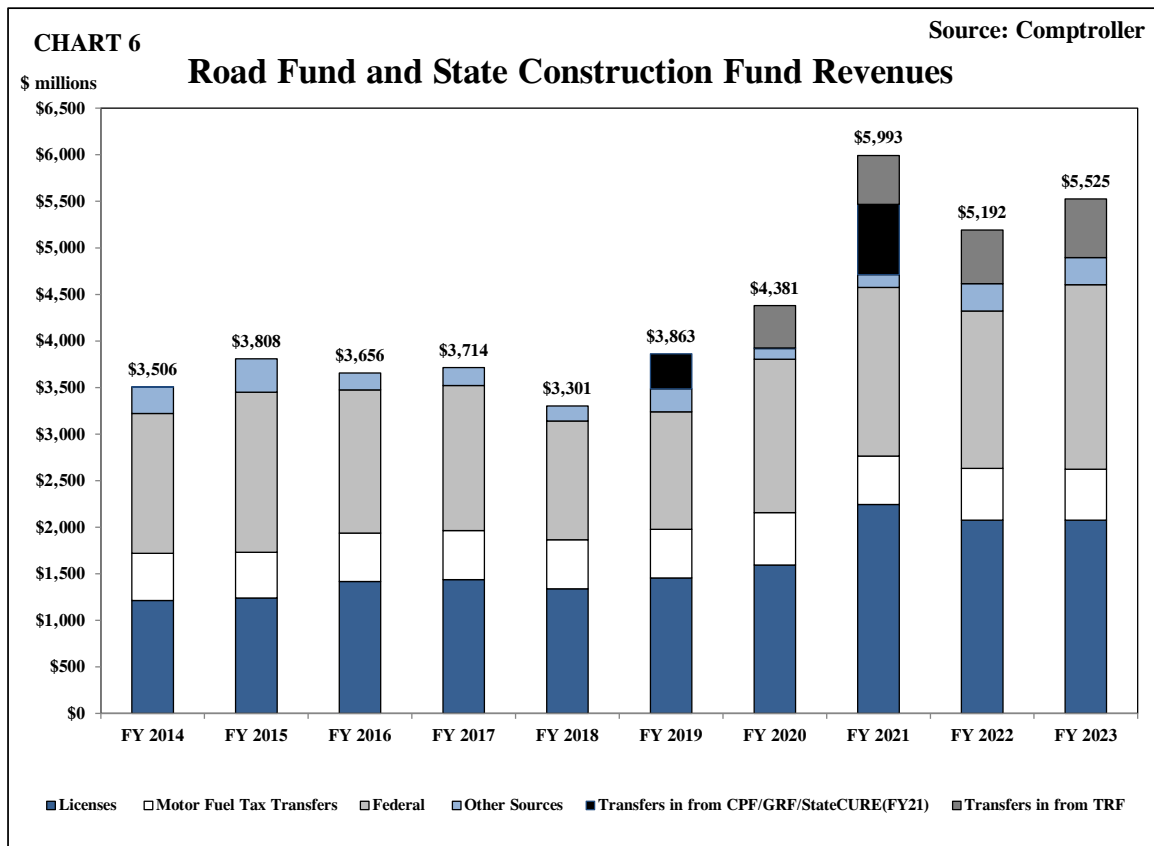


Chart 6 shows a combined history of revenues from the Road Fund and State Construction Fund. Revenue from the increases in fees and taxes in FY 2020 were moderated by less

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 in FY 2021 may have been due to payment extensions allowed 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 2022 License fees decreased to \$2.075 billion and Motor Fuel Tax transfers increased to \$557 million. License fees remained flat in FY 2023, while Motor Fuel Tax transfers decreased to \$547 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. In FY 2022 federal funding dipped to \$1.691 billion, but rose again in FY 2023 to \$1.982 billion. 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. There were no transfers from the GRF in FY 2022 and FY 2023. Transfers to the State Construction Fund from the Transportation Renewal Fund have been increasing each year from \$456 million in FY 2020 (the first year of transfers), to \$525 million in FY 2021, \$576 million in FY 2022 and \$638 million in FY 2023. 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)		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Revenues (in millions)		YTD				
0317/	Motor Fuel Taxes	\$1,023	\$1,119	\$1,204	\$1,329	\$1,018
0318						
Fund Transfers Out		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
0902	State Construction Fund (48%)	\$456	\$525	\$576	\$628	\$488
0964	RTA Capital Improvement Fund (18%)	\$171	\$197	\$216	\$235	\$183
0965	Downstate Mass Transit Capital Improvement Fund (2%)	\$19	\$22	\$24	\$26	\$20
TOTAL		\$646	\$744	\$816	\$890	\$691
Expenditures (in millions)						
4491	Revenue to counties, municipalities and road districts	\$347	\$358	\$385	\$386	\$285
Combined Total		\$993	\$1,102	\$1,201	\$1,275	\$977

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 contained 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 have opened throughout FY 2023 and into the beginning of FY 2024, supplying 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). Initial licensing fees are due within 30 days of a casino commencing operations. During FY 2023, new casinos opened in Danville and Waukegan. At the beginning of FY 2024, two additional casinos began operations in Carterville and the City of Chicago. Another casino in the South Suburbs is undergoing construction and plans to open in the near future. While the future of racinos within the State remains uncertain, renewed interest in those projects would result in additional State revenue sources. Given the upcoming casino nearing completion (Wind Creek in the South suburbs) a further increase in revenue to the Rebuild Illinois Projects Fund (not including fund transfers from GRF, CPF, or from Sports Wagering) should be expected.

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) have been transferred from the Sports Wagering Fund to the Rebuild Illinois Projects Fund.

RS#	TABLE 6 Rebuild Illinois Projects Fund (0972)	FY 2021	FY 2022	FY 2023	FY 2024
	Revenues (in millions)				YTD
1034	Owners License Boat Gambling		\$0	\$0	\$1
2677	Gaming Positions (Casino/Racinos add. Positions/one time)	\$24	\$40	\$60	\$143
2699	RB Reconciliation Fee		\$15	\$15	\$45
2700	RB Organization Gaming License Fee		\$0	\$0	\$0
TR 0001	General Revenue Fund (FY23 BIMP)		\$180	\$0	\$70
TR 0694	Capital Project Fund transfer (FY22 per BIMP)		\$80	\$0	\$0
TR 0968	Sports Wagering transfer (FY22 per BIMP)		\$7	\$0	\$10
	TOTAL	\$24	\$323	\$75	\$268
	Transfers Out (in millions)	FY 2021	FY 2022	FY 2023	FY 2024
0996	Illinois Works Fund		\$10	\$15	\$10
	TOTAL	\$0	\$10	\$15	\$10

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.

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 included 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 added 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.

Revenue Issues: 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 Capital Projects Fund had revenue issues 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 FY 2017 through FY 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. The last transfer of \$138 million, consisting of reconciliation payments, did occur in FY 2023.

Uses: Capital Projects Fund revenues 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).

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 would give some relief to CPF. Public Act 103-007 allowed for the payment of new bond authorization in multiple General Obligation categories to be paid for by the Capital Projects Fund. This new authorization is detailed in the Debt Management section on page 31.

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 through 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. In March 2023, the State was in arrears on transfers out to GOBRI by \$592 million, down from \$1.068 billion in March 2022. Currently, the State is behind on CPF transfers to GOBRI by \$90 million.

The State was behind on transfers out to GRF by \$348 million in March 2023, and is currently behind by \$255 million as of March 2024.

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.

Past revenues and estimates for FY 2024 and FY 2025 of Capital Project Fund revenue sources are shown in the table on the following page, followed by a more detailed explanation of the revenue streams. FY 2023 revenues are higher than estimates for FY 2024 and FY 2025 due to the reconciliation payment received in FY 2023.

CAPITAL PROJECTS FUND REVENUES																
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*	FY 2025*
	\$ in millions															
VIDEO TERMINAL TAX	\$0	\$0	\$0	\$25	\$114	\$196	\$252	\$296	\$347	\$395	\$376	\$500	\$762	\$814	\$827	\$848
LOTTERY FUND**	\$33	\$54	\$65	\$135	\$145	\$8	\$0	\$15	\$9	\$0	\$19	\$0	\$4	\$138	\$0	\$0
SALES TAX	\$39	\$52	\$53	\$54	\$55	\$56	\$57	\$58	\$59	\$60	\$61	\$63	\$63	\$68	\$72	\$75
LIQUOR TAX ***	\$78	\$105	\$115	\$115	\$115	\$116	\$118	\$123	\$124	\$125	\$126	\$135	\$136	\$135	\$135	\$138
TRANSFERS IN	\$0	\$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	\$281	\$280	\$283
INVESTMENT INCOME	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1	\$3	\$3	\$4	\$1	\$1	\$14	\$23	\$21
CIGARETTE TAX/USE TAX											\$256	\$287	\$259	\$240	\$220	\$200
PARKING EXCISE TAX											\$9	\$21	\$35	\$41	\$44	\$46
SPORTS WAGERING TRANSFERS											\$7	\$66	\$111	\$143	\$169	\$173
OTHER TAXES/MISCELL.	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2	\$3	\$3	\$4	\$4	\$4
TOTAL	\$267	\$506	\$533	\$627	\$734	\$687	\$735	\$809	\$857	\$893	\$1,130	\$1,388	\$1,665	\$1,878	\$1,774	\$1,788

* Amounts for FY 2024 and FY 2025 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. Lottery transfers will cease starting in FY 2024 due to statutory changes from P.A. 102-0699.

***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 2024 and FY 2025 are CGFA estimates.]			
VIDEO GAMING:	FY 23	FY 24*	FY 25*
❖ FY 2021 and after: 29% portion of the 34%	\$814	\$827	\$848

- 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 47,000 terminals at the start of 2024.
- 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.
- In FY 2023, revenues continued to grow, albeit at a less dramatic pace than that recorded in previous years. Terminals saw continued expansion in line with the trend in previous years. A total of \$961 million in total tax revenues was recorded in FY 2023 with \$814 million being transferred to the Capital Projects Fund.
- 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 almost 48,000 by the end of FY 2024. Under the 34% tax rate, it is projected that video gaming will generate tax revenues totaling \$970 million in FY 2024. This would result in approximately \$827 million going to the Capital Projects Fund in FY 2024. Video Gaming tax revenues are expected to approach \$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	45,997	\$961.4	\$813.7
FY 2024 (est.)	48,000	\$970.0	\$827.3
FY 2025 (est.)	49,000	\$994.0	\$847.8

SALES & USE TAX EXPANSION:	FY 23	FY 24*	FY 25*
❖ Expanded definition of soft drinks and increasing the tax from 1% to 6.25%	\$68	\$72	\$75
❖ 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%			

- In FY 2023, \$63 million from the sales tax expansion was deposited into the Fund. Annual growth of about 6.6% is expected in FY 2024.

LOTTERY:	FY 23	FY 24*	FY 25*
❖ 5-year Online Lottery pilot program-- excess revenues not already going to the Common School Fund	\$138	\$0	\$0
❖ 10-year lease for the private management of the Lottery— excess revenues not already going to the Common School Fund			

- 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 reconciliation payments in FY 2023, to correct past accounting errors when the Fund was shorted past amounts. After these payments, the Fund will no longer receive revenue from the Lottery.
- In FY 2023, \$138 million was 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.

INCREASED MOTOR VEHICLE FEES:	FY 23	FY 24*	FY 25*
❖ Vehicle Registrations by \$20	\$281	\$280	\$283
❖ 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			

- 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.
- FY 2023 was again down from the previous year, at \$281 million, revenues were 3.4% lower. Comparisons of year-to-date of FY 2024 revenues to FY 2023 revenues over the first eight months of the fiscal year have revenues down by 1.7%. 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 own a car. Year-end estimates for FY 2024 and FY 2025 are flat.

INCREASED LIQUOR TAXES:	FY 23	FY 24*	FY 25*
❖ Beer by \$0.231 per gallonage	\$135	\$136	\$138
❖ Wine up to 14% by \$1.39 per gallonage			
❖ Wine over 14% by \$1.39 per gallonage			
❖ Distilled liquor by \$8.55 per gallonage			
❖			

- In FY 2023, \$135 million in Liquor taxes was deposited in the Capital Projects Fund.
- Liquor tax revenues through February in FY 2024 were \$90 million, reaching a projected total of \$136 million by the end of FY 2024.

CIGARETTE TAX AND CIGARETTE USE TAX:	FY 23	FY 24*	FY 25*
❖ On July 1, 2019, the tax on a pack of cigarettes was increased \$1.00 from \$1.98 to \$2.98.	\$240	\$220	\$200
❖ All of the revenues from this tax increase goes into the CPF			

- 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 in FY 2020. All of the moneys from the additional tax are distributed to the Capital Projects Fund. This averaged out to between 32% - 34% annually.
- P.A. 103-0009 updated statutory language to remove distributions to specific Funds that were not receiving any receipts from the cigarette tax. The new distribution gives a steady 34% to the Capital Projects Fund. (See the School Construction section, p. 95 – 97 for further explanation of the changes to the cigarette tax.)
- In FY 2023, \$240 million in revenue was generated for the Capital Projects Fund. Revenues are expected to fall to approximately \$220 million (-8.33%) in FY 2024 and \$200 million (-9.1%) in FY 2025. 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.

PARKING EXCISE TAXES:	FY 23	FY 24*	FY 25*
❖ A percentage tax is placed on all parking spots purchased in Illinois by hour/day/week/month/year and on valet services	\$41	\$44	\$46

- 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.
- Even with 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, and the high price of purchasing and owning a vehicle during high inflation, revenues began to increase from prior levels. FY 2023 revenues were 16% higher than the previous year, and FY 2024 is estimated to be 7.3% higher than FY 2023.

SPORTS WAGERING:	FY 23	FY 24*	FY 25*
❖ A 15% tax on licensee’s adjusted gross receipts	\$143	\$169	\$173
❖ 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.
- After this initial period, sports wagering tax revenues picked up substantially. 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. 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. During FY 2023, tax revenues surged to \$149 million (\$4 million of this total comprised licensing and application fees). These revenues are deposited into the Sports Wagering Fund and then transferred to the Capital Projects Fund.
- Given that most initial licenses and application fees were collected during the initial two years following the enactment of the Sports Wagering Act, the subsequent renewal fees are likely to generate substantially less revenue. Therefore, 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 2024 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 \$169 million in FY 2024. The estimated transfer will increase by a smaller amount to \$173 million in FY 2025, due to the absence of new one-time sports wagering license fees and a slight cooldown in growth within the industry.

FY 2025 Capital Projects by Agency

The projects listed in this section are only those for which a new appropriation is being sought in FY 2025 (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 \$2.2 billion, all of which would come from the Capital Development Fund.

<u>PROGRAMS</u> (\$ millions)	<u>FY 2025</u> <u>(in millions)</u>
• Statewide: Capital improvements and modernization of Corrections facilities	\$900.0
• Statewide: Deferred maintenance for Universities	450.0
• Statewide: Deferred maintenance for State agencies and boards	400.0
• Public Health: New construction/rehab of laboratories	157.0
• Statewide: Deferred maintenance for Community Colleges	125.0
• Springfield State Armory Building renovation	93.0
• CMS Central Computing Facility construction	65.0
• Secretary of State at Capitol Complex – upgrades to steam distribution system	20.0

Commerce and Opportunity

The Department of Commerce and Economic Opportunity would be allocated a total of \$690 million under the Governor’s proposed capital program. This would include \$639 million from the Build Illinois Bond Fund, \$26 million from the Rebuild Illinois Projects Fund and \$25 million from the Illinois Works Fund.

<u>PROGRAMS</u> (\$ millions)	<u>FY 2025</u> <u>(in millions)</u>
• Quantum Campus – building a shared cryogenic facility	\$200.0
• Quantum Campus – matching funds to compete for federal R&D funding	200.0
• Quantum Campus – site development/infrastructure for Quantum Campus	100.0
• Statewide: Business Attraction Prime Sites	50.0
• Statewide: Business Sites Development	40.0
• Statewide: Enterprise Fund	25.0
• Statewide: Public Infrastructure	25.0
• Illinois Works Pre-Apprenticeship Program	25.0
• Statewide: Scientific and Educational Facilities	25.0

Environmental Protection Agency

The Governor’s proposed capital plan would appropriate a total of \$1.236 billion under the Governor’s proposed capital program, with funding coming from the U.S. Environmental Protection Fund (\$50 million) the Water Revolving Fund (\$1.184 billion), and the Solid Waste Management Fund (\$2 million).

<u>PROGRAMS</u> (\$ millions)	FY 2025 <u>(in millions)</u>
• Illinois Water Works - Wastewater Loan Program	\$450.0
• IIA: Loans, Grants, & Costs of Lead Service Line Replacement	259.6
• Illinois Water Works - Drinking Water Loan Program	200.0
• IIA: Wastewater Loan Program	101.7
• IIA: Drinking Water Loan Program	85.8
• IIA: Drinking Water Emerging Contaminants	33.2
• IRA -Clean Heavy-Duty Vehicle Program	25.0
• IIA: Small & Disadvantaged Communities Emerging Contaminants	20.0
• Lead Service Line Replacement planning	20.0
• Safe Drinking Water Act – planning grants and compliance activities	12.0
• Clean Water Act – planning grants and compliance activities	10.0
• IIA: Wastewater Emerging Contaminants	9.5
• IIA: Battery Recycling (Federal and State shares)	4.0
• Sewer Overflow and Storm Water Reuse Municipal Grant (OSG) Program	3.0
• 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

Note IRA refers to the federal Inflation Reduction Act and IIA refers to the federal Infrastructure Investment and Jobs Act.

Innovation and Technology

The Department of Innovation and Technology would receive \$60 million in funds from the Capital Development Fund for Enterprise Resource Planning (ERP), Information Technology and telecommunications projects.

Military Affairs

The Department of Military Affairs would be allocated \$40 million in new appropriations for the Peoria Readiness Center, half from the Capital Development Fund and half from the Illinois National Guard Construction Fund.

Natural Resources

The Department of Natural Resources would receive \$159 million in new appropriations. These appropriations would be from \$88.5 million of Federal funds (Abandoned Mined Lands Reclamation Council Federal Trust Fund and the Forest Reserve Fund); and \$70.9 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.

<u>PROGRAMS</u> (\$ millions)	FY 2025 <u>(in millions)</u>
• Abandoned Mined Lands Reclamation (State and Federal)	\$90.0
• Stewardship of Natural Areas and Open Space Lands acquisition	36.0
• Outdoor recreation (bike, trails, boat, snowmobile, off-highway vehicles)	16.4
• Construction/maintenance for State-owned, leased and managed Sites	11.0
• Wildlife and Habitat conservation and restoration	3.7
• Land use master plan for Illinois Route 53 expansion	1.0
• Forestry programs (State and Federal)	0.8
• Lake County: rehab of facilities at North Point Marina	0.4
• Chain O' Lakes-Fox River Waterway Management System: operating expenses	0.2

Secretary of State

The amount of \$46 million would be appropriated from the Rebuild Illinois Projects Fund for technology modernization under the Governor's capital budget proposal.

Transportation (IDOT)

The Governor has requested \$4.902 billion in new appropriations in FY 2025 for the Illinois Department of Transportation. Most funding would be earmarked from current State funds, including \$3.426 billion from the Road Fund and \$973 million from the State Construction Account Fund. Approximately \$281 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 and the High-Speed Rail Rolling Stock Fund. Federal funds for airports and transit would make up approximately \$223 million of funding.

<u>PROGRAMS</u> (\$ millions)	FY 2025 <u>(in millions)</u>
• Statewide: transportation-related construction	\$2,642.0
• Road improvements – local share of Road Fund/Road Program	1,040.3
• Downstate transit capital grants	242.0
• National Electric Vehicle Infrastructure (NEVI) federal and state match	193.7
• Federal/local: financial assistance to airports	150.0
• Permanent Improvements to IDOT facilities	105.0
• Maintenance, Traffic, Physical Research/Formal Contracts A & B	98.0
• Federal transit grant for capital, operating, consultant and technical services	73.0
• IL 9 Federal Rural System Transportation Grant (including State match)	66.1
• Apportionments to Counties, Cities and Townships	60.1
• Township Bridge Program	60.0
• Grant: Chicago/IDOT for State Only Chicago Commitment (SOCC) infrastructure	50.0
• Grade crossing protections/separations	36.5
• High Speed Rail maintenance costs	30.0
• South Suburban Airport – property management	20.0
• Motorist damage to highway structures	17.1
• Congestion Mitigation and Air Quality (CMAQ) Enhancement	7.5
• State Airport Plans and assistance to municipalities or other airports	6.0
• Disposal of hazardous materials	3.0
• South Suburban Airport expenses, including Public Private Partnerships	1.0
• High Speed Rail Rolling Stock costs	1.0

DEBT MANAGEMENT



- **Summary of State-Supported Bond Debt**
- **Bond Authorization**
- **Bond Sales**
- **Outstanding Principal**
- **Debt Service**
- **Recent Illinois Ratings History**
- **Locally-Issued State-Supported Debt**
- **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, Pension Acceleration 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
July 2023	\$51.679	\$8.200	N/a	\$17.562	\$2.000	\$0.250	\$79.691		\$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.

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.

Public Act 103-0007 increased the total amount of General Obligation authorization to \$79.441 billion. The actual net increase is \$165 million, but due to a fix for a previous undercount in the grand total line of the G.O. Bond Act, the increase appears as if the increase is \$184 million. The increases and decreases in specific categories are delineated as follows:

- Capital facilities projects would be increased by \$165 million and divided between education purposes of State universities and public community colleges (\$65 million), State facilities (\$50 million), and water resource management including flood mitigation (\$50 million);
- Anti-Pollution projects would be increased by \$30 million for grants and loans to units of local government;
- Coal and energy development projects would be decreased by \$30 million in the categories of construction for coal resources (-\$15 million) and grants to coal generation facilities (-\$15 million).
- The additional \$19 million in the grand total authorization amount is to correct an error from Public Act 93-0650 which increased anti-pollution projects but did not reflect that increase in the total for G.O. authorization. This \$19 million change is not additional bond authorization.

