FY 2020 CAPITAL PLAN ANALYSIS

Commission on Government Forecasting and Accountability

April 2019

Commission on Government Forecasting and Accountability

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INTRODUCTION

State statute requires the Office of Management and Budget to prepare an assessment of the State's capital needs both current and five years forward (20 ILCS 3010/1). This is presented as part of the Governor's Budget. The Commission on Government Forecasting and Accountability, in turn, is statutorily required each year to submit a capital plan analysis based on this information and to prepare a consolidated review of the debt of State bonding authorities, and a review of 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 2020 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), and economic development. (Build Illinois bonds).

The second section looks at how the Governor's FY 2020 recommended capital plan would affect the State's bonded indebtedness. Illinois issues several forms of formal long-term debt. State Supported bonds include the State's general obligation bonds, State-issued revenue bonds, and locally-issued revenue bonds that are repaid or secured by the State. This section includes available authorization, the level of outstanding debt, future debt issuance, and annual debt service. Although Pension Obligation Bonds and Notes 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. It also includes information related to programs and borrowing that the Commission monitors: the State's budget issues as they affect debt, 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

- The Governor's FY 2020 new capital projects proposal totals approximately $3.7 billion in new appropriations and $14.0 billion in reappropriations. These new projects would require $115 million in Federal funds, $2.8 billion in State funds as pay-as-you-go funding, and approximately $813 million in bond funds. Project priorities include the Annual Road Program ($2.0 billion); new high speed rolling stock and rail ($40 million), new transit ($28 million) and new aeronautics investments ($78 million); $677 million for drinking, storm and wastewater projects; $600 million for critical deferred maintenance at State facilities; $150 million for Higher Education deferred maintenance; $20 million for the Illinois Century Network and Illinois K-12 Network broadband; and $15 million for Military Affairs for National Guard facilities.

- The Governor's Budget included bond initiatives that would need legislation passed:
  - $1.5 billion of additional income tax bonds for the payment of overdue State vouchers that are accruing interest penalties that would be sold before the end of FY 2019.
  - $2 billion of additional Pension Obligation bonds for FY 2020, that could be sold as revenue bonds with income tax as a dedicated revenue stream to pay debt service, rather than be sold as G.O. bonds.

- The Governor's Office of Management and Budget indicates it would need additional G.O. bond authorization to complete remaining appropriations through FY 2019 of approximately $1.141 billion, which could be reduced to $912 million if authorization from other categories were redistributed.

- G.O. capital projects total authorization is $32.2 billion, with approximately $4.7 billion remaining unissued as of December 31, 2018.

- Current revenues are not enough to cover all of the transfers required out of the Capital Projects Fund. When the Fund is 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 are making it difficult to satisfy all of the statutory requirements. As a result, the State is behind on transfers out to-date by approximately $1.740 billion, of that $1.365 billion is for transfers out to GOBRI and $375 million is for transfers out to GRF.

- 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 - approximately $1.6 billion in grants to school districts that are supposed to be paid for by the Capital Projects Fund. With past transfers posted still including the IJN projects, transfers out are behind to-date by approximately $709 million. It may take several years to transfer what is past due, especially with the issues concerning some of the revenue streams.

TABLE 1	ILLINOIS BONDS AT A GLANCE ($ in millions)						
	FY 2018	FY 2019 estimate*	$ Change	% Change	FY 2020 estimate*	$ Change	% Change
Bond Sales							
General Obligation	$7,250.0	$300.0	-$6,950.0	**-95.9%**	$1,800.0	$1,500.0	**500.0%**
Revenue	$0.0	$250.0	$250.0	**100.0%**	$0.0	-$250.0	**-100.0%**
Total	**$7,250.0**	**$550.0**	**-$6,700.0**	**-92.4%**	**$1,800.0**	**$1,250.0**	**227.3%**
Outstanding Principal							
General Obligation	$29,946.0	$27,735.9	-$2,210.1	-7.4%	$27,860.7	$124.8	0.4%
Revenue	$2,539.4	$2,318.9	-$220.5	-8.7%	$2,114.2	-$204.7	-8.8%
Total	**$32,485.4**	**$30,054.8**	**-$2,430.6**	**-7.5%**	**$29,974.9**	**-$79.9**	**-0.3%**
Debt Service							
General Obligation	$3,457.1	$4,069.5	$612.4	17.7%	$3,150.5	-$919.0	-22.6%
Revenue	$337.2	$333.3	-$3.9	-1.2%	$312.4	-$20.9	-6.3%
Total	**$3,794.3**	**$4,402.8**	**$608.5**	**16.0%**	**$3,462.9**	**-$939.9**	**-21.3%**
General Revenues**	**$38,378.0**	**$37,386.0**	**-$992.0**	**-2.6%**	**$38,186.0**	**$800.0**	**2.1%**
G.O. & Revenue Debt Service as % General Revenues	**9.89%**	**11.78%**			**9.07%**		
GO Bond Rating							
Moody's	Baa3	Baa3					
Standard & Poor's	BBB-	BBB-					
Fitch	BBB	BBB					

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

*CGFA's Outstanding Principal and Debt Service estimates are based on information from the Governor's FY 2020 Budget Book. Amounts do not include bond initiatives that are not current law.

** FY 2018 Bond Sale, Outstanding principal and Debt Service include the $6 billion in additional authorization for Income Tax Proceed Bonds.

***FY 2019 and FY 2020 General Revenue amounts are CGFA estimates based on the Governor's FY 2020 Budget. Amounts exclude borrowing and cash flow resources.

In FY 2019, the State sold $966 million in General Obligation Refunding bonds and $250 million of Build Illinois Bonds. During the remainder of the fiscal year, $300 million in taxable G.O. Pension Obligation Acceleration Bonds and $152 million in tax-exempt General Obligation refunding bonds will be sold.