Additional changes to statute included that G.O. bond sale expenses may not exceed 0.5% of the principal amount of the proceeds of sale of each bond sale, and is authorized to be used to pay the reasonable costs of each issuance and sale. Under the Build Illinois Bond Act, 1% (rather than 0.5%) of the proceeds of bond sales may be used for specified costs.

Under both the General Obligation and Build Illinois Bond Acts, the provision that provided that all non-refunding Bonds in an issue that includes refunding Bonds shall mature no later than the final maturity date of Bonds being refunded is removed. Now, refunding bonds shall mature within the term of the outstanding State debt (per the Illinois Constitution Article IX, Section 9(e)). No refunding Bonds shall be offered for sale unless the net present value of debt service savings to be achieved by the issuance of the refunding bonds is 3% or more of the principal amount of the refunded Bonds or the principal amount of the refunding Bonds to be issued.

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 currently \$51.7 billion, with approximately \$17.8 billion remaining unissued as of February 29, 2024. Pension Acceleration bond authorization available is \$466 million. Build Illinois Authorization available is \$3.9 billion.

TABLE 10 STATUS OF G.O. AND STATE-ISSUED REVENUE BONDS					
as of February 29, 2024					
(\$ in billions)	Authorization	Un-Issued	Appropriated†	Available after appropriations	Over* Committed
Capital Facilities	\$18.745	\$7.442	\$18.667	\$0.078	\$0.207
School Construction	\$4.824	\$0.487	\$4.841	-\$0.017	\$0.077
Anti-Pollution	\$0.848	\$0.191	\$0.844	\$0.005	\$0.041
Transportation A	\$11.921	\$4.468	\$12.038	-\$0.116	\$0.172
Transportation B	\$5.966	\$1.373	\$5.704	\$0.263	
Transportation D	\$4.660	\$0.325	\$4.719	-\$0.059	\$0.059
Transportation E Multimodal	\$4.500	\$3.459	\$4.505	-\$0.005	\$0.005
Coal & Energy Development	\$0.213	\$0.059	\$0.148	\$0.065	
SUBTOTAL	\$51.679	\$17.805	\$51.465	\$0.214	\$0.560
Pension Obligation Bonds	\$17.562	\$0.396	\$17.166	\$0.396	
Pension Acceleration Bonds	\$2.000	\$0.466	\$1.482	\$0.518	
Medicaid Funding Series	\$0.250	\$0.004	\$0.246	\$0.004	
Income Tax Bonds	\$7.200	\$1.200	\$6.000	\$1.200	
TOTAL	\$78.691	\$19.871	\$76.359	\$2.332	\$0.560
	Limit	Un-Issued	Principal Outstanding	Available	Over Committed
G.O. Refunding°	\$4.839	\$1.626	\$3.213	\$1.626	
	Authorization	Un-Issued	Appropriated†	Available after appropriations	Over* Committed
Build Illinois	\$10.020	\$3.869	\$12.568	-\$2.549	\$2.549
	Limit	Un-Issued	Principal Outstanding	Available	Over Committed
Build IL Refunding	Unlimited	Unlimited	\$0.506	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 2024.

*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 \$10.0 billion with approximately \$3.9 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
July 2023	\$0.535	\$10.020

*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.

Bond Sales

Illinois Bond Sale Details:

TABLE 12 STATE-ISSUED BOND SALES									
DATE	BOND SALE TYPE	AMOUNT	TAXABLE v. TAX-EXEMPT	NEGOTIATED v. COMPETITIVE SALE	TRUE INTEREST COST	S&P	FITCH	MOODY'S	KROLL
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%	BBB+	BBB+	Baa1	
May-22	General Obligation June 2022B refunding	\$713 million	tax-exempt	negotiated	aggregated	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	
Apr-23	General Obligation May 2023A	\$200 million	taxable	negotiated	4.228% aggregated	A-	BBB+	A3	
Apr-23	General Obligation May 2023B	\$1.0 billion	tax-exempt	negotiated		A-	BBB+	A3	
Apr-23	General Obligation May 2023C	\$150 million	tax-exempt	negotiated		A-	BBB+	A3	
Apr-23	General Obligation May 2023D refunding	\$1.16 billion	tax-exempt	negotiated		A-	BBB+	A3	
FY 2024									
Nov-23	General Obligation December 2023A	\$175 million	taxable	competitive	5.47%	A-	A-	A3	
Nov-23	General Obligation December 2023B	\$350 million	tax-exempt	competitive	3.90%	A-	A-	A3	
Nov-23	General Obligation December 2023C	\$350 million	tax-exempt	competitive	4.69%	A-	A-	A3	
Jan-24	Build Illinois February 2024A	\$300 million	tax-exempt	competitive	2.94%	A	A+		AA+
Jan-24	Build Illinois February 2024B	\$150 million	tax-exempt	competitive	3.53%	A	A+		AA+
Jan-24	Build Illinois February 2024C	\$150 million	tax-exempt	competitive	4.17%	A	A+		AA+

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.

In January, Illinois sold \$600 million in Build Illinois Bonds. There were three series of February 2024 bonds sold competitively with proceeds to be used for capital projects. Each tax-exempt series received 9 bids from investors. The \$300 million of February 2024A bonds received a true interest cost of 2.939% with the bonds maturing in 2034. The February 2024B series of \$150 million had a true interest cost of 3.534% and will mature in 2039. The February 2024C series of \$150 million gained a true interest cost of 4.166% with a final maturity in 2044.

Illinois competitively sold \$875 million in General Obligation Bonds in November 2023. Sold in three separate series, each Series received 9 to 10 bids from investors. The taxable December 2023A Series of \$175 million had a true interest cost of 5.466% and will be used for the Accelerated Pension Benefit Buyout Program. The tax-exempt December 2023B Series of \$350 million was sold with a true interest cost of 3.901%. The tax-exempt December 2023C Series of \$350 million was sold with a true interest cost of 4.686%. Series B and C will be used for capital projects, mainly the Rebuild Illinois capital program.

“Illinois sold the first general obligation bonds of its fiscal year into a favorable market Tuesday, seeing spreads continue to tighten considerably from what the state could garner prior to a trifecta of ratings upgrades throughout 2023, in line with recent institutional secondary trading...For the tax-exempt sales, spreads were mostly in line with recent institutional trading of the state credit, as investors had already baked in the upgrades prior to the sale. At the beginning of the year, though, Illinois saw its five-year spreads at +153 basis points to Refinitiv MMD's AAA curve, its 10-year at +173, the 20-year at +185 and the 30-year at +185 basis points. Its pricing Tuesday saw the six-year at +65 basis points, the 10-year at +70 to Refinitiv MMD, the 20-year at +75 and its long bond, 5s of 2048 at +80 basis points, or a 4.70% yield.” [*Armed with stronger ratings, Illinois sells competitively into rallying market*, by Lynne Funk, The Bond Buyer, November 29, 2023]

The State sold \$2.51 billion of General Obligation bonds in April 2023 with an aggregate true interest cost of 4.228%. The bonds had four series, including taxable Series A of Pension Acceleration bonds for \$200 million, Series B of \$1 billion for the Rebuild Illinois Capital program, and Series C of \$150 million for IT projects. Series D was a refunding of \$1.16 billion that brought the State approximately \$102 million in present value savings.

“The state received nearly \$12 billion of orders on the sale from more than 130 investors including retail buyers, which the state attributed to being ‘a direct benefit of stronger ratings in the A category,’ Paul Chatalas, capital markets director, said in a statement...Market participants said the oversubscription came on the long end, which was reflected in the repricing to lower yields there in the final pricing scale. Some earlier maturities struggled and additional concessions were needed, reflecting the market's current appetites and a correction that's hammered the front end...

“One market analyst said timing is a tough call to make. ‘They definitely had to give concessions, but they also benefitted from the higher ratings. They had done a lot of marketing and if you need the money then you borrow,’ the analyst said. ‘No one has a crystal ball to see what the market will look like in the future.’

“The state's one-, 10-, and 25-year bonds headed into the pricing at spreads to Refinitiv MMD's AAA benchmark of 55/125/145, respectively, on Monday. The final spreads settled at 90/129/145 although the final bond came with a 4.5% coupon and the MMD scale is set based on a 5%. The 10-year and 25-year bonds both tightened from the state's last primary outing with GOs. State spreads in mid-February began trending down — at 110/163/175 basis points — after rising to 120/173/185 in mid-January. In mid-December spreads were at 100/163/175.” [*Illinois' long bonds draw strong demand*, Yvette Shields, April 20, 2023, The Bond Buyer]

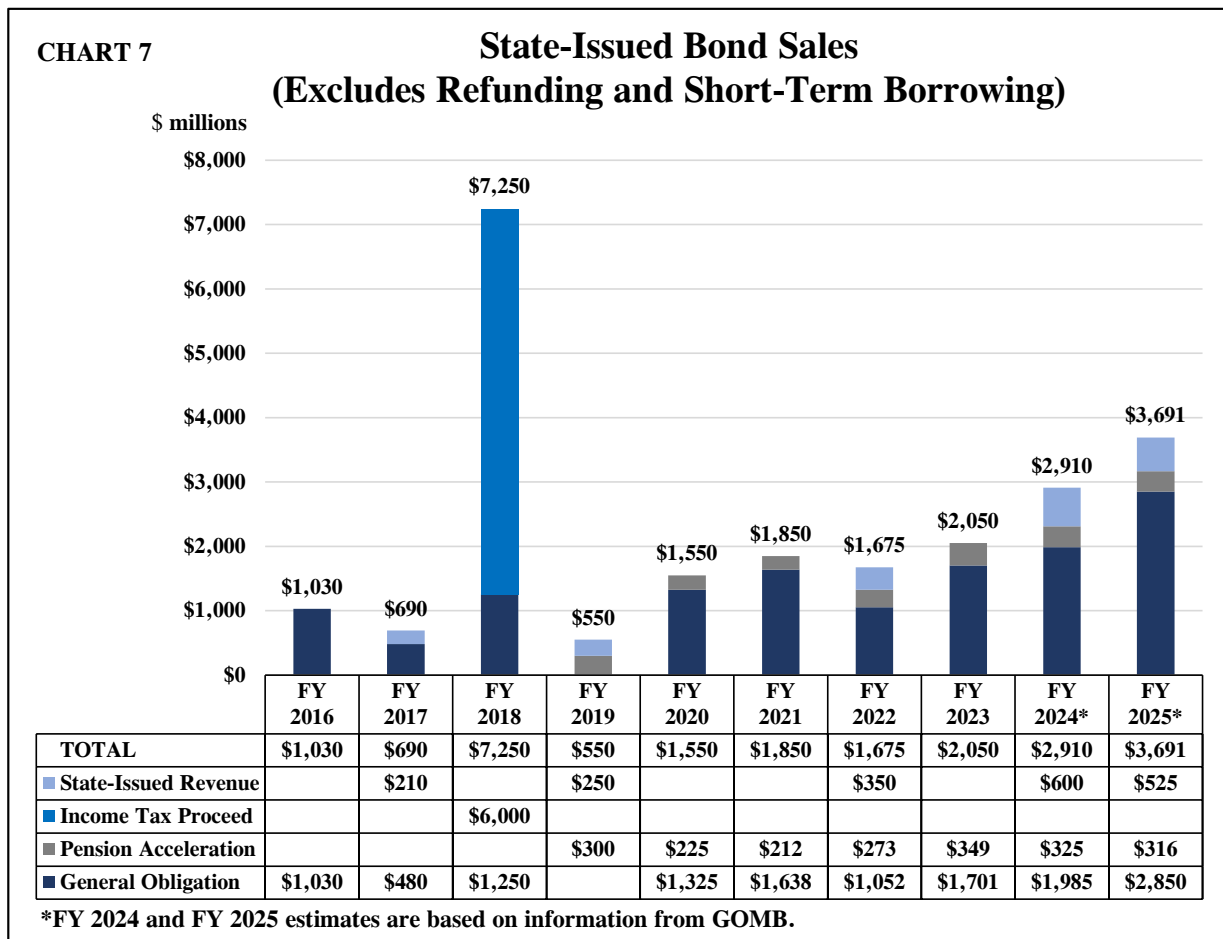
Illinois sold October 2022 Series A, B and C General Obligation Bonds for \$700 million on September 28, 2022. The bonds were sold by competitive sale and included both tax-exempt and taxable bonds. Taxable October 2022 Series A, of \$175 million, included \$138 million for the Accelerated Pension Benefit 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 Bond Sale History: FY 2016 through FY 2018 saw G.O. project bond sales of between \$480 million to \$1.25 billion annually. The FY 2018 total bond sales included \$6 billion in Income Tax Proceed bonds.

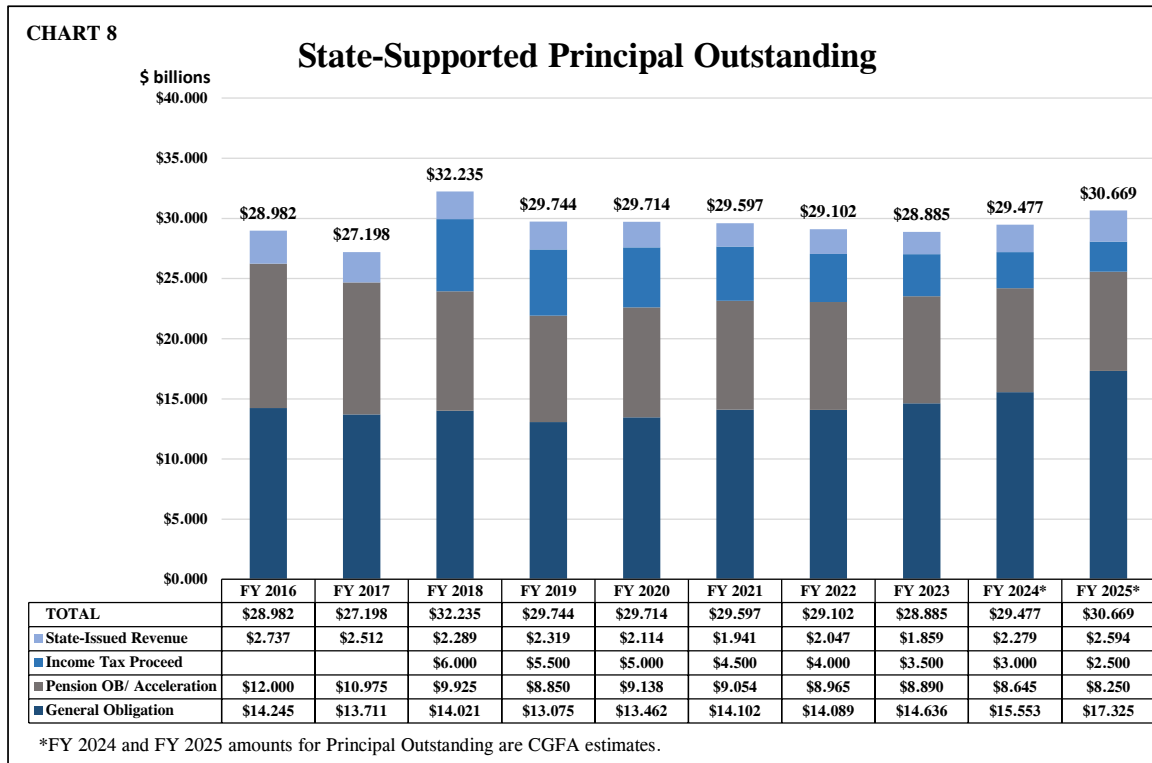
The Pension Obligation Acceleration bond program (created in FY 2018) with the authorization limit of \$2 billion, has increased bonds sold from FY 2019 through FY 2024 in amounts ranging from \$200 million to \$350 million. Build Illinois bond sales during the same time period only occurred in FY 2019 (\$250 million), FY 2022 (\$350 million) and in FY 2024 (\$600 million). Since FY 2020, G.O. project bond sales have ranged from \$1.1 billion - \$1.7 billion annually; there were no project bond sales in FY 2019.

There will be an increase in overall bond sales in FY 2024 and FY 2025 from previous years. While total bond sales ranged from \$1.5 billion - \$2.1 billion from FY 2020 to FY 2023, FY 2024 through FY 2025 will range from \$2.9 billion to \$3.7 billion. The Governor’s Office of Management and Budget’s estimated bond sales in FY 2024 would include \$2.0 billion in General Obligation project bonds, \$325 million of Pension Acceleration Bonds and \$600 million of Build Illinois Bonds. In FY 2025, bond sales would include \$2.9 of G.O. project bonds, \$316 million of Pension Acceleration Bonds, and \$525 million in Build Illinois bonds.



Outstanding Principal

State-Issued Principal Outstanding



Total State principal outstanding dipped to \$29.0 billion and below in FY 2016 and FY 2017 from highs of \$30.0 to \$32.0 billion in the five previous years due to lower bond sales ranging from \$700 million - \$1 billion. Outstanding principal jumped to \$32.2 billion in FY 2018 with the sale of \$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 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 approximately the same level as FY 2022. With an expected \$2.9 billion in total bonds sales for FY 2024 and \$3.7 billion expected in FY 2025, principal outstanding would rise above the \$30.0 billion level. The rise in bond sales only increases principal outstanding by \$500 million to \$1 billion more, respectively, due to the higher principal payments on the 2003 Pension Obligation Bonds, annual principal payments on the Income Tax Proceed bonds, and shorter maturities on the Pension Acceleration bonds which cause principal to be paid down faster with higher amounts.

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 Pension 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

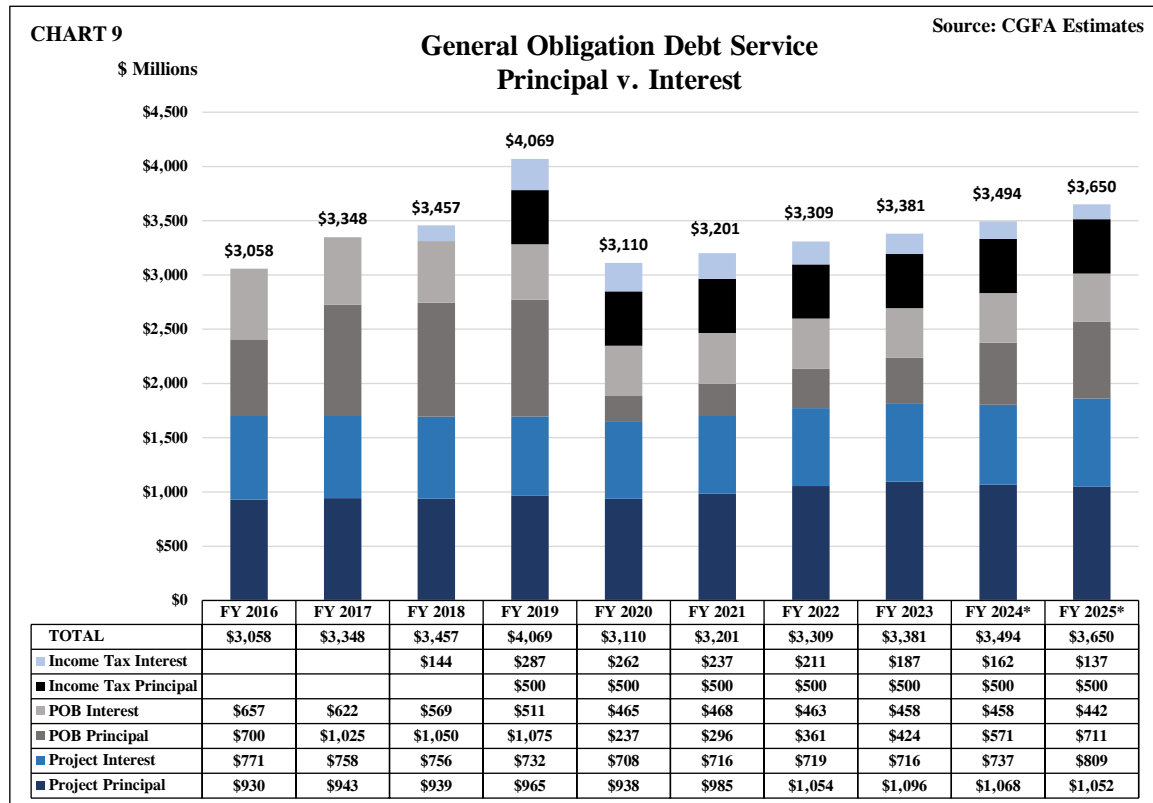
G.O. debt service is paid from the General Obligation Bond Retirement and Interest Fund (GOBRI). This fund receives transfers from the Road Fund for Transportation A & D projects (highways and bridges) and Transportation E projects (multimodal transportation); the School Infrastructure Fund for School Construction; the General Revenue Fund; and since FY 2010, the Capital Projects Fund for IJN and other capital projects. 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 89), 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 helped give some relief to CPF before it received new revenues through Rebuild Illinois. 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. Public Act 103-007 allowed for the payment of new bond authorization in multiple General Obligation categories under the same Act to be paid for by the Capital Projects Fund.

TABLE 13 GENERAL OBLIGATION DEBT SERVICE						
By Fund						
(\$ Millions)	FY 2023 Amount	FY 2023 % of Total	FY 2024* Amount	FY 2024 % of Total	FY 2025* Amount	FY 2025 % of Total
Road Fund	\$433.7	23.9%	\$460.7	25.5%	\$460.8	24.7%
Road Fund for Transportation D	\$74.5	4.1%	\$68.8	3.8%	\$67.2	3.6%
School Infrastructure Fund/GRF	\$155.4	8.6%	\$138.0	7.6%	\$126.9	6.8%
Capital Projects Fund/GRF backfill	\$516.9	28.5%	\$537.0	29.8%	\$616.0	33.0%
Capital Projects Fund - Trans D	\$251.8	13.9%	\$231.3	12.8%	\$253.7	13.6%
General Revenue Fund	\$379.6	21.0%	\$368.2	20.4%	\$340.9	18.3%
SUBTOTAL	\$1,811.9	100.0%	\$1,804.0	100.0%	\$1,865.5	100.0%
2017 Backlog Borrowing	\$686.5	43.8%	\$661.5	39.1%	\$636.5	35.7%
GRF/SERS for 2003 POBs	\$783.7	50.0%	\$840.2	49.7%	\$892.2	50.0%
Pension Acceleration Bonds	\$98.5	6.3%	\$188.2	11.1%	\$256.2	14.4%
SUBTOTAL	\$1,568.7	100.0%	\$1,689.9	100.0%	\$1,784.9	100.0%
GRAND TOTAL	\$3,380.6		\$3,493.9		\$3,650.4	

* CGFA estimates for FY 2024 and FY 2025 are based off of information from the FY 2025 Budget Book and the Office of the Comptroller.

Chart 9 shows debt service payments broken out by principal and interest for FY 2016 through estimated FY 2025. This includes the various types of General Obligation bonds – capital projects, Pension Obligation, Pension Acceleration Bonds, and Income Tax Proceed Bonds. If expected bond sales occur, G.O. debt service could reach approximately \$3.494 billion for FY 2024 and \$3.650 billion for FY 2025.



Debt service dropped in FY 2016 to \$3.1 billion from the FY 2015 level of \$3.5 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. Debt service has continually increased as higher bond sales for the Rebuild Illinois program occur, with total G.O. bonds sales ranging from \$2 billion - \$3 billion from FY 2023 to FY 2024. Debt Service was approximately \$3.4 billion in FY 2023, and is estimated to be \$3.5 billion in FY 2024 and almost \$3.7 billion in FY 2025.

Pension bonds: 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 retired until FY 2033. The remaining Pension Obligation Bond debt service increases annually to over \$1 billion in the final years of payment.

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 nine Pension Acceleration bond series to-date totaling \$1.464 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 = \$349 million
- FY 2024 = \$175 million to date

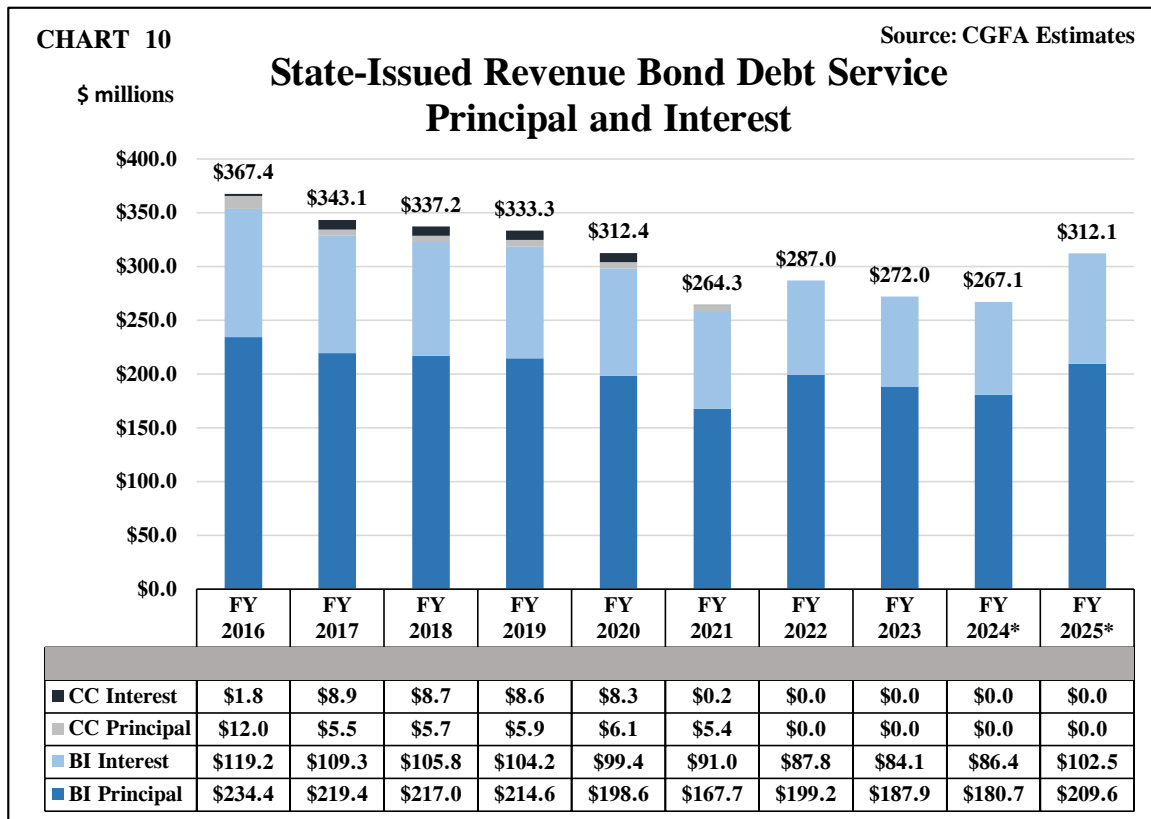
The Governor's Budget shows an additional \$150 million in Pension Acceleration Bond sales planned for FY 2024, and the remaining authorization of \$316 million to be sold in FY 2025. The table on the following page shows the debt service remaining for the 2003 Pension Obligation bonds and current Pension Acceleration bonds.

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

Fiscal Year	\$10 Billion 2003 POB Total	\$300 Million Apr 2019 PAB Total	\$225 Million May 2020 PAB Total	\$125 Million Oct 2020 PAB Total	\$87 Million Mar 2021 PAB Total	\$148 Million Dec 2021 PAB Total	\$125 Million Jun 2022 PAB Total	\$149 Million Oct 2022 PAB Total	\$200 Million May 2023A Total	\$175 million Dec 2023A Total	COMBINED Grand Total
FY 2023	\$783,712,500	\$26,646,000	20,508,750	16,194,000	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	58,151,934	4,315,500	\$1,028,311,598
FY 2025	\$892,200,000	\$25,662,000	19,530,000	15,330,700	7,166,971	13,106,625	11,000,000	30,284,137	55,890,320	43,575,000	\$1,113,945,753
FY 2026	\$915,425,000	\$25,122,000	19,035,000	8,234,900	6,933,015	12,737,875	10,750,000	28,996,494	53,368,400	41,571,250	\$1,122,233,434
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	50,866,160	39,637,500	\$1,133,684,742
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	8,412,880	37,765,000	\$1,129,044,339
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		35,918,750	\$1,154,592,991
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	\$226,689,694	\$202,783,000	\$13,001,644,985
	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	PA 102-0718 TIC = 5.320% 5-yr maturity	PA 102-0718 TIC = 5.466% 5-yr maturity	

State-Issued Revenue Bonds

State-issued revenue bonds outstanding have historically included Build Illinois and Civic Center bonds. There were no Build Illinois Bond sales in FY 2016 and FY 2018. 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 were no Build Illinois bond sales in FY 2023 which allowed a decrease in debt service for FY 2024. Bond sales of \$600 million in FY 2024 pushed debt service back up to \$312 million for FY 2025.



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. Principal and Interest in FY 2024 will be comprised of \$180.7 million and \$86.4 million, respectively. FY 2025 debt service is estimated to be \$209.6 million of principal and \$102.5 million of interest.

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.

Recent Illinois Ratings History

General Obligation Bond Ratings: As of the Fitch upgrades in November 2023, all three ratings agencies have now upgraded the State three levels each over the past two and a half years, placing Illinois firmly in “A” territory. Fitch raised Illinois’ general obligation bond rating one level to A-, with a stable outlook in November. The Fitch rating enhancement follows upgrades in March 2023 from Moody’s raising Illinois’ G.O. bonds to A3 from Baa1, and in February 2023 when Standard and Poor’s upgraded Illinois’ General Obligation Bonds to A- from BBB+. The earlier upgrades from Fitch occurred in May 2022 with an increase to Illinois General Obligation ratings two levels from BBB- to BBB+. Moody’s increased the State’s G.O. ratings by single levels twice, in the summer of 2021 and in April 2022. S&P’s previous upgrades were single levels in July 2021 and May 2022.

The following section provides excerpts from rating agencies’ commentary in regards to the State’s General Obligation ratings at the time of the December 2023 Series General Obligation Bond sale:

Fitch: A- stable outlook

“The upgrade of Illinois’ IDR (Issuer Default Rating) to ‘A-’ from ‘BBB+’ reflects the state’s ability to execute on significant planned reserve contributions and maintain improvements in budget management including normalized accounts payable, thereby improving the state’s overall operating profile.

“Illinois’ ‘A-’ IDR reflects solid operating performance that remains below most other states, with a long record of structural imbalance primarily related to pension underfunding offset by continued progress towards more sustainable budgeting practices. The ‘A-’ 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.”

“STATE ECONOMY RECOVERING BUT TRAILING NATION

“Illinois’ economy has significantly improved since the pandemic trough, but its pace of growth trails national levels, which is consistent with pre-pandemic trends. GDP and personal income are at historically high levels, having fully recovered pandemic losses. Employment recovery remains a particular weak point for Illinois...”

“REVENUE SURPLUSES PUT TO PRUDENT USES

“Illinois' fiscal 2023 (ended June 30) tax revenue collections were relatively flat [year over year], following two years of blockbuster gains...Still, collections were comfortably ahead of initial budgeted expectations by more than \$3.0 billion. For fiscal 2024, the enacted budget anticipates moderate state tax revenue growth of just over 2% [year over year]. The state used the fiscal 2023 revenue surplus to make one-time deposits of nearly \$2.0 billion to the unemployment insurance trust fund, \$1.18 billion to reserves and \$200 million toward pensions. The state also enacted more than \$500 million in supplemental operating appropriations, including for Medicaid and costs associated with asylum seekers.

“The state's reserves are at an all-time high of nearly \$2.0 billion, with another \$138 million anticipated in fiscal 2024 from several dedicated revenue streams. The dedications include 10% of cannabis tax revenues (approximately \$25 million) and \$45 million each from the General Revenue Fund (GRF) and Unemployment Insurance Trust Fund (to repay a GRF loan). At fiscal [year end] 2024, the [Budget Stabilization Fund] balance would be vastly improved but still relatively modest, at approximately 4.5% of projected revenues.

“In addition to building up reserves, the state has also actively reduced various long-term and budgetary liabilities, most prominently its unpaid bills, and laid a more sustainable fiscal foundation. Illinois reduced its accounts payable balance by approximately \$1 billion over the course of fiscal 2023 to less than \$500 million, a level the state has not seen in more than two decades and continuing a pattern of using unappropriated surpluses to pay down bills...”

“FISCAL 2024 ENACTED BUDGET CONTINUES STABLE FISCAL PATH

“The fiscal 2024 budget increases spending in several key areas, including \$350 million more for K-12 evidence-based funding aid and \$550 million (net cost to the state, inclusive of anticipated federal reimbursement) for a state-funded immigrant healthcare program, as well as \$400 million in a “[deal closing]” fund (funded from fiscal 2023 surplus revenues) the administration can use for economic development projects. In particular, the \$550 million in net state costs for the immigrant healthcare program is down notably from an earlier estimate of over \$1.0 billion in new funding to support the program. The budget provides the governor with broad executive authority to revise the existing program, which the administration anticipates will reduce costs.”

Standard & Poor's: A- stable outlook

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

- Deep and diverse economic base;
- Adequate liquidity;
- A resolved bill-backlog liability once exceeding \$16.5 billion
- Effective defeasance of Railsplitter Tobacco Settlement Authority bonds freeing up tobacco litigation payments for Medicaid uses;
- 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;
- Trend of annual financial audits being released later than in most other states; and
- Forecast population declines are unlikely to lead to meaningful economic change, but if these accelerate it could 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 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.”

Moody's: A3 stable outlook

“The A3 rating reflects solid tax revenue growth over the past couple years that expanded the state's capacity to build financial reserves and modestly increase payments towards outstanding liabilities. The state recently closed fiscal 2023 with further growth in reserves that are already at their strongest level in over a decade. The rating balances the current trend in these metrics with underlying challenges that will remain in place for some time, including 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 steady improvement. The Illinois economy, while stable, has also expanded at a slower pace than most states and will likely continue to do so given a weaker population trend.

“RATING OUTLOOK

“The stable outlook balances the financial progress being made by the state with the uncertainty of the present economic climate. The state's leaner financial reserves, and heavier long-term liability and fixed cost burdens make it more vulnerable than other states to a negative shift in the national or global economy.

“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
- Sustained 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”

TABLE 15 ILLINOIS' GENERAL OBLIGATION BOND RATINGS HISTORY

Date of Rating Action	Fitch		S&P		Moody's	
	Rating	up/down	Rating	up/down	Rating	up/down
November 2023	A-	↑1x				
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

TABLE 16 BUILD ILLINOIS BOND RATINGS HISTORY

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

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. Moody's downgraded Build Illinois bonds to Baa3, after tying them to the State's G.O. 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.

Upgrades from Fitch occurred in May 2022 with an increase to Build Illinois ratings up two levels from BBB+ to A. Moody's increased the State's Build Illinois ratings by another level, in April 2022, to Baa1.

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. In November 2023, Fitch raised the Build Illinois ratings to A+ as it was raising the State's G.O. rating.

Locally-Issued State-Supported Debt

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.

Bond Authorization

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.

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 again 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 transferred \$20 million to the Illinois Sports Facilities Fund to be credited to the Advance Account within the Fund.

“Currently, ISFA is pursuing an amendment to its existing legislation. However, it is not expected to result in additional costs to the State. The proposed legislation would enable ISFA to extend the term of bonds issued to finance Soldier Field improvements from [FY 2032] to 2038 and to extend the term on the bonds issued to finance Guaranteed Rate Field improvements from [FY 2029] to 2034.

“Debt service payments on bonds currently outstanding increase annually by 6.25%. To cover this level of debt, ISFA’s annual hotel tax revenue would need to grow exponentially. Allowing this extension to refund and restructure ISFA’s existing debt would provide the following benefits:

- 1) ISFA’s 2% hotel tax revenue, levied within the city of Chicago, would be sufficient, on an annual basis, to repay the State Advance portion of the appropriation pledged for ISFA’s obligations.
- 2) Alleviate annual, projected withdrawals by the State from Chicago’s Local Government Distributive Fund (LGDF) to recover any shortfall between the State Advance remitted to ISFA and the total amount collected by ISFA 2% hotel tax, as allowed by statute.

Without this legislation, Chicago’s LGDF will continue to be diverted by the State to cover ISFA’s annual shortfalls.” [ISFA annual response to CGFA request for bond indebtedness information, October 27, 2023]

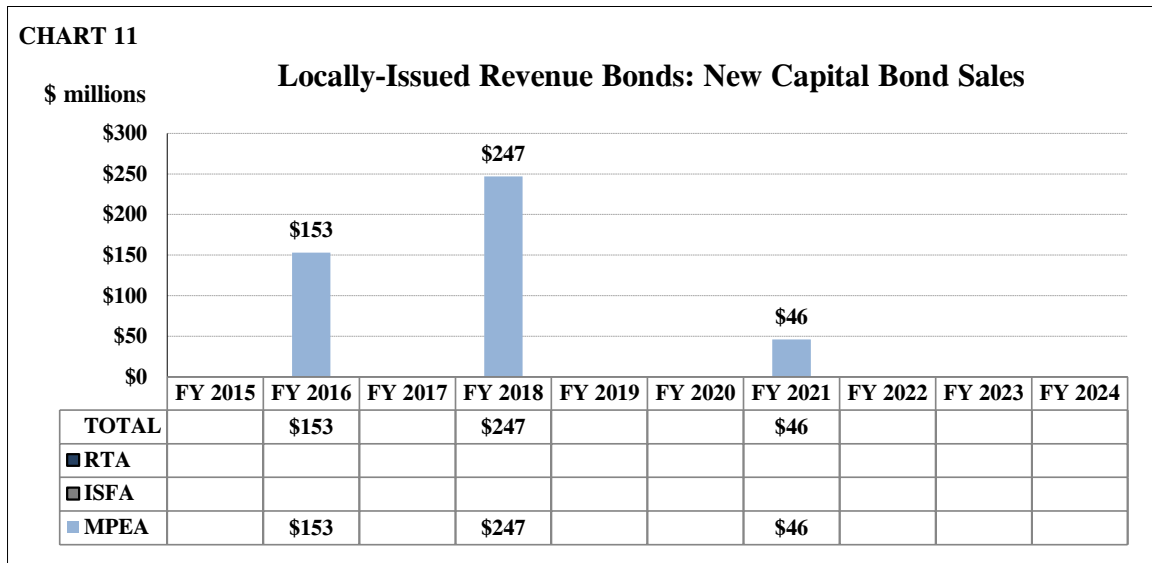
The Authority has approximately \$132.7 million of unissued authorization.

Bond Sales

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. The Authority hopes to sell \$328 million in refunding bonds in FY 2024.

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 portion of the 2001 bonds and to help alleviate debt service costs during the pandemic. A refunding in FY 2022 of \$19 million refunded a portion of the 2001 series bonds (see Illinois Sports Facilities Authority Debt on page 70).

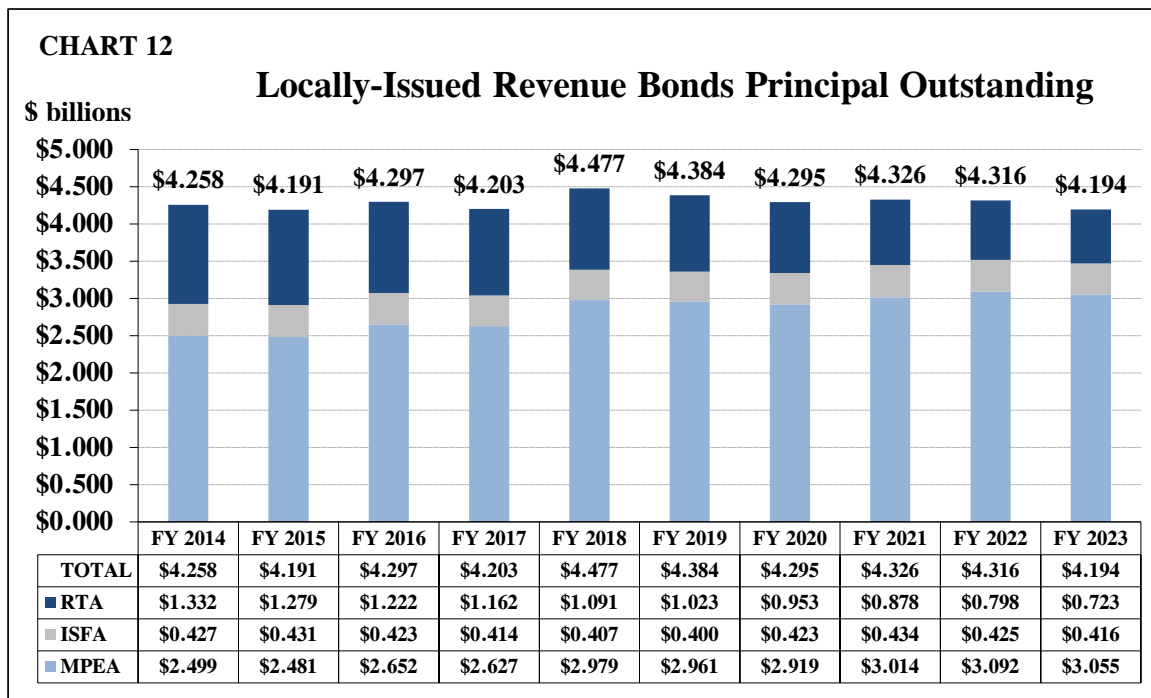


Outstanding Principal

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 2023 due to refundings that were allowed in FY 2020 – FY 2024 to help with debt service pressures due to 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 by 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.



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.

The MPEA has sold refunding bonds annually since FY 2020 to alleviate the Authority's funding for debt service and has needed to draw on the State's backup revenues. In FY 2020, \$937 million in refunding bonds were sold with a combined present value savings of \$157 million. In FY 2021, the Authority issued \$114 million in refunding bonds which reduced its FY 2021 debt service by \$118 million. This lowered the draw on State sales taxes for FY 2021 to approximately \$10 million.