In FY 2020, the Governor's Budget estimates the sale of $1.1 billion in General Obligation bonds for capital projects and the $700 million remainder of the Pension Obligation Acceleration Bonds authorization.

The Governor's Budget included bond initiatives that would need legislation passed:

- $1.5 billion of additional income tax bonds for the payment of overdue State vouchers that are accruing interest penalties that would be sold before the end of FY 2019.
- $2 billion of additional Pension Obligation bonds for FY 2020, that could be sold as revenue bonds with income tax as a dedicated revenue stream to pay debt service, rather than be sold as G.O. bonds.

FY 2020 RECOMMENDED CAPITAL BUDGET

- FY 2020 Capital Plan Appropriations
- Bond Funds Appropriations
- History of Appropriations from All Funds
- History of Appropriations from Bond Funds
- The Capital Projects Fund
- FY 2020 Capital Projects by Agency

FY 2020 Capital Plan Appropriations

The Illinois Jobs Now (IJN) $31 billion multi-year capital program was enacted in FY 2010. Due to the FY 2016 - FY 2017 budget impasse, programs were delayed and bond sales were stalled. Remaining unspent appropriations and bond authorization still need to be expended. The State has sold $12.9 billion in bonds out of $16.3 billion authorized. Of the $13 billion in bonding that has been appropriated, $3.4 billion has not been expended. The remaining funding for the program comes from revenues, including State funds (i.e. State Construction Account Fund, Water Revolving Fund, Park and Conservation Fund), federal sources (i.e. Federal Mass Transit Trust Fund, Flood Control Land Lease Fund) and local matching funds. A FY 2015 capital program was passed with $1.1 billion of bond-funded new Transportation D projects for roads and bridges.

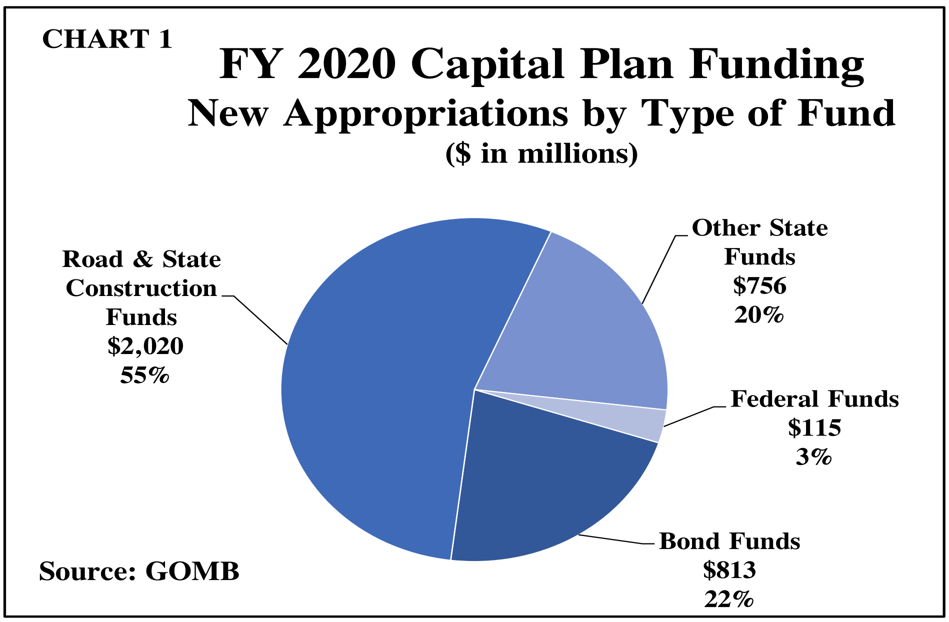
The Governor's FY 2020 new capital projects proposal totals approximately $3.7 billion in new appropriations and $14.0 billion in reappropriations. These new projects would require $115 million in Federal funds, $2.8 billion in State funds as pay-as-you-go funding, and approximately $813 million in bond funds. Project priorities include the Annual Road Program ($2.0 billion); new high speed rolling stock and rail ($40 million), new transit ($28 million) and new aeronautics investments ($78 million); $677 million for drinking, storm and wastewater projects; $600 million for critical deferred maintenance at State facilities; $150 million for Higher Education deferred maintenance; $20 million for the Illinois Century Network and Illinois K-12 Network broadband; and $15 million for Military Affairs for National Guard facilities.

TABLE 2 FY 2020 CAPITAL PLAN REQUESTED APPROPRIATIONS			
FUND TYPE	**NEW APPROPRIATIONS**	**RE-APPROPRIATIONS**	**TOTAL**
Bond	$813,000,000	$6,540,025,322	**$7,353,025,322**
State Funds	$2,776,340,000	$7,122,429,478	**$9,898,769,478**
Federal/Trust	$114,600,000	$290,073,589	**$404,673,589**
TOTAL	**$3,703,940,000**	**$13,952,528,389**	**$17,656,468,389**
FY 2019 CAPITAL PLAN APPROPRIATIONS			
FUND TYPE	**NEW APPROPRIATIONS**	**RE-APPROPRIATIONS**	**TOTAL**
Bond	$3,850,761,302	$3,643,193,202	**$7,493,954,504**
State Funds	$4,264,955,332	$5,825,699,236	**$10,090,654,568**
Federal/Trust	$155,181,957	$259,294,403	**$414,476,360**
TOTAL	**$8,270,898,591**	**$9,728,186,841**	**$17,999,085,432**

As shown in Table 3 on the following page, capital project appropriations to the Capital Development Board (CDB) and through CDB for other agencies equal $750 million in new appropriations and $2.5 billion in reappropriations, mainly from bond funds. The remainder of the Governor's request of new appropriations would be appropriated to specific agencies outlined on page 14.