The MPEA had higher tax receipts in FY 2022, which allowed them to pay the State back (in FY 2023) and replenish their debt service reserve fund. The Authority sold refunding bonds in FY 2022 for \$959 million, which saved approximately \$135 million in present value savings. The MPEA will continue a program of refundings/refinancings to allow expected tax receipts to cover debt service. [Metropolitan Pier and Exposition Authority]

The Regional Transportation Authority. 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 II 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 6 to 12 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]

TABLE 17 Locally-Issued Revenue Bond Debt Service History											
	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024*	
MPEA											
PRINCIPAL	\$59.0	\$63.4	\$72.2	\$30.6	\$76.5	\$72.5	\$0.0	\$0.0	\$55.9	\$49.3	
INTEREST	\$97.9	\$103.1	\$105.7	\$114.5	\$120.2	\$127.8	\$115.1	\$119.7	\$146.7	\$165.8	
TOTAL	\$156.9	\$166.5	\$177.9	\$145.1	\$196.7	\$200.4	\$115.1	\$119.7	\$202.6	\$215.1	
ISFA											
PRINCIPAL	\$9.3	\$7.9	\$8.7	\$6.9	\$7.2	\$7.6	\$4.1	\$8.4	\$8.8	\$9.2	
INTEREST	\$25.0	\$28.3	\$29.7	\$33.7	\$35.9	\$34.8	\$20.6	\$42.0	\$44.7	\$47.6	
TOTAL	\$34.4	\$36.2	\$38.3	\$40.6	\$43.1	\$42.4	\$24.7	\$50.4	\$53.5	\$56.8	
RTA											
PRINCIPAL	\$22.5	\$23.9	\$25.5	\$27.3	\$28.9	\$30.7	\$32.6	\$34.5	\$20.8	\$18.0	
INTEREST	\$16.2	\$14.8	\$13.2	\$11.5	\$9.9	\$8.2	\$6.4	\$4.5	\$2.5	\$1.3	
SCIP I											
TOTAL	\$38.7	\$38.7	\$38.8	\$38.8	\$38.8	\$38.9	\$38.9	\$38.9	\$23.3	\$19.3	
RTA											
PRINCIPAL	\$30.6	\$32.4	\$34.3	\$235.8	\$38.3	\$40.1	\$42.4	\$44.9	\$54.6	\$52.9	
INTEREST	\$59.9	\$58.1	\$56.2	\$54.5	\$51.4	\$49.2	\$46.9	\$44.4	\$41.6	\$38.6	
SCIP II											
TOTAL	\$90.5	\$90.5	\$90.5	\$290.3	\$89.8	\$89.4	\$89.3	\$89.3	\$96.3	\$91.6	
TOTAL											
PRINCIPAL	\$121.5	\$127.5	\$140.7	\$300.6	\$150.9	\$150.9	\$79.1	\$87.7	\$140.1	\$129.3	
INTEREST	\$199.0	\$204.3	\$204.8	\$214.2	\$217.4	\$220.1	\$188.9	\$210.6	\$235.5	\$253.3	
GRAND TTL	\$320.5	\$331.9	\$345.5	\$514.8	\$368.4	\$371.0	\$268.0	\$298.3	\$375.6	\$382.7	

*NOTE: MPEA 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 2024 amounts are estimated by the respective authorities.

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.

“Current concerns relate primarily to the impact of the economy and potential COVID resurgence on Statewide Hotel Taxes. As experienced during the height of COVID, Statewide Hotel Tax receipts impact the amount of appropriation funding available to ISFA. 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 [FY 2024].

“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, a pandemic, legislative changes, reductions to or delayed appropriation funding, or hotel tax revenue declines that cause insufficient appropriation funding from the State, coupled with an inability to rebuild the ISFA’s Hotel Tax Variation Reserve, ISFA could fall into debt service default. Assuming no budget impasses or legislative enactment(s) that negatively affect ISFA’s appropriation requests and sufficient funding available from Statewide Hotel Taxes, ISFA can meet its debt service requirements in future years.” [Illinois Sports Facilities Authority]

Ratings History

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 2021. 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 February of 2023, S&P raised the MPEA's rating to A from A-. In March 2023, Moody's upgraded the Metropolitan Pier & Exposition Authority bonds to Baa2 from Baa3. [Metropolitan Pier and Exposition Authority]
 - In November 2023, Fitch upgraded the MPEA again to BBB+. S&P raised Authority bonds to A from A-, when rating Expansion Project refunding bonds in September 2023.

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, and in May of 2022 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. In December 2023, Fitch upgraded the Authority to BBB with a stable outlook.
- 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. In August 2023, S&P raised the Authority's ratings two levels to BBB+ with a stable outlook, based on higher tax revenues.

Debt Comparisons: Illinois v. Other States

TABLE 18 NET TAX-SUPPORTED DEBT PER CAPITA						
RANK	2020		2021		2022	
	STATE	PER CAPITA DEBT OUTSTANDING	STATE	PER CAPITA DEBT OUTSTANDING	STATE	PER CAPITA DEBT OUTSTANDING
1	Connecticut	\$6,971	Connecticut	\$8,014	Connecticut	\$7,988
2	Massachusetts	\$6,240	Hawaii	\$6,890	Massachusetts	\$6,973
3	Hawaii	\$6,122	Massachusetts	\$6,825	Hawaii	\$6,877
4	New Jersey	\$4,569	New Jersey	\$5,410	New Jersey	\$5,030
5	New York	\$3,614	Delaware	\$4,143	Delaware	\$4,266
6	Delaware	\$3,400	New York	\$3,871	New York	\$3,539
7	Illinois	\$2,861	Washington	\$3,236	Washington	\$3,275
8	Washington	\$2,627	Rhode Island	\$3,106	Maryland	\$3,147
9	Maryland	\$2,410	Illinois	\$2,958	Rhode Island	\$3,103
10	Rhode Island	\$2,398	Maryland	\$2,818	Illinois	\$2,903
RANGE	\$6,971 to \$18 (Nebraska)		\$8,014 to \$19 (Nebraska)		\$7,988 to \$40 (Nebraska)	
MEAN	\$1,535		\$1,772		\$1,808	
MEDIAN	\$1,039		\$1,179		\$1,178	

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 2021 through 2023. 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 7th and 9th of the states with the highest debt per capita from 2010 through 2015.

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 around \$2,900, Illinois dropped to 9th highest State for per capita debt outstanding in 2021 and to 10th place in 2022, as other states' debt grew.

“The median NTSD per capita was \$1,178 in fiscal 2022, relatively unchanged from fiscal 2021 (\$1,177). States' NTSD per capita ranged from just \$40 in Nebraska, a state that has issued debt only sparingly, to \$7,988 in Connecticut (Aa3 stable), the state with the highest per capita income in the US after adjusting for regional cost of living.” [Sector Profile: States - US: Ability to service long-term liabilities and fixed costs improves, Moody’s Investors Service, September 26, 2023]

TABLE 19 10 HIGHEST STATES IN NET TAX-SUPPORTED DEBT									
2020 National Total = \$ 535.1 billion				2021 National Total = \$ 599.5 billion			2022 National Total = \$616.5 billion		
2020				2021			2022		
RANK	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION
1	California	\$84.4	15.8%	California	\$96.4	16.1%	California	\$96.0	15.6%
2	New York	\$69.9	13.1%	New York	\$71.2	11.9%	New York	\$69.6	11.3%
3	Massachusetts	\$43.0	8.0%	New Jersey	\$46.3	7.7%	Massachusetts	\$48.7	7.9%
4	New Jersey	\$40.6	7.6%	Massachusetts	\$46.2	7.7%	New Jersey	\$46.6	7.6%
5	Illinois	\$36.0	6.7%	Illinois	\$36.0	6.0%	Illinois	\$36.5	5.9%
6	Connecticut	\$24.8	4.6%	Connecticut	\$28.2	4.7%	Connecticut	\$29.0	4.7%
7	Washington	\$20.2	3.8%	Washington	\$24.1	4.0%	Washington	\$25.5	4.1%
8	Pennsylvania	\$18.5	3.5%	Texas	\$20.4	3.4%	Texas	\$20.4	3.3%
9	Florida	\$15.4	2.9%	Ohio	\$20.1	3.4%	Pennsylvania	\$20.3	3.3%
10	Virginia	\$15.0	2.8%	Pennsylvania	\$19.3	3.2%	Maryland	\$19.4	3.1%
RANGE	\$84 billion to \$13 million			\$96 billion to \$14 million			\$96 billion to \$77,989		
MEAN	\$10.7 billion			\$12.0 billion			\$12.3 billion		
MEDIAN	\$4.2 billion			\$4.6 billion			\$5.3 billion		

SOURCE: Moody’s State Debt Medians reports.

This table uses a measure created and calculated by Moody’s rating agency.

“Total net tax-supported debt rose by 0.6% to \$616.5 billion in fiscal 2022, less than total own-source revenue (a state’s revenue minus federal funding) growth (11.6%). Fiscal 2022 total NTSD represented 37.5% of aggregate own-source revenue, down from 41.6% in fiscal 2021...Colorado (Aa1 stable), Maryland (Aaa stable), Massachusetts (Aa1 stable), New York (Aa1 stable), Oregon (Aa1 stable), and Virginia (Aaa stable) each added over \$1 billion in debt in fiscal 2022, ranging from a 2% increase for Massachusetts to a 20% increase for Colorado. The bulk of Colorado's debt additions were certificates of participation. NTSD declined in 19 states in fiscal 2022. At the end of fiscal 2022, Nebraska (Aa1 stable) had the least amount of debt outstanding of all states at only \$78.0 million.

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 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 and 2022, Illinois remained in 5th place with \$36.0-\$36.5 billion in debt, but held only about 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 21, 2023, the following rating actions have occurred:

- Illinois was upgraded one level to A- by Fitch
- Massachusetts was upgraded one level to AA+ by S&P
- Pennsylvania was upgraded one level to AA by Fitch
- New Jersey was upgraded by all three ratings agencies – from Moody’s one level to A1, from S&P one level to A, and from Fitch two levels to A+.

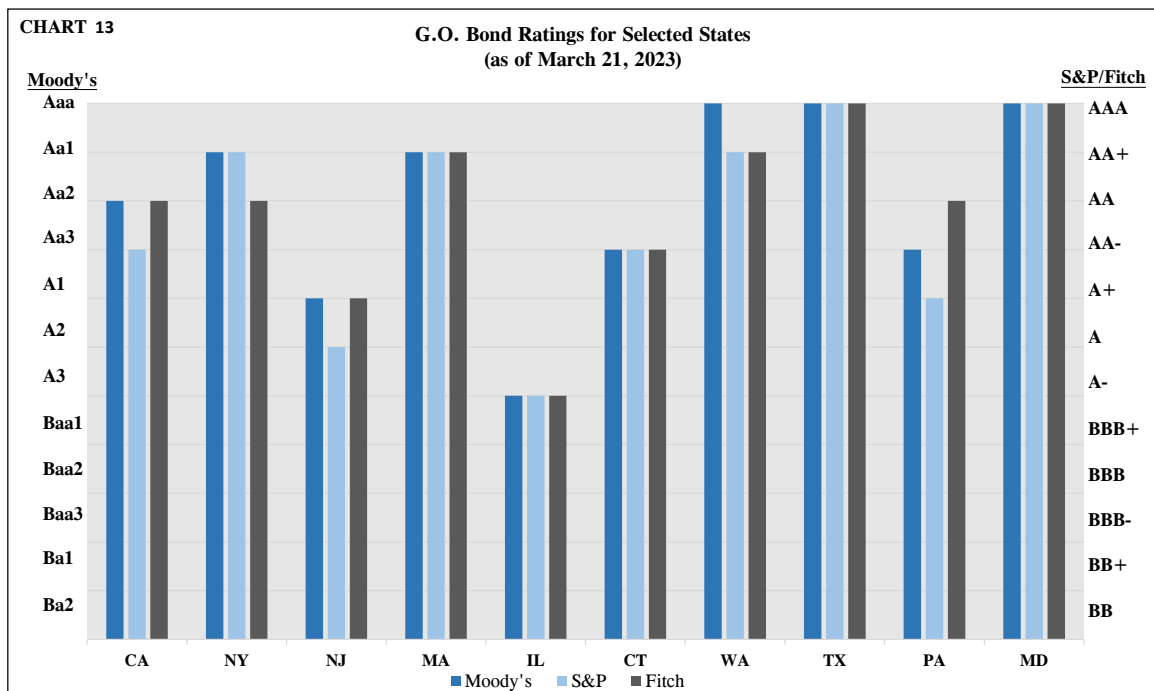
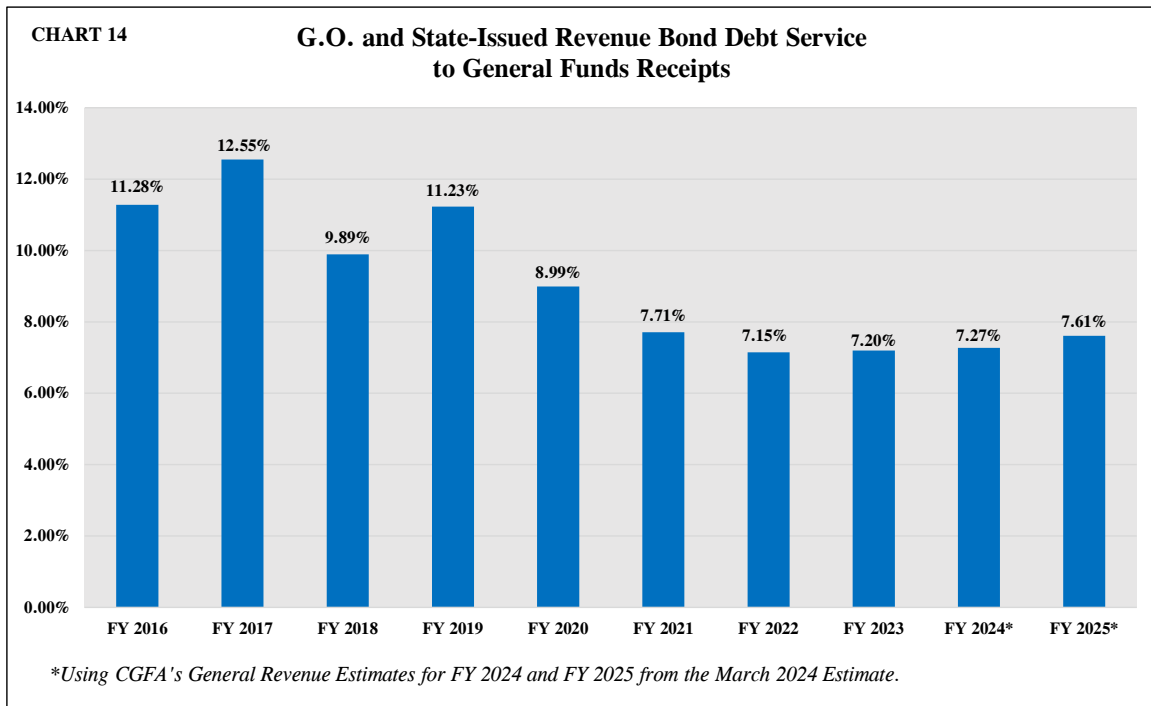


Chart 14 shows a history of Illinois' general obligation and State-issued revenue debt service as a percentage of general funds receipts.



CURRENT BOND TOPICS



- **Federal Sequestration Effects on Debt Service**
- **Retirement of Rail Splitter Tobacco Settlement Authority Bonds**
- **Illinois Sports Facilities Authority Debt**
- **Regional Transportation Authority Budget Gap**
- **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]

As a part of the above-mentioned court case, there appeared to be some leeway to allow for the Build America Bonds to be called early, due to the case law concluding that "sequestration resulted in a materially adverse change to the cash subsidy payment obligation." This was provided as a possible outcome by the company Orrick, which claimed that this would permit the use of the extraordinary optional redemption allowed for in a majority of Build America Bond indentures. [*Attention BAB Issuers: Extraordinary Optional Redemption is Available*, February 21, 2024, Charles C. Cardall and Barbara Jane League, Orrick] If an issuer's extraordinary optional language is broad enough to allow the reduction of the federal subsidy to be a trigger, and the bonds issued allow for refunding or call at par instead of making the buyer whole, among other requirements, then some issuers may be able to call their bonds. This remains to be seen, as issuers may try it and may end up back in court to decide. If this occurs, there could be around \$20 billion - \$30 billion in BABs called in 2024 using this logic. [*Issuers expected to call \$20B to \$30B of BABs this year*, by Jessica Lerner, February 26, 2024, The Bond Buyer]

The table on the next page 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	\$221,520,203	198,627,499	\$22,892,705	4/1/2024
	GO Bonds BABs 2010-2	\$356 million	\$66,306,304	61,486,047	\$4,820,257	4/1/2024
	GO Bonds BABs 2010-3	\$700 million	\$157,819,061	\$141,760,082	\$16,058,979	4/1/2024
	GO Bonds BABs 2010-4	\$300 million	\$69,657,000	\$61,852,625	\$7,804,375	4/1/2024
	GO Bonds BABs 2010-5	\$900 million	<u>\$219,111,200</u>	<u>\$195,019,385</u>	<u>\$24,091,815</u>	4/1/2024
State of Illinois Total			\$734,413,769	\$658,745,639	\$75,668,130	
Illinois State Toll Highway Authority	2009A BABs	\$500 million	\$148,396,545	\$141,241,988	\$7,154,557	est.
	2009B BABs	\$280 million	\$83,031,216	\$78,843,555	\$4,187,661	2024
Tollway Total			\$231,427,761	\$220,085,543	\$11,342,218	
Regional Transportation Authority (non-SCIP)	Series 2010B BABs	\$113 million	<u>\$25,487,000</u>	<u>\$23,991,000</u>	<u>\$1,496,000</u>	2023
RTA Total			\$25,487,000	\$23,991,000	\$1,496,000	
Eastern Illinois University	2009A COP BABs	\$85 million	<u>\$22,916,101</u>	<u>\$21,805,370</u>	<u>\$1,110,731</u>	est.
EIU Total			\$22,916,101	\$21,805,370	\$1,110,731	2024
Northeastern Illinois University	2010 COP BABs	\$6.06 million	<u>\$1,173,012</u>	<u>\$1,106,677</u>	<u>\$66,335</u>	4/1/2024
NEIU Total			\$1,173,012	\$1,106,677	\$66,335	
*Northern Illinois University	December 2010 BABs	\$126 million	<u>\$32,920,000</u>	<u>\$30,304,000</u>	<u>\$2,616,000</u>	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	<u>\$1,779,731</u>	<u>\$1,667,750</u>	<u>\$111,982</u>	2024
SIU Total			\$12,071,048	\$11,518,371	\$552,677	
***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	<u>\$1,440,676</u>	<u>\$1,341,084</u>	<u>\$99,592</u>	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.

Retirement of the Railsplitter Tobacco Settlement Authority Bonds

On September 12, 2023, The Governor's Office released a statement that the remaining \$449 million of Railsplitter Tobacco Settlement Authority Bonds have been retired. The defeasance of the bonds came as the Authority purchased U.S. Treasury State and Local Government Series securities for deposit into a special escrow account which will earn a set amount of interest until June 2026, when the remaining bonds are eligible for redemption. Public Act 103-0008 made changes to the Governor's Office of Management and Budget Act, the State Finance Act and the Railsplitter Tobacco Settlement Authority Act to allow for the defeasance of the Authority's outstanding bonds using funds, subject to appropriation, from the Tobacco Settlement Recovery Fund. The retirement of these bonds will save the State approximately \$50 million, and the MSA Tobacco Settlement payments will now go directly to the State to be used for the Medicaid program.

The funds used for this purpose came from an arbitration settlement payment the State received in FY 2022. The \$546 million settlement amount came from payments originally held back by tobacco manufacturers that they were required to pay when they lost the arbitration to Illinois. Public Act 103-0006, included a \$455 million appropriation from the Tobacco Settlement Recovery Fund to the Governor's Office of Management and Budget to defease the Authority bonds. Without the defeasance, principal and interest on the bonds from FY 2024 through the FY 2028 maturity would have been \$496 million. The last of the bonds were scheduled to be paid off in FY 2028.

As a part of the Authority's creation under statute, 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. After the bonds are paid off, Tobacco Settlement Payments will revert directly to the State. The Authority will terminate 6 months after all of its liabilities have been met.

The Railsplitter Tobacco Settlement Authority [30 ILCS 171] was created to issue up to \$1.75 billion in bonds to be securitized by a portion of Illinois' Master Settlement Agreement (MSA) 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 expected Tobacco Settlement payments at the time (based on a 5% negative annual growth rate) to the Authority. Under the statute, the MSA payments paid 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. 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.

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. A majority of the settlement funds was used for the defeasance of the remaining Tobacco Settlement Recovery Bonds.

Illinois Sports Facilities Authority Debt

TABLE 21 (in millions)
**Increased Advance Amount
 from GRF to ISFA**

<u>FY</u>	<u>Advance Amount</u>
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

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

**added in PA 102-0016 (6/21)*
 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 21) 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 for \$399 million with three different types of bonds using 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 June 30, 2023, the outstanding principal was \$18.7 million and interest is \$86.4 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, on only Soldier Field-related bonds is shown in Table 23, on page 74.

TABLE 22 Illinois Sports Facilities Authority: Bond Sales					
Bond Sales	Amount of Bond Sale	New v. Refunding	Purpose	Remaining Principal (June 30, 2023)	Remaining Interest (June 30, 2023)
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	\$18,718,358	\$86,446,642
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)	\$259,075,000	\$94,214,913
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	\$35,326,250
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	\$7,131,750
TOTAL				\$416,353,358	\$223,119,555

Source: Illinois Sports Facilities Authority Audited Financial Statement Year Ended June 30, 2023

Remaining debt service on what has not been refunded of the original 2001 bonds, as of June 30, 2023, is \$18.7 million in principal and \$86.4 million in interest.

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, 2023 is \$259.1 million in principal and \$94.2 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, 2023 is \$119.8 million in principal, which is all to be paid from 2027 – 2030, and \$35.3 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, 2023 is \$18.8 million in principal, which is all to be paid from 2030 – 2032, and \$7.1 million in interest.

The above totals \$53.5 million in debt service that was paid during FY 2023, consisting of \$8.8 million in principal and \$44.7 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 structuring of 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 [through] FY 2033, 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.