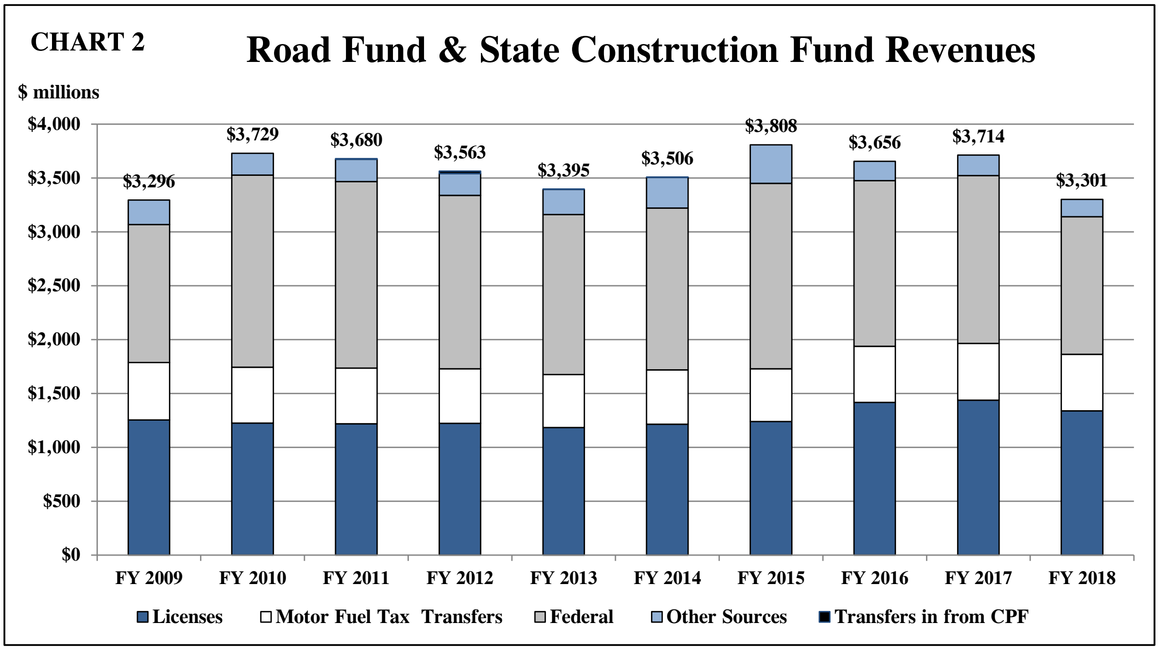
TABLE 3 FY 2020 CDB REQUESTED APPROPRIATIONS			
FUND TYPE	NEW APPROPRIATIONS	RE-APPROPRIATIONS	TOTAL
Capital Development	$700,000,000	$2,210,080,530	**$2,910,080,530**
School Construction	$0	$294,489,301	**$294,489,301**
Build Illinois	$50,000,000	$33,601,936	**$83,601,936**
CDB Contributory Trust	$0	$1,400,000	**$1,400,000**
TOTAL	**$750,000,000**	**$2,539,571,767**	**$3,289,571,767**

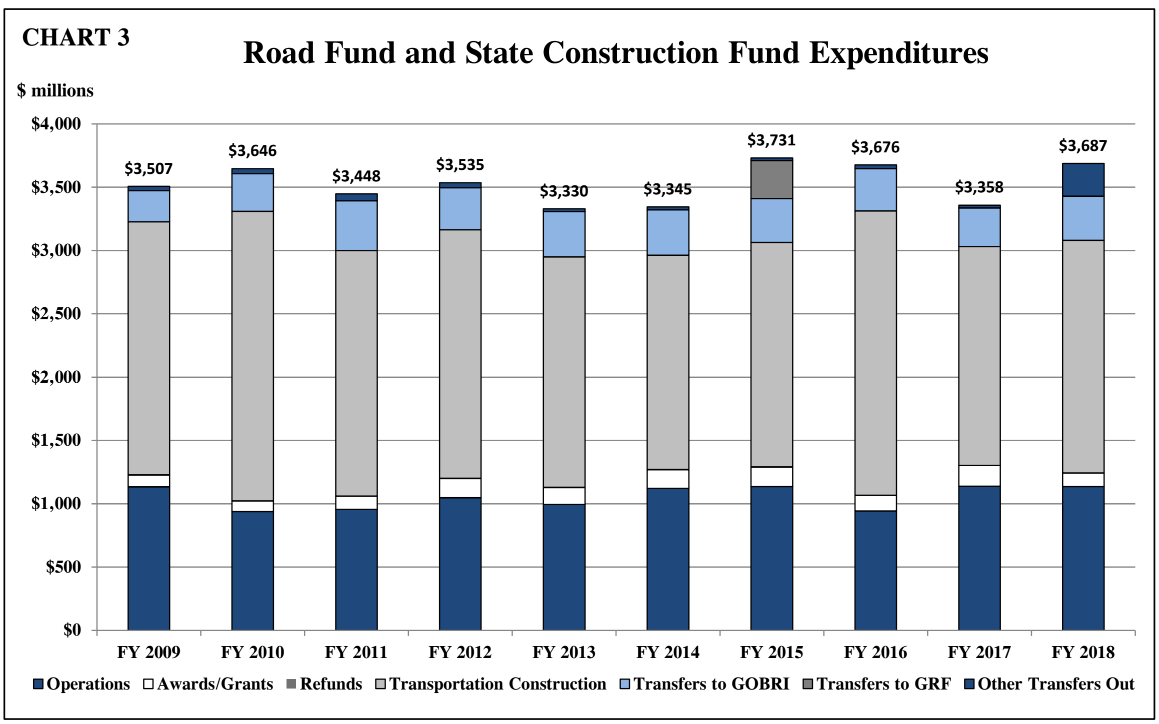
Of the new appropriations for the FY 2020 capital plan, Bond Funds would pay 22% and pay-as-you-go funding would pay for 78%. Pay-as-you-go funding is separated out in categories in Chart 1 as a portion of new appropriations: the Road Fund & State Construction Fund used for Transportation projects would pay for 55% of new appropriations, while other State funds would pay for 20% and Federal funds approximately 3%.



When you break out pay-as-you-go funding for FY 2020 new appropriations, approximately 70% percent of that type of funding would come from the Road Fund and State Construction Fund combined for road, bridge, rail, transit and aeronautics projects under IDOT. Another 23% of State Funds would be for wastewater and drinking water projects from the State's Water Revolving Fund. Approximately 3% comes from various State funds that receive fees for the funding of projects under the departments of Natural Resources (example: Park and Conservation Fund), and Transportation (example: the Grade Crossing Protection Fund). The remaining 4% is from Federal Trust Funds for grants related to airports, mass transit, abandoned mined lands reclamation, and forests.

The Road Fund and State Construction Fund receive revenues from various sources, but mainly from Motor Vehicle Licenses, Operators Licenses, Motor Fuel Taxes, vehicle-related fees, and the Federal Government. From FY 2008 - FY 2017, approximately 48% - 63% of these Funds combined were used for Transportation-related construction projects on a pay-as-you-go basis, and 7% to 11% of the Road Fund has gone to pay debt service on Transportation A Bonds which fund road and bridge capital projects. The charts below show histories of revenues and expenditures from the Road Fund and State Construction Fund combined.





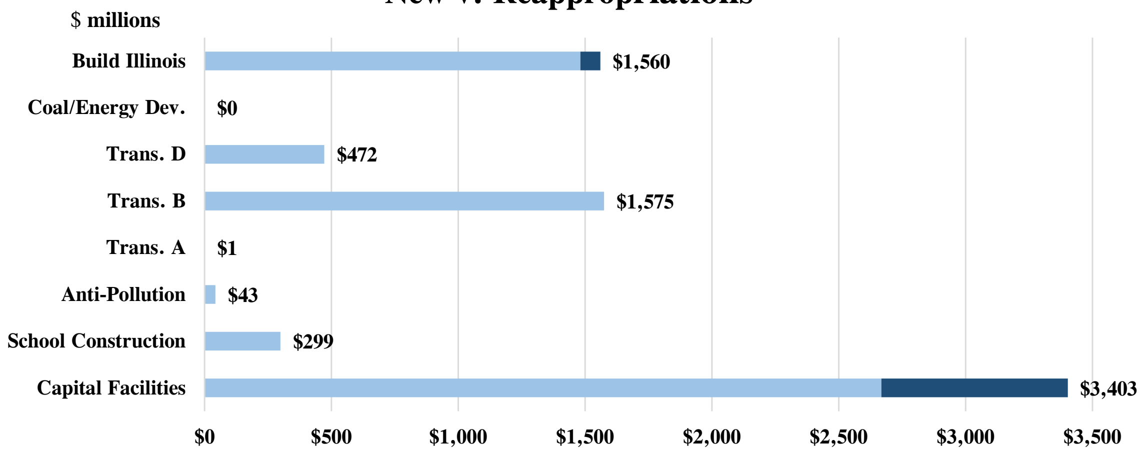
Bond Funds Appropriations

CHART 4

FY 2020 Bond Appropriations

New v. Reappropriations

Source: GOMB



	Capital Facilities	School Construction	Anti-Pollution	Trans. A	Trans. B	Trans. D	Coal/Energy Dev.	Build Illinois
RE	$2,668	$299	$43	$1	$1,575	$472	$0	$1,482
New	$735	$0	$0	$0	$0	$0	$0	$78

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.

The new appropriations, above in Chart 4, are for the following new programs for FY 2020:

- $735 million from the Capital Development Fund
    - $550 million is for deferred maintenance statewide for facilities,
    - $150 million for deferred maintenance at Higher Education facilities,
    - $20 million for statewide broadband through the Illinois Century Network and Illinois K-12 Network, and
    - $15 million for capital improvements at Illinois National Guard facilities.

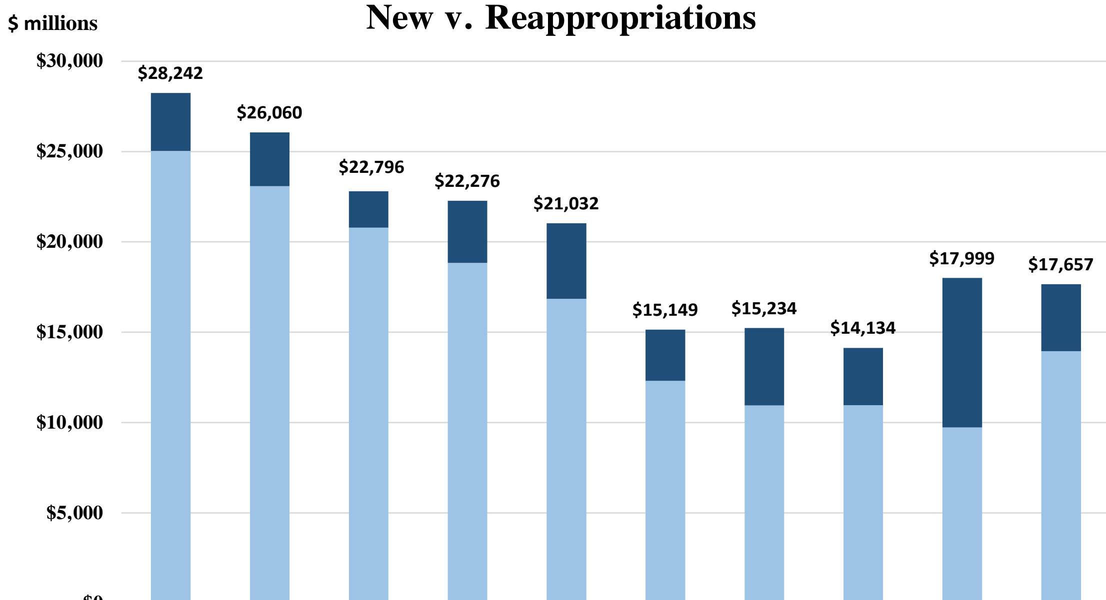
- $78 million from the Build IL Bond Fund
    - $50 million for deferred maintenance and emergencies for public infrastructure,
    - $15 million for grants for sewer systems, wastewater treatment and drinking water infrastructure programs,
    - $10 million for the protection, preservation and conservation of environmental and natural resources, and
    - $3 million for deposit in the Hazardous Waste Fund to be used statewide.