TABLE 23 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					
	Coupon	Principal	Interest	Coupon	Principal	Interest	Coupon	Principal	Interest	Coupon	Principal	Interest	Annual	Debt	Service	Annual	Debt	Service
Date																		
Capital Appreciation Bonds																		
12/15/2023																		
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	9.1	36.4	54.7			
12/15/2024																		
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	9.0	39.7	58.2			
12/15/2025																		
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	8.9	15.5	61.9			
12/15/2026																		
6/15/2027		-		-	5.000%	19.7	5.3	30.2	3.0	6.0	0.5	0.9	8.8	19.7	37.4			
12/15/2027																		
6/15/2028		-		-			4.8	9.6	5.000%	41.2	3.0	47.2	8.3	41.2	57.7			
12/15/2028																		
6/15/2029		-		-			4.8	9.6	5.000%	49.5	2.0	53.5	7.2	49.5	64.0			
12/15/2029																		
6/15/2030		-		-	5.250%	26.4	4.8	36.0	5.000%	29.1	0.7	30.5	6.0	66.6	78.6			
12/15/2030																		
6/15/2031		-		-	5.250%	73.6	4.1	81.8	0.0	5.000%	4.3	4.7	4.3	77.9	86.5			
12/15/2031																		
6/15/2032		-		-	5.250%	82.6	2.2	87.0	0.0	5.000%	3.4	3.5	2.3	86.0	90.5			
TOTAL		18.7	86.4	105.2		217.8	85.2	303.0	119.8	35.3	155.1	18.8	25.9	375.1	589.1			

Source: Illinois Sports Facilities Authority, February 2023

“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.

“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.” [March 2023 email from the ISFA in response to CGFA’s request for information.]

Summary: The original bonds for the Soldier Field Renovation were sold in October 2001 for \$399 million. As of June 30, 2023, even with refunding sales for most of the original bonds, the ISFA still owes \$375 million in principal and \$214 million in interest, totaling \$589 million on the 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 2024 – 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 shortfall to the State. In any case, the Authority is still responsible for paying the debt service on the Soldier Field bonds, even if a new stadium is built for the Bears football team or the team moves around the State or to another state. There are now competing interests from the White Sox and professional soccer teams in Chicago for funding from the State or the ISFA for new stadiums or renovations to expected-to-be vacated stadiums for their purposes. There have been no laws passed at this time that would offer State assistance to any sports teams.

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.

Budget and Debt Service

“ISFA’s debt service currently represents over 70% of [ISFA’s] total annual budget. As noted above, 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 were to be insufficient to fully fund the appropriation for the remainder of FY2024.” [ISFA annual response to CGFA request for bond indebtedness information, October 27, 2023]

On June 17, 2021, the Governor of Illinois signed into law Public Act 102-0016. Under

TABLE 24 IL Sports Facilities Authority: Major Revenue Sources
(in millions)

Source	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24 YTD
State Hotel Tax Subsidy	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0
Local Govt. Distributive Fund (from the city of Chicago portion)	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0	\$5.0
ISFA Chicago-area Hotel Operator's Tax to repay State	\$55.8	\$48.5	\$6.9	\$34.2	\$55.6	\$43.6
Total	\$65.8	\$58.5	\$16.9	\$44.2	\$65.6	\$53.6

The State’s Advanced Amounts that are paid back by the ISFA’s Hotel Tax are not shown in this table, but are shown in Table 22.
Source: Illinois Office of the Comptroller

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.

“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]

In FY 2023, insufficient Authority hotel taxes required a draw on the Chicago’s LGDF of \$8.7 million. The ISFA is unsure if FY 2024 Authority hotel tax revenues will be sufficient to repay the State’s Advance Amount, or if there will be a draw on the City’s LGDF.

“Currently, ISFA is pursuing an amendment to its existing legislation. However, it is not expected to result in additional costs to the State. The proposed legislation would enable ISFA to extend the term of bonds issued to finance Soldier Field improvements from FY2032 to 2038 and to extend the term on the bonds issued to finance Guaranteed Rate Field improvements from FY2029 to 2034.

“Debt service payments on bonds currently outstanding increase annually by 6.25%. To cover this level of debt, ISFA’s annual hotel tax revenue would need to grow exponentially. Allowing this extension to refund and restructure ISFA’s existing debt would provide the following benefits:

- 1) ISFA’s 2% hotel tax revenue, levied within the city of Chicago, would be sufficient, on an annual basis, to repay the State Advance portion of the appropriation pledged for ISFA’s obligations.
- 2) Alleviate annual, projected withdrawals by the State from Chicago’s Local Government Distributive Fund (LGDF) to recover any shortfall between the State Advance remitted to ISFA and the total amount collected by ISFA 2% hotel tax, as allowed by statute.

Without this legislation, Chicago’s LGDF will continue to be diverted by the State to cover ISFA’s annual shortfalls.” [ISFA annual response to CGFA request for bond indebtedness information, October 27, 2023]

The ISFA’s capital plan for FY 2024 – FY 2026 would cost \$35.2 million, all financed by the Authority, and includes field maintenance, electronic, security, HVAC, elevator, parking lots, fire control and building restoration projects.

Regional Transportation Authority (RTA) Budget Gap

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]

“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.” (<https://www.rtachicago.org/plans-programs/2023-regional-transit-strategic-plan>).

Ridership was 60% of pre-COVID levels in the summer of 2023, and rounding out the calendar year at around 325 million. Expected ridership in 2024 is 349 million riders, an increase of 7.4%. The 2024 estimated ridership compared to pre-COVID levels can be broken out by service boards, with Metra expecting 54% of pre-COVID levels, Pace with 55%, CTA with 64% and ADA Paratransit with 98%.

Revenues generated by the Authority are made up of mostly passenger fares, but also include leased space, investments, and selling ad space at stations and on buses and trains. The Authority also receives revenues from regional RTA sales taxes (1.25% in Cook County and 0.5% in the collar counties), a portion of Real Estate Transfer Tax (RETT), the State's Public Transportation Fund (based on a 30% match by the State of RTA sales tax and RETT), and State debt service support for the previously issued Strategic Capital Improvement Bonds. There is also partial funding from the State, approximately \$28 million in FY 2024, which is only about 7.0%, for statutorily required programs of reduced or free fares. Total revenue in FY 2024 is expected to be \$3.941 billion, 13% higher than 2023 expenses, with 17.7% of that being from federal funding from the pandemic. Federal relief funding, 60% of which will have been used by the end of 2023, is expected to run out some time in 2025.

Expenses are projected to be \$3.924 billion, with 50.9% going to the CTA, 27.9% to Metra, 8.5% to Pace, and 6.3% to ADA Paratransit. Of the remaining amounts, 1.3% will go to the RTA Agency and regional programs, 4.8% to debt service for the Authority's revenue bonds, and 0.3% for Joint Self-Insurance Fund premiums. Increases in operating expenses are expected to be 4.3% in 2025 and 2.9% in 2026, which would reach \$4.213 billion in 2026. [RTA Adopted 2024 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program, p. 10-13]

“While significant ridership recovery has occurred, changes in remote and hybrid work are projected to result in lower levels of ridership for the remainder of the decade compared to 2019. Beginning in 2026, the RTA system is facing a projected annual budget gap of more than \$700 million. Closing the gap is critical to avoid drastic cuts that would harm the system we have, but the actual cost of improving and expanding the system to the level that riders want and deserve may be much higher. The Plan of Action for Regional Transit (PART) report completed by the Chicago Metropolitan Agency for Planning (CMAP) in 2023 found that funding of either an additional \$1 billion or \$1.5 billion annually would provide meaningful change or transformational investment in the system. Fare increases and service cuts won't solve this problem—the system requires funding, reform, and policy changes that make transit a more competitive travel option.” [RTA Adopted 2024 Operating Budget, Two-Year Financial Plan, and Five-Year Capital Program, p. 7]

The RTA's 2024 - 2028 Regional Capital Program is expected to be almost \$6.0 billion, a 4.4% increase over the 2023-2027 Capital Program. The Authority says that \$40.5 billion of need exists for a 10-year regional capital plan. The 2024 -2028 budget would address only 14.7% of that need. The 10-year program that the RTA wants would expand offerings to more areas and for reduced-fee and ride-free programs. The RTA will be requesting legislative changes and funding from the legislature to help deal with chronic under funding and structural issues. According to the Authority, operations require more funding than just farebox revenues, and they would like to change the State's requirement of the 50% farebox recovery ratio. The State requires revenues for each of the service boards (excluding Pace's ADA Paratransit Service) to cover 50% of operations. In addition, capital programs need a great deal of funding for maintenance and future improvements. [See Appendix D for a breakout of expected capital spending by the service boards]

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 107). 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 25 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, had 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.

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 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.

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. The MPEA had higher tax receipts in FY 2022, which allowed them to pay the State back (in FY 2023) and replenish their debt service reserve fund. The Authority sold bonds in July 2021, Series 2021A Expansion Project Bonds, to refinance allowable fiscal 2022 debt. Series 2022A Refunding Bonds, issued in March 2022, came from a forward bond delivery agreement reached in July 2021, to get a better interest rate. Together, the two refinancings saved approximately \$135 million in present value savings.

“Fiscal 2023 represented a return to more normal operations for the Authority as the convention business continues its recovery from COVID-19. For fiscal year 2023, MPEA hosted 105 events at McCormick Place, with an attendance level of approximately 1.62 million. Importantly, these events generated \$211.5 million in State and Local taxes and \$2.03 billion in estimated economic impact. The heavy event schedule also led to strong financial performance, as shown in the table below.

MPEA Operating Results (in \$000s)	FY23 Actual	FY19 Actual	Variance
Operating Revenue	\$336,891	\$315,800	\$21,091
Operating Expense	(333,196)	(314,944)	(18,252)
Net Operating Income (Loss)	\$3,695	\$856	\$2,839

“For FY2023, MPEA’s operating revenues exceeded fiscal 2019 by \$21.1 million while operating income exceeded fiscal 2019 by \$2.8 million. Additionally, MPEA contributed \$32.5 million to capital reserves in fiscal 2023, which MPEA will use to help maintain its campus assets. Fiscal 2023 revenues and operating income exceeded budget by \$62.0 million and \$16.1 million, respectively.” [Metropolitan Pier and Exposition Authority annual response to CGFA request for bond indebtedness information, November 3, 2023]

P.A. 103-008 allows for incentive grants that were agreed to and appropriated from FY 2024 through FY 2026 to be used for events that occur after FY 2026. For FY 2022 and FY 2023, MPEA received \$0.5 million and \$11.6 million in incentive grant reimbursements from the State, respectively. MPEA also received a \$15 million FY 24 appropriation from the State for its incentive grant program, of which the Authority currently expects to use approximately \$9.9 million. Approximately \$2.9 million of the FY 24 appropriation is expected to come from the American Rescue Plan Act.

The MPEA will continue a program of refundings/refinancings to allow expected tax receipts to cover debt service. The MPEA sold 2022B Expansion Project Bonds of \$23 million in December 2022, with a shortened maturity of five years. Series 2023A Expansion Project Bonds of \$58 million, sold in October 2023, also have a five-year maturity.

“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. The borrowing size is estimated at \$45 million. The second project is a renovation of public spaces at the Hyatt Regency McCormick Place with an estimated cost of \$11 million. The Authority is moving forward with the public space renovation project and is funding this project from funds on hand. Construction has begun and is expected to be completed in late Spring 2024. MPEA is also seeking to renovate all guestrooms at the Hyatt Regency McCormick Place. The Authority is still in the planning phase of this project. The State has appropriated \$8.8 million for infrastructure improvements for this project. The appropriated funds will be administered by DCEO. The remainder of the project costs will come from Authority funds and from the issuance of hotel revenue bonds. The estimated cost for the guest room renovations is \$70 million.” [Metropolitan Pier and Exposition Authority annual response to CGFA request for bond indebtedness information, November 3, 2023]

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. According to the Tollway, the projected cost is now \$14.8 billion, which will require the Board of Directors to approve the increased cost.

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

TABLE 26 TOLLWAY’S CURRENT CAPITAL SPENDING			
(\$ in millions)	2022 Actual Expenditures	2023 Forecasted Expenditures	2024 Budget Request
Existing System Needs			
Jane Addams Memorial Tollway (I-90)	\$0.9	\$2.3	\$6.1
Tri-State Tollway (I-94/I-294/I-80)	621.4	563.3	464.6
Veterans Memorial Tollway (I-355)	1.4	5.4	7.0
Reagan Memorial Tollway (I-88)	1.0	1.8	13.5
Systemwide Improvements	201.3	262.6	386.8
System Expansion			
Tri-State Tollway I-294/I-57 interchange	32.7	15.7	0.1
Elgin O’Hare Western Access Project	286.7	306.4	501.5
Other Emerging Projects	1.1	3.4	17.7
Adjustments/Agreement Reimbursements	(9.6)	(5.6)	
TOTAL	\$1,136.8	\$1,155.3	\$1,397.4
Source: Illinois State Toll Highway Authority 2024 Budget			

The previous table shows capital spending from CY 2022 through requested CY 2024. At the end of 2024, the Illinois Tollway will have spent \$12.3 billion of the \$14.8 billion projected cost since the beginning of the Move Illinois program in 2012.

This is the thirteenth year of the Move Illinois capital program, with approximately \$1.4 billion allocated for CY 2024. The budgeted funds will go towards reconstructing lanes, bridges and ramps, and plaza modifications, electronic tolling upgrades, utilities, right-of-way and corridor support on the various toll roads. There will be new ramps, structures and toll plazas on the Tri-State (I-294)/I-57 Interchange. New lanes and tolling will also receive 2024 budget funding for Elgin - O’Hare western access. There will be additional rehabilitation and repairs systemwide with funding from the 2024 budget.

The Tollway’s 2024 budget of \$1.64 billion in total revenues will pay for \$451 million in maintenance and operating expenses, \$529 million for debt service transfers and \$662 million for the 2024 Capital Program, according to the Tollway’s 2024 approved Budget released in December 2023. In 2024, the Tollway will reinvest more than 72 percent of revenues 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. On September 15, 2022, the Tollway Board of Directors approved a change to this calculation methodology to one based on the annualized percentage change in the CPI-U over the 3 years ending on June 30 of the previous year.

TABLE 27 Illinois Tollway Source of Revenues						
(\$ in millions)						
	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY 2023 Forecast	FY 2024 Budget
Toll Revenues and Evasion Recovery	\$1,242	\$1,439	\$1,535	\$1,519	\$1,514	\$1,578
Investment Income	14	2	25	20	65	45
Concessions and Miscellaneous Revenues	27	22	31	10	20	18
Revenues Total	\$1,283	\$1,464	\$1,592	\$1,549	\$1,599	\$1,642

Source: Illinois State Toll Highway Authority 2024 Budget

“The COVID-19 pandemic and response were the primary causes of the significant decline in toll revenues from \$1.462 billion in 2019 to \$1.242 billion in 2020. Toll revenues, inclusive of evasion recovery, is budgeted to recover to \$1.578 billion in 2024, or 107.9 percent of the pre-pandemic 2019 amount.”

“Over the past several years, the COVID-19 pandemic has significantly impacted transaction and revenue performance on the Tollway. The most significant impacts occurred in April and May 2020, when transactions dipped to 40 to 50 percent below 2019 levels. Performance has since improved markedly. While traffic volumes began to stabilize at 5 to 7 percent below 2019 levels beginning in summer 2021, traffic performance was subsequently impacted by the resurgence in COVID-19 cases due to the omicron variant in the winter of 2021-2022, as well as changing macroeconomic conditions. Commercial vehicle (CV) performance began to show year-over-year declines beginning in mid-2022, but remains 5.1 percent above pre-COVID levels as of the end of August 2023. In contrast, passenger cars (PCs) have begun to rebound strongly in 2023, growing by 4.9 percent so far over 2022. Overall, total transactions have grown by 4.0 percent year to date compared to 2022 and are 3.0 percent below the same period in 2019.” [Annual Toll Revenue Certificate 2024, CDM Smith, Appendix, October 11, 2023, Illinois State Toll Highway Authority Budget 2024]

The Authority’s total outstanding bond principal was \$7.2 billion, as of January 1, 2024, which includes past capital programs. Currently, \$4.8 billion in bonds have been sold for the Move Illinois capital program as of the May 2023 bond sale, with net proceeds of \$5.3 billion (including bond premium). The Authority expects to issue \$500 million in new project bonds and \$900 million in refunding bonds in 2024 to refund Series 2013A and Series 2014B bonds. [Illinois State Toll Highway Authority response to CGFA’s annual for bonded indebtedness information, October 31, 2023]

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 with a stable outlook 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].

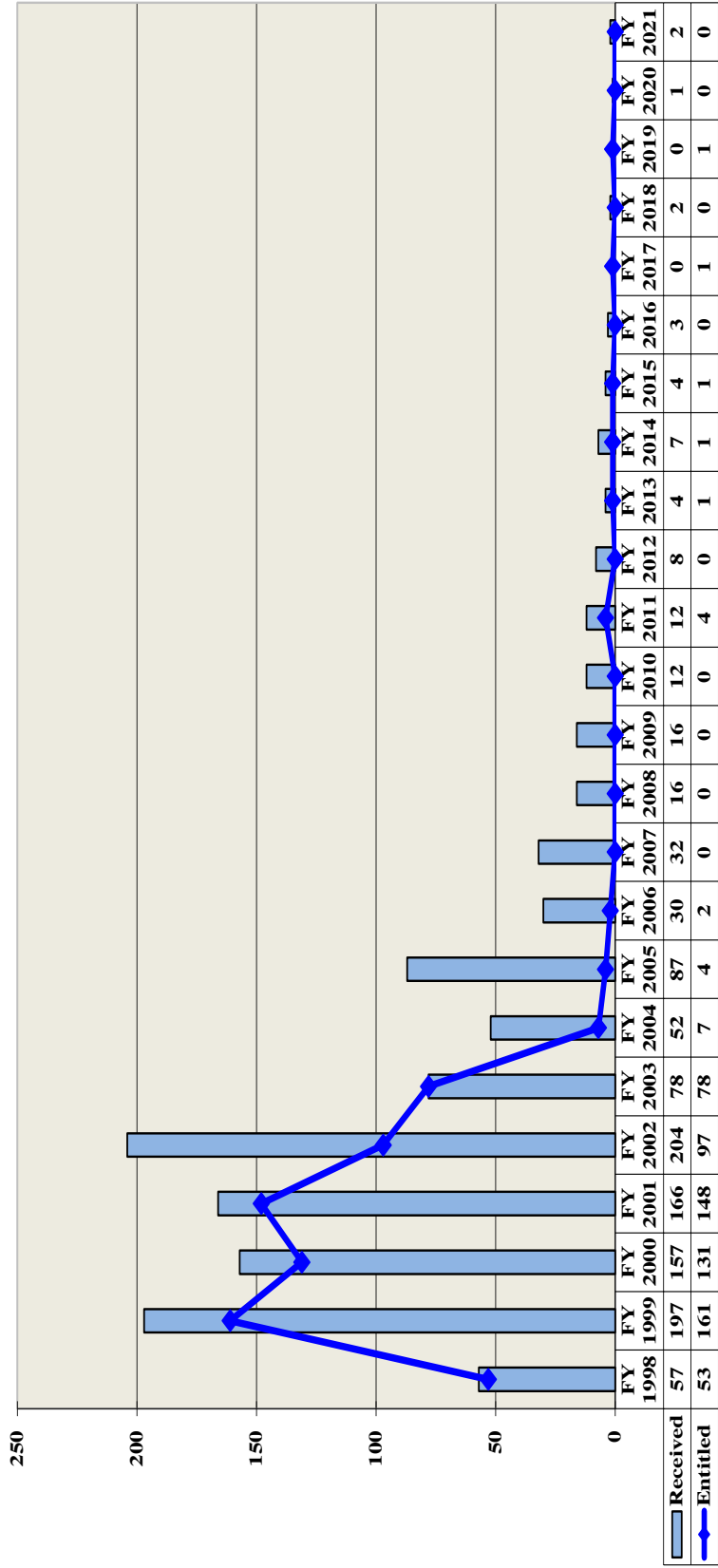
P.A. 102-0723 (effective May 2022) made changes to the School Construction Law, stating that grants will only be allowed for construction (no longer for debt service) and funding will come from both the School Infrastructure Fund and the School Construction Fund. Definitions are added for a new grant 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 2022 survey, 462 elementary, secondary, and unit school districts responded with a need of \$8.0 billion compared to the 2019 survey of 350 respondents with \$9.4 billion of needs. This indicates 112 more district responses from 2019 which is used instead of the 2021 survey which had a much smaller number of respondents (251). The needs specified in the 2022 survey are:

- Over \$957 million is needed to build 56 new school buildings;
- Approximately \$936 million is needed for 156 building additions;
- \$4.0 billion is needed for Health/Life Safety needs and \$1.3 billion for other repairs;
- 589 additional classrooms are needed for Pre-Kindergarten and Kindergarten;
- To ease overcrowding, districts are using 1320 temporary classrooms compared to the 2021 survey of 460 temporary classrooms;
- 19 school districts are considering consolidation (2017 = 61 school districts, 2019 = 15 school districts, 2021 = 23 school districts);
- Districts need \$782 million for asbestos abatement, school security measures, energy conservation, accessibility measures and other capital projects.

CHART 15

School Construction Projects: Applications



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 28 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 29 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
FY 2024*	\$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 new appropriations for school construction from FY 2022 through FY 2024, and there are no appropriations requested for FY 2025. In July 2022, the Governor’s Office announced a \$60 million competitive grant program for Early Childhood construction. There was a \$35 million appropriation from the School Infrastructure Fund for grants to Charter Schools, on

a per pupil basis for facility costs in FY 2023. According to the Fiscal Year 2025 Capital Budget (page 111), “Between fiscal years 2020 and 2024, ISBE has awarded a total of \$109.2 million in school maintenance grants to school districts around the State. The funds will be utilized for projects such as upgrades to HVAC, electrical, and lighting systems”.