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 2011 to requested FY 2020 is illustrated in the chart below. New appropriations increased dramatically in FY 2010 to $18 billion due to most of the funding for the IJN Capital Program being appropriated in the first year of the program. Since then, some new appropriations for additional projects have occurred with amounts remaining in the $2 billion - $5 billion range annually. A large proportion of these new appropriations were from various State revenue funds for pay-as-you-go funding.

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

CHART 5 **10-Year History of Appropriations from all Funds**
New v. Reappropriations
Source: GOMB



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
TOTAL	$28,242	$26,060	$22,796	$22,276	$21,032	$15,149	$15,234	$14,134	$17,999	$17,657
New	$3,205	$2,978	$2,004	$3,434	$4,177	$2,842	$4,287	$3,174	$8,271	$3,704
RE	$25,037	$23,081	$20,792	$18,842	$16,855	$12,307	$10,947	$10,960	$9,728	$13,953

Public Act 100-0610 allows for unused portions of federal funds received for or as reimbursement for a capital facilities project to be used for implementation of the Quincy Veterans' Home Rehabilitation and Rebuilding Act. This may occur for a period of 5 years from the effective date of the Act, with any remaining funds to be deposited in the General Obligation Bond Retirement and Interest Fund.

History of Appropriations from Bond Funds

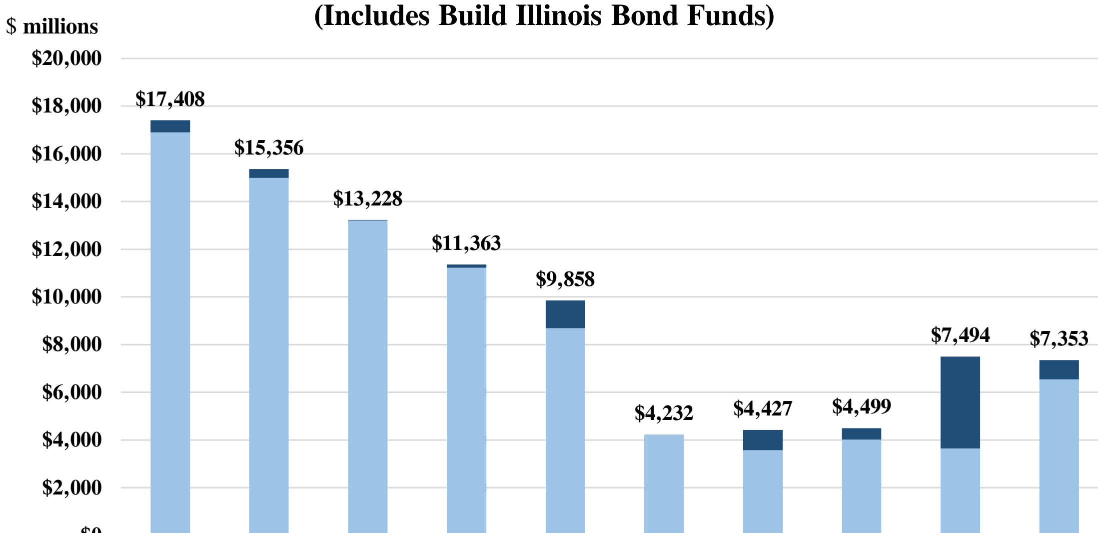
Chart 6 shows the amount of new appropriations versus reappropriations of all bond funds, including Build Illinois bond funds. Historically, the majority of bond project funding came from general obligation bond funds. In FY 2010, a significant portion of project appropriations came from the Build Illinois Bond Fund. Total bond funds combined for fiscal years 2011 through requested appropriations for 2020 are shown in the chart below.

In FY 2003 combined bond fund new appropriations dipped below the $2 billion level. From FY 2005 through FY 2009, the only years with any real bond funding for capital appropriations were FY 2006 with $1.4 billion and FY 2009 with $1.5 billion. The remaining years in that time period had new appropriations under $200 million, with FY 2008 being $0. 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. FY 2017 and FY 2018 were under the $900 million mark. The new bond appropriations in FY 2019 were $3.9 billion, approximately 2/3 of which were to make up for previous projects that were not reappropriated due to the budget impasse.

CHART 6 **10-Year Appropriations History of Combined Bond Funds** **Source: GOMB**

New v. Reappropriations

(Includes Build Illinois Bond Funds)



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
TOTAL	$17,408	$15,356	$13,228	$11,363	$9,858	$4,232	$4,427	$4,499	$7,494	$7,353
New	$513	$365	$19	$141	$1,166	$0	$851	$477	$3,851	813
RE	$16,895	$14,991	$13,209	$11,222	$8,692	$4,232	$3,576	$4,022	$3,643	6,540

The Capital Projects Fund

The Capital Projects Fund (CPF) was created to help fund the Illinois Jobs Now capital program [Public Act 96-0034]. Subject to appropriation, it is to be used for capital projects and the payment of debt service on bonds issued for IJN capital projects. Public Acts 96-0034, 96-0037, and 96-0038 generated the revenues for the Fund. The following pages discuss the Fund's uses and make up.

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 the program has gotten underway, numerous local governments have overturned their ban. The Commission calculates that the percentage of the State's population that lives in an area banning video gaming is currently 36.2% of the State's population, including the City of Chicago which makes up 21% of the population. Table 4 shows the increase in revenues over time as more localities opted into Video Gaming.

In addition, the transfers from the Lottery Fund were low at the beginning of the program due to delays in the awarding of a Lottery management agreement with a private firm (Northstar). In the three years at the beginning 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 didn't want to pay the penalty required in the contract. The Lottery transfer to the CPF didn't exceed $100 million until FY 2013. Amounts from FY 2013 and FY 2014 were higher due to penalty payments from Northstar. The highlighted section in the table shows that from FY 2015 to FY 2018 Lottery transfers ranged from $0 - $15 million. The State requested the termination of the private management agreement and set up a Request for Proposal for a new manager. Only one vendor, Camelot, replied to the RFP. Northstar worked on a month to month contract until a finalized contract was signed.

The Illinois lottery hired a new private manager in the fall of 2017. Camelot Illinois was hired to takeover for the Northstar Lottery Group on October 13, 2017 under a 10-year private management agreement. Camelot Illinois is part of a group of companies collectively called the Camelot Group which is most known for running the lottery in Great Britain. Camelot Illinois took over the day-to-day management of the Illinois Lottery on January 2, 2018. In FY 2018, only $9 million was transferred to the Capitol Projects Fund. No revenue is expected to be available for the Capitol Projects Fund in FY 2019 due to costs associated with finalizing the prior private management agreement.

TABLE 4

CAPITAL PROJECTS FUND REVENUES

$ in millions

Revenue Source	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	Estimated FY 2019	Estimated FY 2020
30% VIDEO TERMINAL TAX	$0.0	$0.0	$0.0	$24.5	$114.4	$195.7	$251.6	$296.3	$347.2	$381.0	$408.0
LOTTERY FUND*	$32.9	$54.1	$65.2	$135.0	$145.0	$8.0	$0.0	$15.0	$9.3	$0.0	$30.0
SALES TAX	$39.0	$52.0	$52.7	$54.0	$55.0	$55.9	$56.9	$58.0	$59.0	$60.0	$61.0
LIQUOR TAX **	$77.5	$105.2	$114.8	$115.1	$115.0	$116.4	$118.4	$122.9	$123.8	$125.0	$127.0
TRANSFERS IN	$0.0	$0.0	$0.0	$0.3	$0.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
VEHICLE RELATED	$117.7	$294.6	$299.7	$298.4	$304.0	$310.6	$308.1	$316.6	$314.6	$311.0	$311.0
INVESTMENT INCOME	$0.0	$0.1	$0.1	$0.0	$0.1	$0.2	$0.1	$0.5	$2.6	$2.0	$2.0
OTHER TAXES	$0.0	-$0.2	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0
TOTAL	**$267.1**	**$505.8**	**$532.5**	**$627.3**	**$733.8**	**$686.8**	**$735.1**	**$809.3**	**$856.5**	**$879.0**	**$939.0**

Note: The shaded portion shows that from FY 2015 to FY 2018 Lottery transfers ranged from $0 - $15 million.

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

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

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

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

When there is not enough CPF funding for debt service the Build Illinois Fund can be used as a back-up for the funds that go into BIBRI for IJN debt service and GRF can be used as a back-up of funds for the remaining needed IJN 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. The use of GRF to backfill debt service that the CPF is supposed to pay, while the CPF is supposed to also transfer funds to the GRF, becomes a vicious cycle.

Current revenues are not enough to cover all of the transfers required out of the Capital Projects Fund. When the Fund is 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 are making it difficult to satisfy all of the statutory requirements. As a result, the State is behind on transfers out to-date by approximately $1.740 billion, of that $1.365 billion is for transfers out to GOBRI and $315 million is for transfers out to GRF.

Public Act 100-0023 requires that the debt service on $1.1 billion of Transportation D (IJN) authorization be paid for by the Road Fund instead of the Capital Projects Fund, which will give some relief to CPF.

TABLE 5	CAPITAL PROJECTS FUND ESTIMATES ($ in millions) [*FY 2019 and FY 2020 are CGFA estimates.]			
VIDEO GAMING:		**FY 18**	**FY 19***	**FY 20***
❖ 5/6 of the 30% tax on the now legal Video Gaming		**$347**	**$381**	**$408**

- 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 (September 2012) to reaching near 31,000 terminals by the end of FY 2018. Although the number of video gaming terminals being added each month has slowed over the years, growth is still occurring (an average of 235 per month thru the first half of FY 2019), indicating that the State has yet to reach "full implementation".

- The growth in video gaming in Illinois is despite the fact that numerous areas across the State have ordinances banning video gaming in their municipalities. The Commission estimates that these "opt-out" areas currently represent approximately 36.2% of the State's population. Included in the "opt-out" list is the City of Chicago which needed to "opt in" to offer video gaming, but has, so far, chosen not to.

- Video gaming revenues continue to grow from year to year. While this annual incremental increase is expected to shorten due to the smaller number of new terminals being implemented, notable growth is still anticipated in the next couple of fiscal years. This includes amounts distributed to the Capital Projects Fund, which receives 5/6 of the 30% tax imposed on the net terminal income generated from video gaming terminals. Below are the amounts sent and projected for the Capital Projects Fund from video gaming revenue by fiscal year:

Fiscal Year	Terminals (at end of) (fiscal year)	Total Tax Revenues ($ millions)	Amount to CPF ($ millions)
FY 2013	7,920	$29.3	$24.5
FY 2014	17,467	$137.3	$114.4
FY 2015	20,730	$234.8	$195.7
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 (est.)	31,000	$457.4	$381.1
FY 2020 (est.)	32,235	$489.7	$408.1

- As shown above, it is projected that the number of video gaming terminals in Illinois will surpass the 32,000 mark by the end of FY 2020. At an estimated net terminal income-per-position-per-day value of around $140, under the 30% tax rate, it is projected that video gaming will generate tax revenues totaling $489.7 million in FY 2020. This would result in approximately $408.1 million going to the Capital Projects Fund in FY 2020.