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 (SIF) 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:

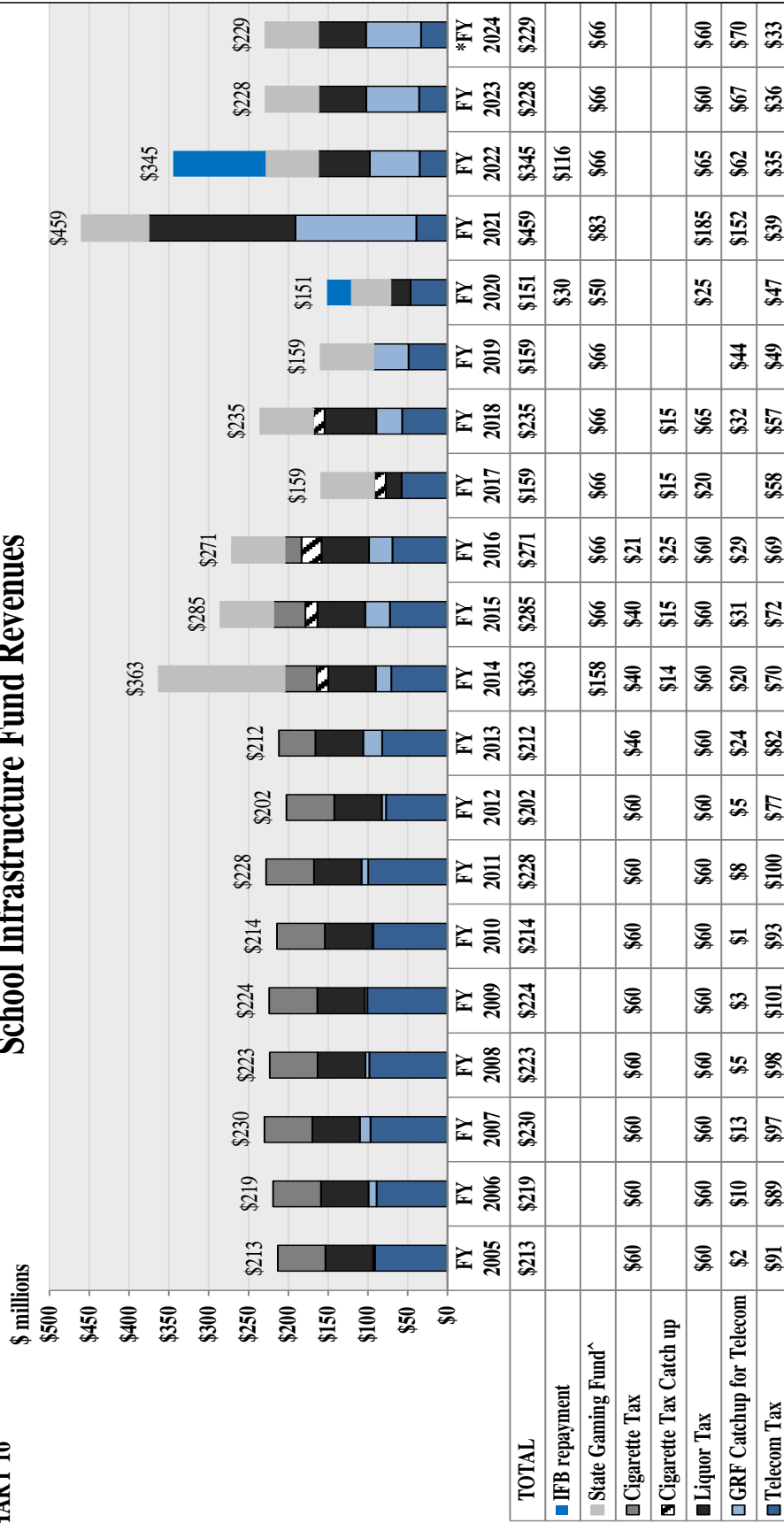
- Telecommunications excise tax - 1/7th of the 7% tax (starting in FY 1998 from the School Reform Act)
- GRF –\$60 million annually (approximately 75% of the additional liquor tax increase from IL FIRST, starting in FY 2000)
- Cigarette Tax - \$60 million annually (from an increase which began April 1, 2003). Beginning FY 2024 this tax will no longer transfer funds to SIF.
- 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.

CHART 16

School Infrastructure Fund Revenues



* FY 2023 and FY 2024 amounts are CGFA estimates.

^There was an 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.

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. The Commission's estimate is \$33 million for FY 2024. The Telecommunications Tax revenue source is still declining, requiring the GRF to transfer more each year to fulfill statutory requirements.

Liquor Tax: The Liquor Tax transfers from the General Revenue Fund to the School Infrastructure Fund were behind from FY 2017 to FY 2020. The required \$60 million per year transfer was only \$20 million in FY 2017, \$65 million in FY 2018, which after making up for the previous year's missing funds, made FY 2018 effectively \$25 million for the year. In FY 2019, there were no transfers and FY 2020 only received transfers of \$25 million. This put the Liquor Tax transfer behind by \$130 million. In FY 2021, \$185 million was transferred leaving a deficit of \$5 million. In FY 2022, \$65 million was transferred to rectify the situation. The Liquor Tax transfer to the School Infrastructure Fund has been the full \$60 million each year for the past two fiscal years.

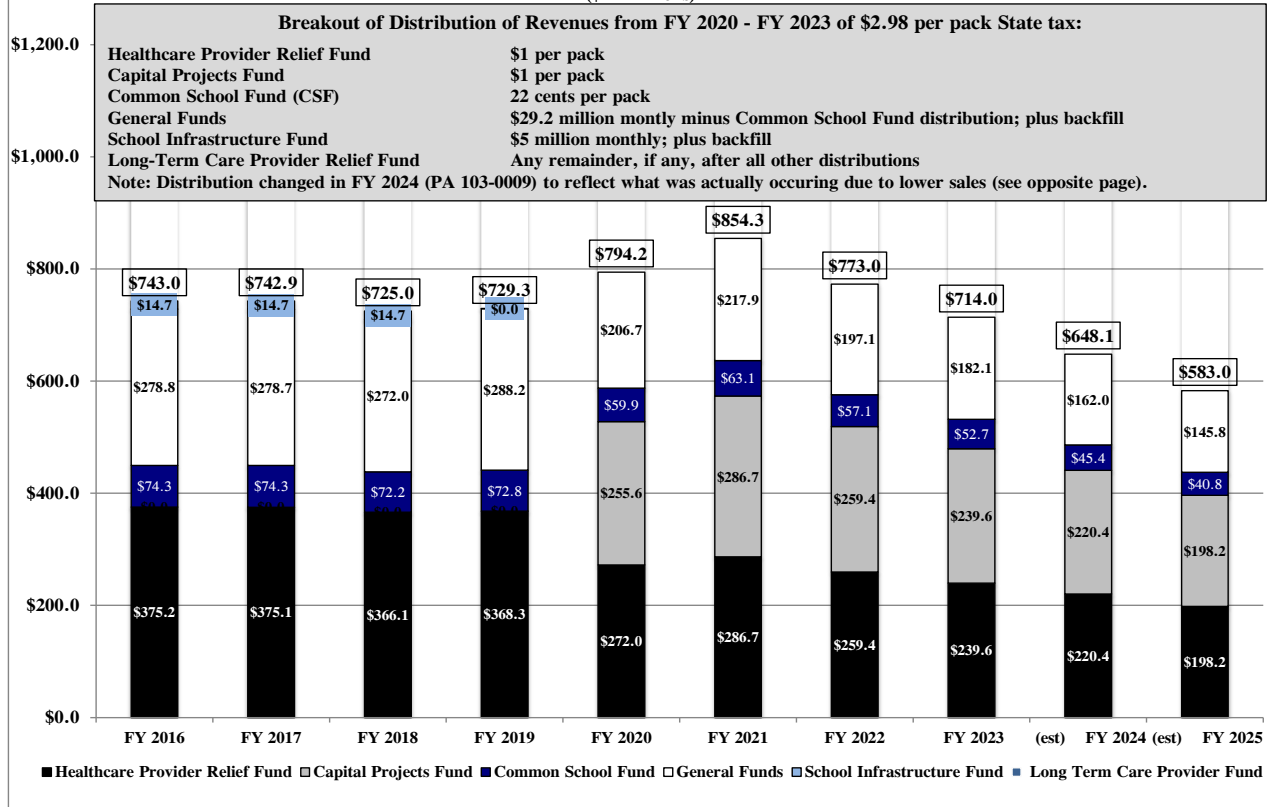
Cigarette Tax: The State cigarette tax is \$2.98 per pack. Of that amount, the Healthcare Provider Relief Fund and the Capital Projects Fund receive \$1.00 of the tax each. Prior to P.A. 103-0009 (July 2023), State statute provided that approximately \$350 million of cigarette tax revenues would be distributed to General Funds, with any shortages made up when possible. After all of these distributions were made, the School Infrastructure Fund was to receive the next \$60 million with any shortages made up, when possible, with the Long-Term Care Provider Fund receiving the remainder of revenues, if there were any.

The cigarette tax has become a declining revenue source in recent years, outside of the revenue bump in FY 2021 due to the tax hike in Public Act 101-0031, especially in terms of packs sold. The number of packs of cigarettes sold declined year-over-year in FY 2020 by 26%, partially due to stockpiling or purchases in neighboring states to temporarily avoid the increase in tax. In fiscal years 2022 and 2023, the number of packs decreased by 9.5% and 7.6%, respectively. The combination of the order of distribution and the diminishing tax revenues resulted in a shortage of funds to pay for the General Funds allotment each fiscal year, meaning that the School Infrastructure Fund did not receive its portion of the cigarette tax at all. The General Funds shortage had grown from \$8.9 million in FY 2018 to \$348 million in FY 2023. These shortages do not include the revenues intended to be deposited into the School Infrastructure Fund each fiscal year.

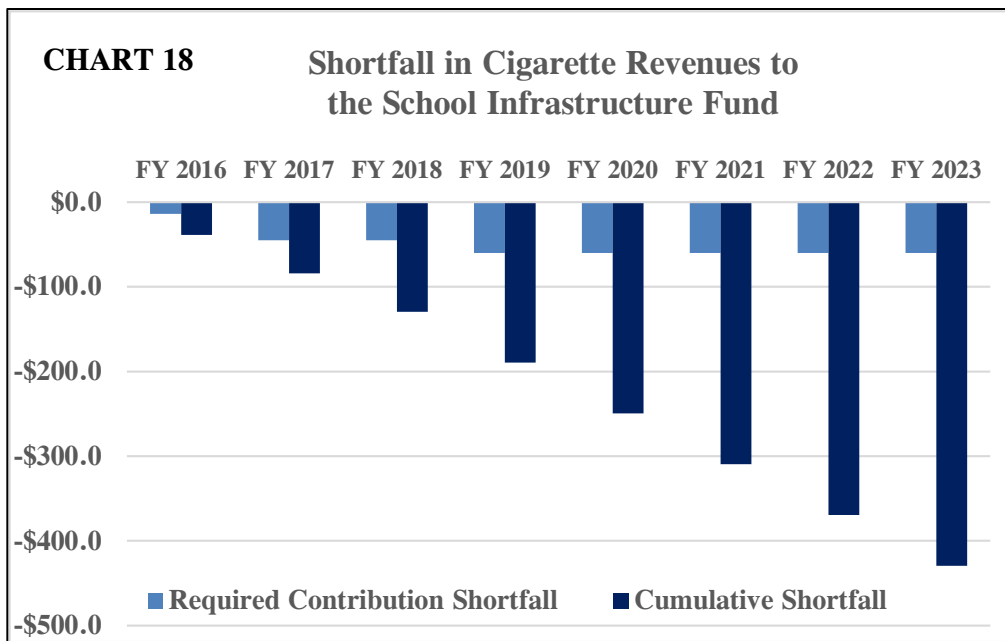
CHART 17

Distribution of Cigarette Tax Revenues

(\$ in millions)



As shown in Chart 17, the amounts the School Infrastructure Fund received have decreased over time. The lack of available cigarette tax revenues meant that in FY 2013 only \$45.7 million was paid to the School Infrastructure Fund, resulting in a shortfall of approximately \$14.3 million. 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. As shown in Chart 18 below, the combined shortage at the end of FY 2023 was \$430 million. The bottom line was that the anticipated continued decline in cigarette sales combined with the allocation formula would result in no revenues available for the School Infrastructure Fund.



P.A. 103-0009 amended the Cigarette Tax Act by making changes concerning the distribution. Any amounts required to be paid into any of the funds that remained unpaid as of July 1, 2023 shall be deemed satisfied on that date, eliminating any deficiency accrued through that date. Going forward, beginning on July 1, 2023, all of the revenues received will be deposited monthly in the following percentages:

- (1) 7% into the Common School Fund;
- (2) 34% into the Healthcare Provider Relief Fund;
- (3) 34% into the Capital Projects Fund; and
- (4) 25% into the General Revenue Fund.

P.A. 103-0009 updated statutory language to reflect the current reality of cigarette tax distributions, canceled catch up payments to funds that would likely never have been paid, and removed distributions to funds that had no receipts from the cigarette tax over the last several years - the School Infrastructure Fund (since FY 2018) and the Long-Term Care Provider Fund (since FY 2012). This Act also fixed the problem with the dwindling receipts going to GRF by giving it a steady percentage of receipts instead of leftovers.

Borrowing from the 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.

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 \$218 million.

Conclusion: With declining revenue streams from the Telecommunications Tax and the removal of funding from the Cigarette Tax starting in FY 2024, 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 shortfalls in 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

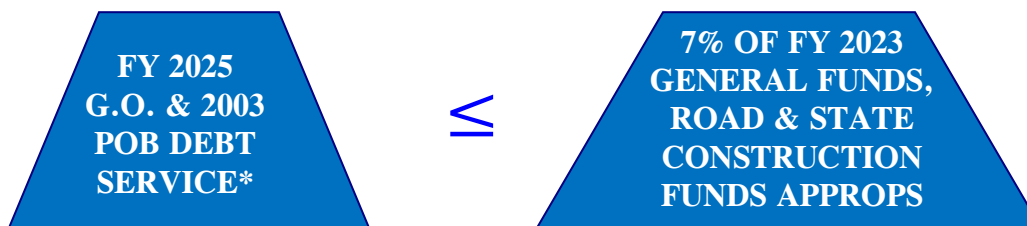
P.A. 93-0839 (effective July 2004) set limits on debt and created greater transparency through disclosure of bond deals from the Governor's Office of Management and Budget. Limitations are put on the following aspects of issuance.

General Obligation Bond sale limit

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 2025 debt service (minus exclusions mentioned above) is based on FY 2024 bond sales.

FY 2024 bond issuance available is based on expected FY 2025 debt service as a percentage of FY 2023 General Funds, Road Fund and State Construction Fund appropriations. According to the Comptroller as of June 30, 2023, FY 2023 appropriations (excluding transfers out) under these parameters equaled \$62.847 billion. This puts the 7% cap at a maximum \$4.399 billion in debt service for FY 2025 (minus the above exclusions). Current debt service under this calculation for FY 2025 is approximately \$2.483 billion, at 3.95%. This would leave room for approximately \$1.916 billion in additional debt service available for FY 2025. According to the Governor's Budget, the State expects FY 2025 debt service under this equation to be \$2.619 billion. This would put the State at 4.17%, 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 42]

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.

Public Act 103-0007 changed statute to included that G.O. bond sale expenses may not exceed 0.5% of the principal amount of the proceeds of sale of each bond sale, and is authorized to be used to pay the reasonable costs of each issuance and sale. Under the Build Illinois Bond Act, 1% (rather than 0.5%) of the proceeds of bond sales may be used for specified costs.

Limitations on costs of issuance have been followed by the Office of Management and Budget (see Table 31 on page 103).

No Certificates of Participation (COPs)

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

No Certificates of Participation have been 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.

Competitive/Negotiated Sales

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

TABLE 30		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%
FY 2023	\$700	\$2,050	34.1%	\$0	\$0	n/a

*The \$1.3 billion Series of June 2013 bonds did not 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 would not 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.*

Refunding Bonds

- Public Act 103-0007 changed this provision to no refunding Bonds shall be offered for sale unless the net present value of debt service savings to be achieved by the issuance of the refunding bonds is 3% or more of the principal amount of the refunded Bonds or the principal amount of the refunding Bonds to be issued. (Under prior law, net present value of debt service savings must be 3% or more of the principal amount of the refunding bonds to be issued.)

- Public Act 103-0007 removed the provision under both the General Obligation and Build Illinois Bond Acts that provided that all non-refunding Bonds in an issue that includes refunding Bonds shall mature no later than the final maturity date of Bonds being refunded. Now, refunding bonds shall mature within the term of the outstanding State debt (per the Illinois Constitution Article IX, Section 9(e)). The prior provisions were that all bonds in an issue that include refunding bonds must mature no later than the final maturity date of the bonds being refunded, and that 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 prior 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 31	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 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	√	√
General Obligation May 2023A \$200 million	0.363%	No	√	Negotiated	√	√
General Obligation May 2023B \$1.0 billion	0.420%	No	√	Negotiated	√	√
General Obligation May 2023C \$150 million	0.420%	No	√	Negotiated	√	√
General Obligation May 2023D Refunding \$1,16 billion	0.392%	No	√	Negotiated	√	√
FY 2024						
General Obligation December 2023A \$175 million	0.121%	No	√	Competitive	√	√
General Obligation December 2023B \$350 million	0.169%	No	√	Competitive	√	√
General Obligation December 2023C \$350 million	0.269%	No	√	Competitive	√	√
Build Illinois February 2024A \$300 million	0.315%	No	√	Competitive	√	√
Build Illinois February 2024B \$150 million	0.155%	No	√	Competitive	√	√
Build Illinois February 2024C \$150 million	0.305%	No	√	Competitive	√	√

NON-STATE SUPPORTED BOND DEBT



- **Summary of Non-State Supported Bond Debt**
- **Moral Obligation Bonds**
- **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 the introduced 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 October 2023):

Southwestern Illinois Development Authority	\$0.9 million
<u>Upper Illinois River Valley Development Authority</u>	<u>\$5.3 million</u>
TOTAL	\$6.2 million

There are currently no Moral Obligation defaults.

Bonded Indebtedness of Authorities and Universities

The following sections show information related to bond sales, principal outstanding and funding issues 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.

Funding issues:

Illinois Housing Development Authority (IHDA): "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)

"Other than the addition of funds from the Rebuild Illinois Capital Plan and federal funds in response to the COVID-19 pandemic, IHDA appropriations have remained essentially fixed through the past couple of fiscal years.

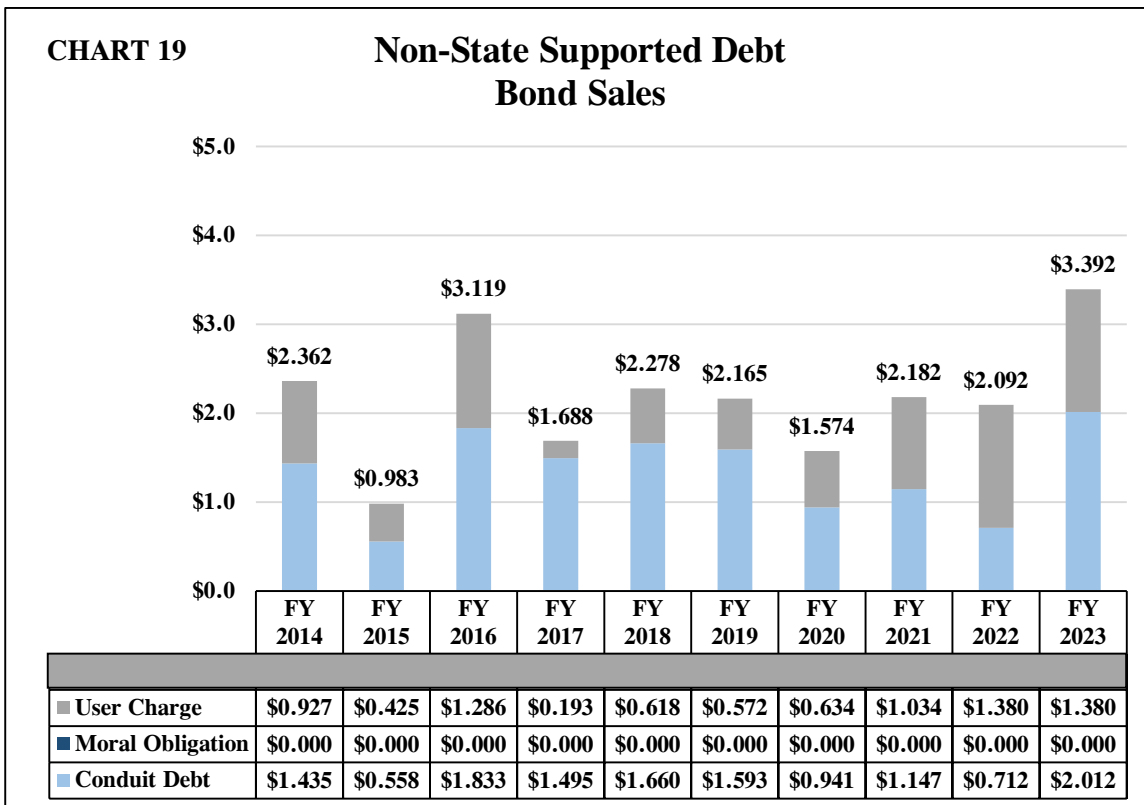
"The only increase in FY24 was an additional \$20MM for the Affordable Housing Trust Fund based on estimated funds on deposit and the expectation of any carryover. Resources from the Affordable Housing Trust Fund are used to provide loans and grants for the acquisition, rehabilitation, and development 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.

“The funding mechanism for Funds 891/892/119 was challenged in the judicial system and the Illinois Supreme Court ruled the collection of these funds was unconstitutional. Therefore, these programs have been put on hold pending a new funding vehicle and their appropriations will continue to decrease to \$0. In FY24, IHDA continues to request an appropriation for these programs; Fund 891 and Fund 119 \$3M and Fund 892 \$5.5M.” [Illinois Housing Development Authority annual response to CGFA request for bond indebtedness information, October 31, 2023]

Other Issues:

Will Kankakee Regional Development Authority: Has had no substantial financial activity since the organization was just re-activated with a full Board of Directors in April 2023. The organization is currently without a paid director or staff. The Board is gathering the organization historical and financial records but does not have a complete list of the bonds issued at this time. The former Executive Director provided...(a) list of outstanding revenue bonds issues by WKRDA as of June 30, 2022.

Bond Sales:



Bond sales were \$2.3 billion in FY 2014, but dropped in FY 2015 to just under \$1 billion mainly because the Illinois Finance Authority (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. Bond sales in FY 2023 increased to almost \$3.4 billion due to a \$1.9 billion bond issuance from the IFA.

There were four issuers of conduit debt in FY 2023:

- Illinois Finance Authority with \$1.9 billion in bonds and \$5 million of Beginner Farmer Bonds,
- Southwestern Illinois Development Authority with \$56 million,
- Eastern Illinois Economic Development Authority with \$20 million, and
- Upper Illinois River Valley Development Authority with \$16 million.

There were three issuers of user charge debt:

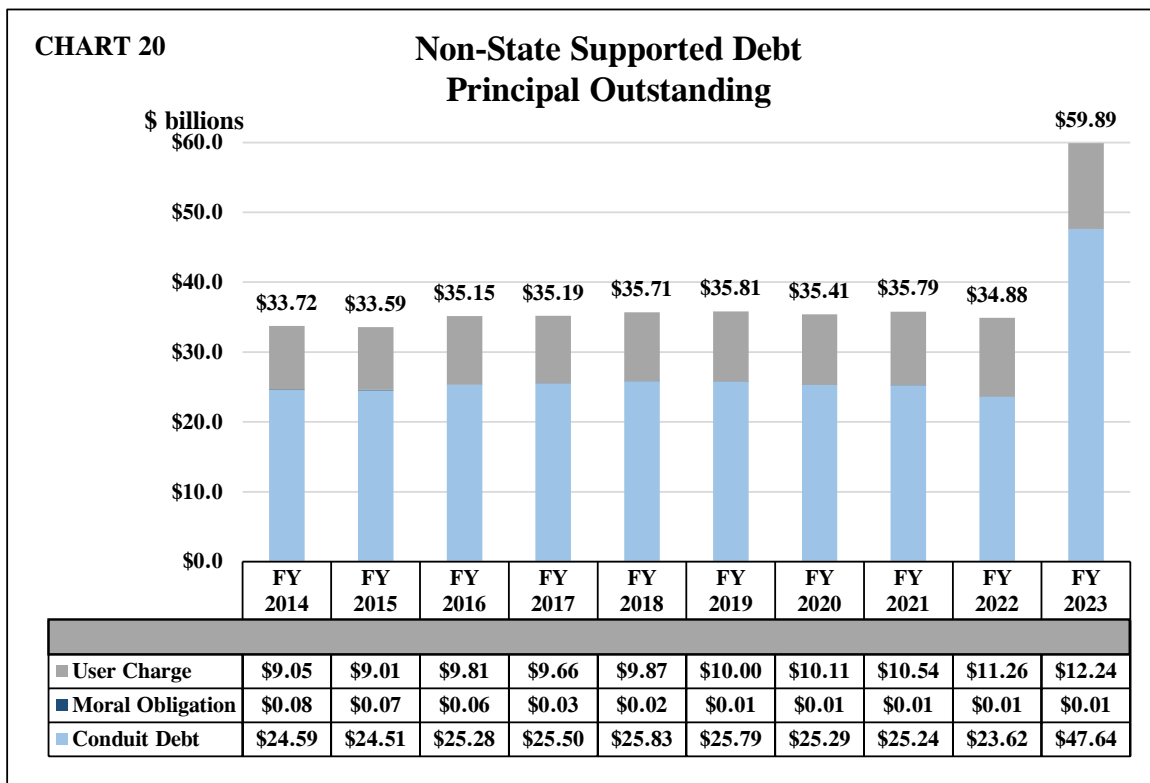
- Illinois Housing Development Authority for \$862 million,
- Illinois State Toll Highway Authority for \$500 million, and
- Southern Illinois University for \$18 million.

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. FY 2023 refundings were only \$241 million, due to higher interest rates, which was mainly made up of \$153 million by the University of Illinois and \$52 million by the Illinois Housing Development 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 and one in FY 2023 of \$14 million by Illinois State University.

Principal Outstanding: Chart 19 shows the level of outstanding principal for non-state supported bonds as reported by the issuing authorities and universities. Combined principal outstanding was in the mid \$33 billion level from FY 2014 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 dipped slightly to \$35.4 billion and FY 2023 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. FY 2023 principal outstanding increased to almost \$60 billion due to the maturity of multiple series of Capital Appreciation Bonds at the Southwestern Illinois Development Authority. "The accreted value of each Capital Appreciation Bond will be an amount equal to the original reoffering price compounded semiannually to yield at maturity...No periodic interest will be paid to owners, but will accrete (grow) in value while the bond is outstanding" and will be paid all at once at maturity.



Note: The large jump in principal outstanding comes from multiple accredited bonds coming due at SWIDA. "The accreted value of each Capital Appreciation Bond will be an amount equal to the original reoffering price compounded semiannually to yield at maturity...No periodic interest will be paid to owners, but will accrete (grow) in value while the bond is outstanding" and will be paid all at once at maturity.

- 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. Principal outstanding for conduit debt jumped to double the FY 2022 number in FY 2023, but mainly due to the maturity of multiple series of Capital Appreciation Bonds at the Southwestern Illinois Development Authority.
- 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. User Charge principal outstanding for FY 2021 through FY 2023 has steadily increased due to annual combined bond sales of between \$1 billion - \$1.3 billion, mainly from IHDA and the Tollway.

The table below gives a more detailed breakout of principal outstanding and bond sales for FY 2023 by each university and bonding authority.

TABLE 32 NON-STATE SUPPORTED DEBT BY AUTHORITY		Outstanding Principal	Bonds Issued in
Authority	Type of Debt	FY 2023	FY 2023
Central IL Economic Development Authority	conduit	\$9,340,000	\$0
Eastern IL Economic Development Authority	conduit	\$32,570,000	\$19,995,000
IL Finance Authority	conduit	\$22,636,248,000	\$1,919,787,913
IL Development Finance Authority (predecessor)	conduit	\$283,206,000	\$0
IL Education Facilities Authority (predecessor)	conduit	\$161,732,000	\$0
IL Farm Development Authority (predecessor)	conduit	\$44,150,000	\$0
IL Health Facilities Authority (predecessor)	conduit	\$2,245,000	\$0
IL Rural Bond Bank (predecessor)	conduit	\$0	\$0
IL Environmental Facilities (under IFA)	conduit	\$30,000,000	\$0
Quad Cities Regional Economic Development Authority	conduit	\$59,806,000	\$0
Southeastern IL Economic Development Authority	conduit	\$3,073,000	\$0
Southwestern IL Development Authority	conduit	\$24,090,713,000	\$56,000,000
Tri-County River Valley Development Authority	conduit	\$10,995,000	\$0
Upper IL River Valley Development Authority	conduit	\$200,938,000	\$16,065,000
Western IL Economic Development Authority	conduit	\$74,060,000	\$0
Will-Kankakee Regional Development Authority	conduit	\$0	\$0
CONDUIT TOTAL		\$47,639,076,000	\$2,011,847,913
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	\$1,063,000	\$0
Upper IL River Valley Development Authority	moral	\$5,300,000	\$0
MORAL OBLIGATION TOTAL		\$6,363,000	\$0
Chicago State University	usercharge	\$1,800,000	\$0
Eastern IL University	usercharge	\$4,615,000	\$0
Governors State University	usercharge	\$17,900,000	\$0
IL Housing Development Authority	usercharge	\$2,663,914,827	\$861,520,000
IL State University	usercharge	\$127,045,000	\$0
IL Student Assistance Commission-IDAPP	usercharge	\$53,979,000	\$0
IL State Toll Highway Authority	usercharge	\$7,328,515,000	\$500,000,000
MPEA Project Revenue Bonds	usercharge	\$35,705,000	\$0
Northeastern IL University	usercharge	\$11,335,000	\$0
Northern IL University	usercharge	\$251,635,000	\$0
Regional Transportation Authority (non SCIP)	usercharge	\$511,375,000	\$0
Southern IL University	usercharge	\$140,341,650	\$18,310,000
University of IL	usercharge	\$1,060,680,626	\$0
Western IL University	usercharge	\$33,208,351	\$0
USER CHARGE TOTAL		\$12,242,049,454	\$1,379,830,000
TOTAL OF CONDUIT & USER CHARGE		\$59,881,125,454	\$3,391,677,913
TOTAL CONDUIT, USER CHARGE, & MORAL		\$59,887,488,454	\$3,391,677,913

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 - Regional Transportation Authority & Service Boards' Capital Plans**
- **Appendix E - 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	SCHOOL DISTRICT	COUNTY	H	S
1 ALDEN-HEBRON SD 19	MCHENRY	063	32	42 SANDOVAL CUSD 501	MARION	107	54
2 BLOOMINGTON PSD 87	MCLEAN	088	44	43 SHELBYVILLE CUSD 4	SHELBY	102	51
3 CENTRAL SD 51	TAZEWELL	088	44	44 SPRINGFIELD PUBLIC SD 186	SANGAMON	099	50
4 <u>CHANNEY MONGE SD 88</u>	WILL	086	43	45 <u>TAFT SD 90</u>	WILL	085	43
5 CHESTER CUSD 139	RANDOLPH	116	58	46 TROY SD 30C	WILL	098	49
6 CICERO ELEM SD 99	COOK	024	12	47 VALLEY VIEW CUSD 365U	WILL	085	43
7 <u>COLLINSVILLE CUSD 10</u>	MADISON	112	56	48 WEST FRANKFORT CUSD 168	FRANKLIN	117	59
8 COLUMBIA CUSD 4	MONROE	116	58	49 WEST PRAIRIE CUSD 103	MCDONOUGH	093	47
9 COMMUNITY UNIT SD 300	KANE	065	33	50 WILLOW SPRINGS EL SD 108	COOK	031	16
10 CYPRESS ELEM SD 64	JOHNSON	118	59	51 WOOD DALE SD 7	DUPAGE	045	23
11 DUNLAP CUSD 323	PEORIA	073	37	52 ZION-BENTON TWP HSD 126	LAKE	061	31
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				

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

**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
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
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
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 KINNICKINICK 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
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
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
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
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
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

**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

**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

**FY17 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS**

FY17 APPLICATION CYCLE ENDED APRIL 1, 2016

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

**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 CARM-WHITE COUNTY CUSD 5	WHITE	109	55

**FY19 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS**

FY19 APPLICATION CYCLE ENDED APRIL 1, 2018

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

**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

**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	Financing
JDC Pool and HVAC Repair	Under Construction	9/17/2019 - 09/01 2024	50+ years	19,820.0	funded	CDB
Elevator Repair and Replacement	Under Construction	03/14/2019 - 09/01/2024	50+ years	2,819.6	funded	CDB
Light pole Replacement	Final Review for Completion	11/17/2019 - 03/01/2024	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)	Under Construction	10/23/2020 - 01/01/24	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
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 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	352,300.00	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	2,500,00.00	2,500.0	CDB
Capital Renewal Projects		various	50+	79,436.0	28,835.0	CDB
TOTAL				274,775.8	166,564.8	

EASTERN ILLINOIS UNIVERSITY

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25Budget Request	Financing
Upgrade Utilities Infrastructure - safety & utilities					\$47,076.5	\$47,076.5	CDB
Physical Science Building - remodel & rehab					\$69,263.7	\$69,263.7	CDB
Repurpose Steam Production Facilities - remodel & rehab					\$74,712.7	\$74,712.7	CDB
Utility Transformer - safety & utilities					\$2,247.7	\$2,247.7	CDB
Fire Alarm Upgrades, Old Main/Klehm Hall/Student Services - safety					\$1,895.9	\$1,895.9	CDB
Fire Alarm Upgrades- Buzzard/Coleman - safety					\$6,315.7	\$6,315.7	CDB
Booth Library -building envelope					\$8,991.8	\$8,991.8	CDB
Rehab Klehm Hall HVAC & plumbing - safety & rehab					\$8,362.0	\$8,362.0	CDB
McAfee - rehab windows - safety & rehab					\$4,910.5	\$4,910.5	CDB
Upgrade Electrical Building Distribution - safety & utilities					\$7,957.9	\$7,957.9	CDB
Replace Campus compressed air distribution piping - safety & utilities					\$2,327.5	\$2,327.5	CDB
Rehabilitate Coleman mechanical, electrical & plumbing					\$10,418.9	\$10,418.9	CDB
Physical Science - Emergency Power System (EPS) - safety					\$1,073.6	\$1,073.6	CDB
Physical Science Building - upgrade electrical system					\$3,737.7	\$3,737.7	CDB
TOTAL					\$249,292.1	\$15,230.2	

GOVERNORS STATE UNIVERSITY

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25 Budget Request	Financing
Center for Instruction & Innovation - construction	new				\$29,865.0		
Center for Health Equity (Health Sciences Building)	new				\$26,323.0		
Student Success Center	new				\$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
Innovative Academic Hub - Library, Academic Resources Center, Disability Services, Undergrad Advising, TRIO Support Services, Writing Center	new				\$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				\$12,712.0		State - Rebuild Illinois
Vehicular/Pedestrian/Parking Lot renovations	need funds released				\$8,898.0		State - Rebuild Illinois
Additional Vehicular/Pedestrian/Parking Lot renovations					\$4,029.0		
Sherman Hall & Art Studio Annex renovation	need funds released				\$3,225.0		State - Rebuild Illinois
Building Envelope Phase I	need funds released				\$7,237.0		State - Rebuild Illinois
Building Envelope Phase II	new request				\$2,887.0		State - Rebuild Illinois
Supply Chain Innovation Center & Business Incubator-Hantack House renovation	project currently prioritized with CDB				\$400.0		CDB (Build Illinois bond funds)
GSU Deferred Maintenance					\$69.0		
TOTAL					\$180,294.2		

ILLINOIS STATE UNIVERSITY

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25 Budget Request	Financing
New Engineering Building	Board approved May 2022	Phase 1 preconstruction services			\$137,162.0	\$137,162.0	State Funding
New Mennonite College of Nursing Building	Board approved May 2021				\$82,297.0	\$82,297.0	University Reserves
Thomas Metcalf School Replacement	Requested				\$78,183.0	\$78,183.0	State Funding
DeGarmo Hall Rehabilitation	Requested				\$52,364.8	\$52,364.8	State Funding
University High School Replacement	Requested				\$86,412.7	\$86,412.7	State Funding
Williams Hall Rehabilitation	Requested				\$116,588.3	\$116,588.3	State Funding
Felmley Science Annex STEM/Science Building	Requested	new construction			\$60,000.0		
Felmley Science Annex HVAC upgrades	Appropriated	Pre-Construction			\$14,519.9		
Fell Hall Roof & Cornice Replacement	Requested	Design completed 1/2018			\$3,500.0	\$3,500.0	State Funding
Cook Hall Infrastructure Replacements/Repairs	Requested				\$2,000.0	\$2,000.0	State Funding
Milner Library Elevator Modernization	Requested				\$3,500.0	\$3,500.0	State Funding
Milner Library Rehabilitation - new construction	Appropriated, not released				\$89,205.0		
Braden Plumbing System Upgrades	Requested				\$600.0	\$600.0	State Funding
Milner/Braden Generator Replacement	Requested				\$3,200.0	\$3,200.0	State Funding
Quad Chilled Water Loop Connection Construction	Requested	Master Plan design completed FY 2015			\$4,300.0	\$4,300.0	State Funding
Felmley Hall Steam Conversion Phase II	CDB portion escalated cost of appropriated but not released				\$3,200.0	\$3,200.0	CDB portion
Renovate Schroeder Hall	Appropriated, not released	Project placed on hold by CDB 7/15			\$2,070.0		CDB portion
Old Union Infrastructure	Requested	Completed independent consultant multi-year master plan			\$7,308.7	\$7,308.7	State Funding
Renovate Visual Arts Center	Appropriated FY 2022	Pre-Construction			\$75,923.8		
Renovate Mechanical and Plumbing Systems	Appropriated	Construction			\$5,380.4	\$5,380.4	CDB
Braden Concourse					\$2,399.0	\$800.0	State Funding
Renovation of Capen Auditorium	Appropriated, not released				\$200.0		CDB portion
Upgrade Steam Heating System	Appropriated, not released				\$3,200.0		CDB portion
Watterson Towers - Fire Separation, Elevator Modernization	Some approved/ construction; design phase	FY 2023-FY 2030			\$25,000.0	\$25,000.0	Bond
CEFCU Arena Expansion & Roof	Request FY 2027- FY 2028	FY 28, FY 27	On hold, Design	50, 25	\$20,500.0		Bond
South Campus Housing/Dining Project	Request FY 2023 - FY 2026		Design	50	\$190,000.0		Bond
Bone Student Center Visitor Parking lot	Board approved	FY 2026	Design	20	\$7,200.0		Bond
Renovate Stevenson Hall, Turner Hall-life safety	Appropriated, not released				\$290.0		CDB portion
SLB Fume hood Damper Replacement	Appropriated	Pre-Construction			\$7,626.3		
Marian Kneer Stadium Improvements	Request FY 2025	FY 2025	Planning	30	\$3,500.0	\$3,500.0	Bond
Parking Lot resurfacing (G67, S67)	Board approved		On hold	20	\$4,500.0		Bond
Capital Renewal - critical facility, mechanical, electrical, plumbing, building envelopes all campus					\$40,408.7	\$40,408.7	
TOTAL					\$1,132,539.6	\$615,296.9	

NORTHEASTERN ILLINOIS UNIVERSITY

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25 Budget Request	Financing
Education Building equipment					\$14,018.0		State Funding
Science Building planning, construction, equipment					\$272,840.7		State Funding
Lech Walesa Hall remodeling					\$30,531.0		State Funding
Ronald Williams Library renovation					\$74,789.2		State Funding
Mixed use facility					\$82,130.7		State Funding
PE Complex - pool leak repair					\$6,000.0		State Funding
Capital Renewal					\$95,743.8		State Funding
TOTAL					\$576,053.4		

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	Financing
1 Health Informatics & Technology Center	\$7.7 million released				\$77,000.0		State Funding
2 Wirtz Hall Renovation					\$42,446.0		State Funding
3 Williston Hall Renovation					\$49,901.0		State Funding
4 Still Hall and Still Gym Renovation					\$69,402.0		State Funding
5 Gabel and Graham Complex Renovation					\$145,652.0		State Funding
6 Davis Hall Renovation					\$64,600.0		State Funding
7 McMurry Hall Renovation					\$27,254.0		State Funding
8 Reavis Hall Renovation					\$32,795.0		State Funding
9 Watson Hall Renovation					\$33,939.0		State Funding
10 Psychology/Computer Science Building Renovation					\$71,890.0		State Funding
11 Montgomery Hall Renovation					\$88,650.0		State Funding
Capital Renewal					\$137,793.0		State Funding
TOTAL					\$841,322.0		

SOUTHERN ILLINOIS UNIVERSITY							
Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25 Budget Request	Financing
<i>Carbondale</i>							State Funding
Communication Building Renovation/Addition	Appropriated	Pre-Construction			\$98,222.9		State Funding
Agricultural, Life and Physical Sciences Renovation/Addition	Requested				\$137,202.3		State Funding
Neckers Renovation and Addition	Requested				\$157,064.6		State Funding
Interdisciplinary Research Laboratory	Requested				\$46,771.2		State Funding
Life Science II Renovation	Requested				\$162,291.1		State Funding
Capital Renewal					\$130,247.0		State Funding
<i>Edwardsville</i>							
Alton Dental Consolidation - new construction	Requested				\$140,128.8		State Funding
Health Science Building - new construction	Appropriated				\$109,370.0		State Funding
Center for Health & Athletic Performance - new construction	Appropriated, not released				\$33,000.0		State Funding
Visual and Performing Arts Center - new construction	Requested				\$74,600.0		State Funding
Morris University Center - Seismic/HVAC /Energy/ADA upgrades	Requested				\$95,300.0		State Funding
Rendleman Hall - Seismic/HVAC /Energy/ADA upgrades	Requested				\$35,135.7		State Funding
Capital Renewal					\$133,430.0		State Funding
<i>School of Medicine</i>							
Medical Education Building construction	Requested				\$70,929.2		State Funding
Medical Instructional Facility renovation	Requested				\$26,688.1		State Funding
Simmons Cancer Institute Expansion/Renovations	Requested				\$12,929.5		State Funding
Neuroscience Institute Ambulatory Instructional Facility & Academic Offices	Requested				\$38,500.0		State Funding
Capital Renewal	Requested				\$82,072.7		State Funding
TOTAL					\$1,583,883.1		