SALES & USE TAX EXPANSION:	FY 18	FY 19*	FY 20*
❖ expanded definition of soft drinks and increasing the tax from 1% to 6.25%	$59	$60	$61
❖ 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 2018, $59 million from the sales tax expansion was deposited into the Fund.

- Annual growth of 1.8% is expected over the next two fiscal years.

LOTTERY:	FY 18	FY 19*	FY 20*
❖ 5 year Online Lottery pilot program-- excess revenues not already going to the Common School Fund	$9	$0	$30
❖ 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 [in FY 2019 revenues would have to be above approximately $731 million to be available for transfer to the Capital Projects Fund].

- No transfer to the Capital Projects Fund is expected in FY 2019 due to increased costs associated with the change to a new private manager. According to the Governor's Budget Book, the Lottery expects to be able to transfer $30 million in FY 2020, though based on past performance, this estimate may be optimistic.

INCREASED LIQUOR TAXES:	FY 18	FY 19*	FY 20*
❖ Beer by $0.046 per gallonage	$124	$125	$127
❖ Wine up to 14% by $0.66 per gallonage			
❖ Wine over 14% by $0.66 per gallonage			
❖ Distilled liquor by $4.05 per gallonage			

- In FY 2018, $124 million in Liquor taxes was deposited in the Capital Projects Fund.

- Through February in FY 2019 $84 million was received, and is projected to total $125 million.

INCREASED MOTOR VEHICLE FEES:	FY 18	FY 19*	FY 20*
❖ Vehicle Registrations by $20	$315	$311	$311
❖ 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			

- The increase in motor vehicle fees brought in $315 million in FY 2018. This was a decline of approximately -0.6% over FY 2017's total of $317 million.

- Motor vehicles transfers are estimated to decline -1.1% in FY 2019 to $311 million and stay at the same level for FY 2020.

FY 2020 Capital Projects by Agency

The projects listed in this section are only those for which a new appropriation is being sought in FY 2020 (Reappropriations are not listed). Project requests are listed by agency.

Capital Development Board

The Capital Development Board would receive $750 million under the Governor's capital budget. The Capital Development Fund would provide $700 million and the Build Illinois Bond Fund would provide $50 million.

PROGRAMS ($ millions)	FY 2020 (in millions)
• Statewide: deferred maintenance at State facilities	$550.0
• Statewide: Higher Education grants and deferred maintenance	150.0
• Statewide: public infrastructure	50.0

Environmental Protection Agency

The Environmental Protection Agency would use a total of $690 million under the Governor's proposed capital program. Of this amount $662 million would come from the Water Revolving Fund and $28 million would come from the Build Illinois Bond Fund.

PROGRAMS ($ millions)	FY 2020 (in millions)
• Statewide: Wastewater Loan Program	$450.0
• Statewide: Drinking Water Loan Program	200.0
• Infrastructure grants: Sewer Systems\Wastewater Treatment\ Drinking Water	15.0
• Statewide: Storm Water loans	10.0
• Conservation of environmental and natural resources	10.0
• Statewide: for hazardous waste programs	3.0
• Grants and contracts to address Nonpoint Source Water Quality issues	2.0

Innovation and Technology

The Department of Innovation and Technology would use $20 million from the Capital Development Fund for Statewide Broadband under the Illinois Century Network and Illinois K-12 Network.

Military Affairs

The Department of Military Affairs would use $15 million from the Capital Development Fund for capital improvements at Illinois National Guard facilities.

Natural Resources

The Department of Natural Resources would receive $51.3 million in new appropriations from various Federal/State trust funds ($19.6 million) and from specific natural resource-related funds ($31.6 million), such as: the Park & Conservation Fund, the State Boating Act Fund, the Natural Areas Acquisition Fund, the Land & Water Recreation Fund, and the Wildlife & Fish Fund.

PROGRAMS ($ millions)	FY 2020 (in millions)
• Abandoned Mined Lands Reclamation (State and Federal)	$14.5
• Outdoor recreation (bike, trails, boat, snowmobile, off-highway vehicles)	12.5
• Construction/maintenance for State-owned, leased and managed Sites	11.0
• Natural Areas acquisition	6.0
• Wildlife conservation and restoration	5.2
• Forestry programs (State and Federal)	1.4
• Lake County: rehab of facilities at North Point Marina	0.4
• Statewide: Landowner Grant Program under the Illinois Oil & Gas Act	0.3
• Chain O' Lakes-Fox River Waterway Management System: operating expenses	0.2

Transportation (IDOT)

The Governor has requested $2.178 billion in new appropriations in FY 2020 for the Illinois Department of Transportation. The majority of funding would come from current State funds, including $1.175 billion in Road Funds and $845 million from the State Construction Account Fund. Federal funds for airports and transit would make up approximately $95 million of funding and $62.5 million would come from transportation-related State funds, including such funds as the Grade Crossing Protection Fund, the South Suburban Airport Improvement Fund, and the High-Speed Rail Rolling Stock Fund.