UNIVERSITY OF ILLINOIS

Project Type:	Approval Status by Board/Agency	Project Start Date	Est Proj End Date	Life Expectancy	Total Cost (thousands)	FY25 Budget Request	Financing
<i>System</i>							
Discovery Partners Institute	CDB Project	2020	2025		\$285,000.0		State Funds/Institutional
<i>Urbana - Champaign</i>							
Masonry repairs to Wohlers and Noyes	CDB Project	2019	2024		\$3,691.3		State Funds/Institutional
Replace Roofing System and Repair Masonry - Armory	CDB Project	2020	2024		\$2,500.0		State Funds
Life Safety Upgrade	CDB Project	2021	2024		\$3,818.0		State Funds
* Replace Air Handling Units - Morrill Hall	CDB Project	2021	2024		\$6,302.0		State Funds
Repair and Renovation Funds	FY25 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	2026		\$192,000.0		State Funds/Institutional
Art & Design Renovation/Addition	FY25 State Request	TBD	TBD		\$110,960.0	\$110,960.0	State Funds
Campus Library Upgrades	FY25 State Request	TBD	TBD		\$60,000.0	\$60,000.0	State Funds
* Parking Deck Rehab	Construction	2021	2024		\$21,304.0		Institutional
& 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
* Small Animal Clinic Oncology Center Addition	Design	2022	2024		\$21,300.0		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
* Allen Hall - upgrade electrical system	Design	2023	2025		\$5,400.0		Institutional
* Illini Union - roof replacement	Design	2023	2025		\$15,035.2		Institutional
* Armory stucco and curtainwall replacement	Planning	2023	2025		\$7,200.0		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	Financing
Chicago							
	CDB Project	2013	TBD		\$108,000.0		State Funds/Institutional
	CDB Project	2019	2024		\$4,523.0		State Funds
	CDB Project	2021	2024		\$10,005.0		State Funds
	FY25 State Request	TBD	TBD		\$101,682.0	\$101,682.0	State Funds
*	CDB Project	2021	TBD		\$65,000.0	\$65,000.0	State Funds
	FY25 State Request	TBD	TBD		\$84,500.0	\$84,500.0	State Funds
	FY25 State Request	TBD	TBD		\$80,000.0	\$80,000.0	State Funds
	FY25 State Request	TBD	TBD		\$107,000.0	\$107,000.0	State Funds
^*	CDB Project	2019	2024		\$124,800.0		State Funds/Institutional
&	CDB Project	TBD	TBD		\$166,500.0		State Funds/Institutional
&	CDB Project	2021	2024		\$10,000.0		State Funds/Institutional
*	Construction	2020	2024		\$18,000.0		Institutional
*	Design	2022	2024		\$12,115.2		Institutional
*	CDB Project	2023	2025		\$20,500.0		State Funds
*	CDB Project	2023	2025		\$20,000.0		State Funds
	Design/Construction	2023	2025		\$57,031.2		Institutional
Springfield							
	CDB Project	2019	TBD		\$5,510.0		State Funds
	CDB Project	2021	TBD		\$1,000.0		State Funds
	CDB Project	2021	TBD		\$4,697.8		State Funds
	FY25 State Request	TBD	TBD		\$8,117.0	\$8,117.0	State Funds
*	CDB Project	2020	TBD		\$38,500.0		State Funds
	FY25 State Request	TBD	TBD		\$57,000.0	\$57,000.0	State Funds
&	CDB Project	2022	TBD		\$15,000.0		State Funds
TOTAL					\$2,155,705.9	\$807,775.0	

- ^ 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	Financing
Performing Arts Center	CDB	10/7/2022	8/14/2025	60	\$124,026.0		CDB/State appropriations
Replace Roofs - Currens, HP, Annex, Knob, Library, Simpkins	CDB	10/16/2019	11/1/2024	20	\$6,150.0		CDB/State appropriations
Chiller Loop	CDB	5/1/2020	5/15/2024	20	\$11,975.0		CDB/State appropriations
Electrical Infrastructure	CDB	5/1/2020	10/31/2024	20	\$3,500.0		CDB/State appropriations
Heating Plant - replace roof & exterior repairs	CDB	10/1/2022	11/15/2024	20	\$2,800.0		CDB/State appropriations
*Science Building construction	CDB			60	\$94,500.0		CDB/State appropriations
*Riverfront Campus - Phase III construction	CDB			60	\$34,600.0		CDB/State appropriations
TOTAL					\$277,551.0		

*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: 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 2024-2025 five-year Capital Program (in millions).				
CHICAGO TRANSIT AUTHORITY				
	Five Yr. Cost	2024	2025	2026
<u>BUS</u>				
Rolling Stock - Bus overhauls and new purchases	\$455.6	\$98.1	\$113.0	\$93.7
<u>RAIL</u>				
Rolling Stock - Rail Car overhaul and purchases	\$620.0	\$199.7	\$79.2	\$160.9
Track & Structure	\$138.4	\$9.6	\$9.6	\$9.6
Electrical, Signal & Communications	\$51.6	\$2.0	\$20.3	\$27.3
Information Technology	\$35.8	\$9.2	\$12.1	\$9.7
Support Facilities and Equipment	\$338.8	\$144.0	\$14.4	\$25.0
Stations & Passenger Facilities	\$160.4	\$23.4	\$40.5	\$37.1
Miscellaneous	\$70.0	\$6.0	\$16.0	\$16.0
Extensions & Expansions	\$704.4	\$385.5	\$76.0	\$106.0
Contingencies & Administration	\$47.7	\$9.4	\$9.5	\$9.6
CTA TOTAL (in millions)	\$2,622.7	\$886.9	\$390.6	\$494.8
METRA				
	Five Yr. Cost	2024	2025	2026
<u>RAIL</u>				
Rolling Stock - Commuter Cars & Electric Cars	\$651.2	\$93.1	\$98.3	\$102.0
Track & Structure	\$488.0	\$184.6	\$64.7	\$79.2
Electrical, Signal & Communications	\$177.3	\$69.2	\$44.4	\$27.0
Information Technology	\$24.7	\$10.0	\$8.6	\$5.7
Support Facilities and Equipment	\$99.2	\$37.4	\$16.5	\$27.3
Stations & Passenger Facilities	\$278.4	\$89.5	\$63.5	\$61.1
Miscellaneous	\$85.1	\$55.0	\$30.1	\$0.0
Contingencies & Administration	\$143.2	\$36.1	\$32.0	\$32.1
METRA TOTAL (in millions)	\$1,947.1	\$574.9	\$358.1	\$334.4
PACE				
	Five Yr. Cost	2024	2025	2026
<u>BUS</u>				
Rolling Stock - Buses, Paratransit, Community Vehicles purchases	\$109.1	\$1.8	\$5.6	\$17.2
Electrical, Signal & Communications	\$10.5	\$2.5	\$2.0	\$2.0
Support Facilities and Equipment	\$233.8	\$55.0	\$66.2	\$55.7
Stations & Passenger Facilities	\$59.1	\$59.1	\$0.0	\$0.0
PACE TOTAL (in millions)	\$412.5	\$118.4	\$73.8	\$74.9
RTA GRAND TOTAL (in millions)	\$4,982.3	\$1,580.2	\$822.5	\$904.2

2024-2028 Funding Available (in millions)							
	State Bonds	IDOT	Federal	RTA/ Service Boards/ Local	RTA Bonds	CTA Bonds Pace Bonds	TOTAL
CTA	\$0.0	\$733.1	\$2,456.5	\$16.5	\$0.0	\$409.4	\$3,615.5
METRA	\$0.0	\$400.6	\$1,403.6	\$12.9	\$130.0	\$0.0	\$1,947.1
PACE	\$0.0	\$83.6	\$329.0	\$0.0	\$0.0	\$0.0	\$412.6
RTA System	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL	\$0.0	\$1,217.3	\$4,189.1	\$29.4	\$130.0	\$409.4	\$5,975.2

Appendix E

Authorities and State Universities: Boards of Directors

AUTHORITIES	Terms	City	County
<i>Central Illinois Economic Development Authority</i>			
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			
<i>Eastern Illinois Economic Development Authority</i>			
Angel Crawford, Chair	2022-2027	Watseka	Iroquois
Jeff Voigt, Vice Chair	2021-2025	Chrisman	Edgar
Erika Ramsey, Treasurer	2017-2026	Danville	Vermilion
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
Tyler Graven	2022-2028	Sullivan	Moultrie
Brian Moody	2022-2025	Villa Grove	Douglas
Kayla Lambert, DCEO, ex-officio			
4 Vacancies			
<i>Illinois Finance Authority</i>			
William Hobert, Chair	2019-2024		Cook
Roxanne Nava, Vice-Chair	2019-2026		Cook
Susan Abrams	2023-2025		Lake
Drew Beres	2020-2025		Cook
Karen Caldwell	2023-2025		
James J. Fuentes	2005-2024		Cook
Arlene Juracek	2015-2025		Cook
Steven Landek	2023-2025		Cook
Ameya Pawar	2022-2024		
Roger E. Poole	2009-2026		St. Clair
Timothy Ryan	2021-2025		McLean
Michael Strautmanis	2022-2025		Cook
Lynn Sutton	2023-2024		Cook
J. Randal Wexler	2019-2026		Cook
Bradley A. Zeller	2005-2024		Morgan

AUTHORITIES	Terms	City	County
<i>Illinois Housing Development Authority</i>			
King Harris, Chair	2016-2023	Chicago	Cook
Luz Ramirez, Vice Chair	2017-2025	Rockford	Winnebago
Salvatore (Sam) Tornatore, Treasurer	2013-2027	Roselle	DuPage
Sonia Berg, Secretary	2019-2027		Henry
Daniel Hayes	2022-2025	Chicago	Cook
Brice Hutchcraft	2022-2025	Champaign	Champaign
Thomas Morsch	2019-2025	Lake Forest	Lake
Erika Poethig	2023-2027		Cook
Vacancy			
<i>Illinois Sports Facilities Authority</i>			
Leslie Darling, Chair	2019-2023	Chicago	Cook
Norman R. Bobins, Asst. Treasurer	2011-2025	Chicago	Cook
Roderick K. Hawkins	2023-2026		Jefferson
Aerti Kotak	2023-2024	Chicago	Cook
Trisha Rooney	2018-2024	Chicago	Cook
Coco Soodeck	2020-2023	Chicago	Cook
1 Vacancy			
<i>Illinois State Toll Highway Authority</i>			
Arnie Rivera, Chair	2023-2025		Cook
James Connolly, Vice Chair	2019-2027		Cook
Jacqueline Gomez Fuentes	2021-2027		Cook
Karen McConnaughay	2019-2025		Kane
Melissa Neddermeyer	2023-2025		Cook
Scott Paddock	2019-2025		Cook
Gary Perinar	2019-2025		Will
James Sweeney	2019-2027		Cook
Mark S. Wright	2023-2027		DuPage
Governor J.B. Pritzker, ex-officio			
IDOT Secretary Omer Osman, ex-officio			
<i>Illinois Student Assistance Commission</i>			
Kevin Huber, Chair	2011-2027	Libertyville	Lake
Elizabeth Lopez, Vice Chair	2017-2023	Evanston	Cook
Maureen Terese Amos	2019-2025	Chicago	Cook
Darryl Arrington	2015-2023	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	Charleston	Coles
1 Vacancy	2015-2027	Chicago	Cook

AUTHORITIES	Terms	City	County
<i>Metropolitan Pier and Exposition Authority</i>			
Jeffrey Bethke, Chair	2021-2025	Chicago	Cook
Don Villar, Vice Chair	2019-2024	Chicago	Cook
Jorge Ramirez, Secretary/Treasurer	2017-2025	St. Charles	Kane
Dr. Sonat Birnecker Hart	2019-2024	Chicago	Cook
Nina Grondin	2019-2027	Chicago	Cook
Sam Kukadia	2024-2026		
Terrance McGann	2013-2025	Chicago	Cook
Michelle Mills Clement	2022-2026	Chicago	Cook
Christina Mitchell	2024-2026		Cook
Juan Morado, Jr.	2020-2024	Chicago	Cook
Sherman Wright	2019-2026	Chicago	Cook
<i>Quad Cities Regional Economic Development Authority</i>			
Kippy Breeden	-2024	Cambridge	Henry
Kurt Brunner	2012-2026	Mount Carroll	Carroll
Gary Camarano	-2025	Morrison	Whiteside
Dave Emerick	-2026	Rock Island	Rock Island
James P. Jacobs	2002-2013	Rock Island	Rock Island
Kevin Marx	-2020	Dixon	Lee
Steve Moreland	2021-2025	Aledo	Mercer
David Schmit	-2023	Hanover	Jo Daviess
Ken Springer	2016-2022	Galesburg	Knox
Scott Verschoore	2000-2008	Taylor Ridge	Rock Island
Mark Williams	2020-2022	Freeport	Stephenson
Salvador Garza, DCEO, ex-officio		Galesburg	Knox
3 Vacancies			
<i>Railsplitter Tobacco Settlement Authority</i>			
Alexis Sturm, Director GOMB			
Bill O'Connell	2017-		Cook
Elizabeth Weber	2017-		Cook
<i>Regional Transportation Authority</i>			
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
<i>Southeastern Illinois Economic Development Authority</i>			
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
Resa Shaner	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			
<i>Southern Illinois Economic Development Authority</i>			
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
<i>Southwestern Illinois Development Authority</i>			
Dave Willey, Chair	2007-2011	Greenville	Bond
Debra Moore, Vice Chair	2020-	East St. Louis	St. Clair
Antonio Baxton	2024-2025		St. Clair
Rodney Caffey	2022-2025	Edwardsville	Madison
George Green			Monroe
Randall Harris	2022-2025	Edwardsville	Madison
Justin Hopkins	2022-	Troy	Madison
Bruce Mattea	2021-	Edwardsville	Madison
Vicky McElroy	2021-2025	Edwardsville	Madison
Trinas Neely	2024-2025		
Ann Schroeder		Trenton	Clinton
Kennard Tucker	2011-2014	Fairview Heights	St. Clair
Bryan Whitaker	2020-2023	Edwardsville	Madison
Monica Bristow, DCEO, ex-officio	2022-	Edwardsville	Madison
Kevin Jemison, DOT, ex-officio		Edwardsville	St. Clair
<i>Tri-County River Valley Development Authority</i>			
James C. Dillon, Chair	2022-2025	West Peoria	Peoria
Tim Schoon, Treasurer	2013-2024	Washburn	Woodford
Ty Livingston, Secretary	2012-2024	East Peoria	Tazewell
Bill Atkins	2020-2024	Washington	Tazewell
Josie Esker	2026	Pekin	Tazewell
Paul Flynn	2021-2024	Washington	Tazewell
Dawn Jeffries	2021-2025	Peoria	Peoria
Ryan Miller	2021-2023	Peoria	Peoria
Patrick Urich	2022-2025	Peoria	Peoria
DNR Designee			
DCEO Designee			
<i>Upper Illinois River Valley Development Authority</i>			
Kevin Olson, Chair	2000-2024	Morris	Grundy
Reed Wilson, Vice Chair	2021-2024	McNabb	Putnam
Kevin Considine, Treasurer	2018-2024	Lincolnshire	Lake
Melissa Hernandez, Secretary	2019-2022	Elgin	Kane
Terrence Dee	2019-2021	Lake Forrest	Lake
Michael Guilfoyle	1998-2024	Mendota	LaSalle
Justin Meierkord	2022-2024	Lacon	Marshall
Ted Mesiacos	2022-2025	Aurora	Kane
Peter Olson	2019-2022	Antioch	Lake
Kurt Schneider	2012-2024	Crystal Lake	McHenry
Estelle Walgreen	2019-2022	Lake Forrest	Lake
Theresa Wittnauer	2022-2024	Princeton	Bureau
Seth Wormly	-2026	Yorkville	Kendall
Agnes Masnik, DCEO			
Michael Pittman, CMS		Springfield	Sangamon
6 Vacancies			

AUTHORITIES	Terms	City	County
<i>Western Illinois Economic Development Authority</i>			
H.O. Brownback, Chair	2007-2025	Ashland	Cass
Robert Bucher, Vice Chair	2015-2027	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
Samantha Harnack	2022-2026	Carthage	Hancock
Robin Allen Johnson	2010-2023	Monmouth	Warren
Kyle Pruett	2022-2025	Briggsville	Henderson
Shawn Rennecker	2015-2027	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			
6 Vacancies			
<i>Will Kankakee Regional Development Authority</i>			
Janet Blue	2023		Will
James Cronin	2022-2023	Joliet	Will
Christopher Curtis	2022	Kankakee	Kankakee
Victoria King	2022-2024	Joliet	Will
Hugo Manzo	2023		Will
Tim Nugent	2017-2024	Kankakee	Kankakee
Mike O'Brien	2018-2023	Kankakee	Kankakee
Doug Pryor	2022	Joliet	Will
Brian Shanahan	2023		Will
DCEO, ex-officio			

STATE UNIVERSITIES	Terms	City	County
<i>Chicago State University</i>			
Andrea Zopp, Esq., Chair	2019-2025	Chicago	Cook
Angelique A. David, Secretary	2021-2025	Naperville	Will
Jason Quiara	2022-2029	Chicago	Cook
Cory Thames	2019-2025	Chicago	Cook
Cheryl Watkins	2022-2029	Chicago	Cook
James Elam, Student Trustee	2023-2024	Chicago	Cook
Zaldwaynaka Z. Scott, CSU President, ex-officio			
Craig Duetsch, ex - officio			
2 Vacancies			
<i>Eastern Illinois University</i>			
Joyce Madigan, Chair	2019-2029	Charleston	Coles
C. Christopher Hicks, Vice Chair	2019-2025	Flossmoor	Cook
Audrey Edwards, Secretary	2019-2025	Mattoon	Coles
Julienne Everett	2023-2029	Effingham	Effingham
Dr. Timi Ngoboh	2023-2025		Cook
Bernie C. Ranchero	2023-2025	Charleston	Coles
Barbara A. Baurer, Member Pro Tem	2017-2029	Minier	Tazewell
August Biernbaum, Student Trustee	2023-2024	Palestine	Crawford
<i>Governors State University</i>			
Angela Sebastian, Chair	2019-2025	Chicago	Cook
Kevin Brookins, Vice Chair	2019-2025	Olympia Fields	Cook
James Kvedaras, Secretary	2019-2029	Homewood	Cook
John Brudnak	2019-2023	Orland Park	Cook
Stacy Crook	2023-2025		Cook
Karen Nunn	2023-2029		Cook
Anibal Taboas	2019-2029	Woodridge	DuPage
Lluvia Hernandez-Aguirre, Student Trustee	2022-2024		
<i>Illinois State University</i>			
Kathryn Bohn, Chair	2019-2029	Bloomington	McLean
Robert Navarro, Secretary	2019-2025	Plainfield	Will
Scott Jenkins	2023-2029	Champaign	Champaign
Julie A. Jones	2017-2025	Oak Forrest	Cook
Lia Merminga	2023-2029	Geneva	Kane
Darren Tillis	2023-2029	Chicago	Cook
Aselimhe Ebikhumi, Student Trustee	2022-2024	Darien	DuPage
1 Vacancy			
<i>Northeastern Illinois University</i>			
J. Todd Phillips, Chair	2023-2029	Chicago	Cook
Marvin Garcia, Vice-Chair	2019-2025	Chicago	Cook
Anna Meresidis, Secretary	2023-2025	Chicago	Cook
Betty Fleurimond	2023-2029	Chicago	Cook
Ann Kalayil	2019-2025	Lincolnwood	Cook
Michelle Morales	2023-2029	Chicago	Cook
Jose A. Rico	2023-2029		
Paula Wolff, Officer Pro Tem	2023-2027	Chicago	Cook
Edwin Medina, Student Trustee	2023-2024	Chicago	Cook
Jorge Leon	2023-2027	Chicago	Cook

STATE UNIVERSITIES	Terms	City	County
<i>Northern Illinois University</i>			
Montel Gayles, Chair	2019-2025	Chicago	Cook
John R. Butler, Vice Chair	2008-2025	Chicago	Cook
Dennis Barsema, Secretary	2017-2029	Barrington Hills	Cook
Rita Athas	2019-2029	Chicago	Cook
Veronica Herrero	2017-2025	Chicago	Cook
Leland Strom	2023-2029		Kane
Eric Wasowicz	2017-2023	Palatine	Cook
Tim Moore, Student Trustee	2021-2024	DeKalb	DeKalb
<i>Southern Illinois University</i>			
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	2019-2029	Alton	Madison
Roger Tedrick	2019-2029	Mt. Vernon	Jefferson
Victor Ludwig, Student Trustee, SIUC	2023-2024	Sigel	Shelby
Lauren Harris, Student Trustee, SIUE	2023-2024	Carlinville	Macoupin
Tony Sanders, ex-officio			
<i>University of Illinois</i>			
Donald J. Edwards, Chair	2017-2025	Chicago	Cook
Jungnim Carolyn Blackwell	2023-2029		Champaign
Patricia Brown Holmes	2019-2025	Chicago	Cook
Ramon Cepeda	2015-2027	Darien	DuPage
Tami Craig Schilling	2021-2027	Okawville	Washington
Joseph Gutman	2022-2025	Highland Park	Lake
Wilbur C. Milhouse III	2023-2029	Chicago	Cook
Sarah Phalen	2021-2027	Sherman	Sangamon
Jesse H. Ruiz	2023-2029		Cook
Sanchita Teeka, UIUC Student Rep.	2023-2024	Palatine	Cook
Mohammed A. Haq, UIC Student Rep.	2022-2024	Elk Grove Village	DuPage
Kyle Ingram, UIS Student Rep.	2023-2024	Springfield	Sangamon
J.B. Pritzker, Governor of Illinois, ex-officio			
<i>Western Illinois University</i>			
Carin Stutz, Chair	2019-2029	Chicago	Cook
Mary (Polly) Radosh, Vice Chair	2019-2025	Good Hope	McDonough
Cody Cornell, Secretary, Student Trustee	2021-2024	Columbia	Monroe
Kirk Dillard	2023-2029	Hinsdale	DuPage
Kisha M.J. Lang	2019-2029	Maywood	Cook
Doug Shaw	2019-2025	Peoria	Peoria
Derek Wise	2023-2029	Venice	Madison
1 Vacancy			

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.

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.

Commission on Government Forecasting & Accountability

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