PROGRAMS ($ millions)	FY 2020 (in millions)
• Statewide: transportation-related construction	$1,194.0
• Road improvements – local share of Road Fund/Road Program	573.1
• Rail projects: local match for federal infrastructure grants	92.0
• Federal/local: financial assistance to airports	75.0
• Maintenance, Traffic, Physical Research/Formal Contracts A & B	52.1
• Grade crossing protections/separations	39.0
• Permanent Improvements to IDOT facilities	28.0
• High Speed Rail maintenance costs	25.0
• Federal transit grant for capital, operating, consultant and technical services	20.0
• Apportionments to Counties, Cities and Townships	17.9
• Congestion Mitigation and Air Quality (CMAQ) Enhancement	15.0
• High Speed Rail Rolling stock	15.0
• Township Bridge Program	15.0
• Downstate transit capital grants	7.5
• Motorist damage to highway structures	5.5
• State Airport Plans and assistance to municipalities or other airports	2.0
• South Suburban Airport expenses, including Public Private Partnerships	1.0
• Disposal of hazardous materials	0.6

DEBT MANAGEMENT

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

Summary of State Supported Bond Debt

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

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

Bonds secured by dedicated tax revenues are issued by the State for the Build Illinois program and 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 have been no new project Civic Center bonds issued since FY 1992.

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, which were allowed under statute through December 31, 2014.

Locally-issued revenue bonds supported by State revenue include those issued by the Metropolitan Pier and Exposition Authority (McCormick Place and Navy Pier), 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. Today, states use the G.O. pledge in new ways to make the sale of certain types of bonds more attractive in the current market. Illinois is no different, having legislated G.O. authorization for Tobacco Securitization Bonds, Pension Obligation Bonds and Income Tax Proceed Bonds.

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

TABLE 6 GENERAL OBLIGATION AUTHORIZATION LEVELS ($ in billions)

Date	New Projects	Bill^ Backlog	Tobacco* Securitization	Pension Systems	Pension Accelerated	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

^ Income Tax Proceed Bonds were only allowed to be issued from July 1, 2017 - December 31, 2017.
† The Medicaid Enhancement Funding was allowed only in FY 2010 and had to be repaid within one year.
* Tobacco Securitization Authorization was allowed only for FY 2003, was not used and is not included in this total.

Public Act 100-0587 increased General Obligation authorization by $800 million for capital projects:

- Capital Facilities
  - for higher education $40 million
  - for childcare, mental & public health, disabled veterans $13 million
  - State agencies and commissions $732 million
- School Construction grants to school districts for implemented projects $15 million

Public Act 100-0587 also created the authorization for $1 billion of Pension Acceleration Bonds to be used for making accelerated pension benefit payments under Articles 14, 15, and 16 of the Illinois Pension Code. Proceeds of the bonds are to be deposited into the newly created State Pension Obligation Acceleration Bond Fund, and the Comptroller and Treasurer shall, as soon as practical, make accelerated pension benefit payments under Articles 14, 15, and 16 of the Illinois Pension Code. Proceeds in the Fund may only be used for accelerated pension benefit payments or the debt service on the Pension Obligation Acceleration Bonds. These bonds would be excluded from some of the requirements under the General Obligation Bond Act, including the 7% debt cap calculations and 25 year maturity, but included in the requirement that 25% of the total is sold competitively and no later than 60 days after the negotiated portion of the sale. The bonds may be sold with fixed or variable rates as long as the rate does not exceed that which is permitted under the Bond Authorization Act.

As a part of PA 100-0587, all G.O. and Build Illinois refunding bonds and refunding variable rate bonds issued in FY 2019 are excluded from: level principal payments, the 25% competitive sales minimum, and from the rule that refunding maturities not extend past the maturities of the refunded bonds. In FY 2019 only, General Obligation Refunding bond proceeds may be used for any necessary payments to providers of interest rate exchange agreements in connection with the termination of such agreements by the State in connection with the refunding.

Public Act 100-0023 authorized $6 billion of State Income Tax Proceed Bonds to be used for the payment of unpaid obligations of the State for vouchers incurred prior to July 1, 2017.

The Governor's Office of Management and Budget indicates it would need additional G.O. bond authorization to complete remaining appropriations through FY 2019 of approximately $1.141 billion, which could be reduced to $912 million if authorization from other categories were redistributed.

G.O. capital projects total authorization is $32.2 billion, with approximately $4.7 billion remaining unissued as of December 31, 2018.

The table below shows the status of authorization levels for each category of G.O. bonds and for State-issued revenue bonds, based off of 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*.

TABLE 7 STATUS OF G.O. AND STATE-ISSUED REVENUE BONDS as of December 31, 2018

($ in billions)	Authorization	Un-Issued	Appropriated†	Available	Over* Committed
Capital Facilities	$10.539	$1.871	$11.423		$1.024
School Construction	$4.765	$0.433	$4.779		$0.058
Anti-Pollution	$0.680	$0.121	$0.609	$0.071	
Transportation A	$5.432	$0.175	$5.427	$0.005	
Transportation B	$5.862	$1.512	$4.952	$0.910	
Transportation D	$4.654	$0.516	$4.718		$0.065
Coal & Energy Development	$0.243	$0.089	$0.148	$0.095	
SUBTOTAL	**$32.175**	**$4.717**	**$32.056**	**$1.081**	**$1.147**
Pension bonds	$17.562	$0.396	$17.562	$0.396	
Medicaid Funding Series	$0.250	$0.004	$0.250	$0.004	
Income Tax Bonds	$6.000	$0.000	$6.000	$0.000	
Pension Acceleration Bonds	$1.000	$1.000	$0.000	$1.000	
TOTAL	**$56.987**	**$6.117**	**$55.868**	**$2.481**	**$1.147**
	Limit	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
G.O. Refunding°	$4.839	$1.076	$3.763	$1.076	
	Authorization	**Un-Issued**	**Appropriated†**	**Available**	**Over* Committed**
Build Illinois	$6.246	$0.445	$7.062		$0.816
	Limit	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
Build IL Refunding	Unlimited	Unlimited	$0.818	Unlimited	
	Authorization	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
Civic Center	$0.200	$0.189	$0.012	$0.189	
	Limit	**Un-Issued**	**Principal Outstanding**	**Available**	**Over Committed**
Civic Center Refunding	Unlimited	Unlimited	$0.000	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 cumulative expenditures for prior years up through FY 2019.

*Over Committed amounts come from specific line items under each Category in Statute that have higher appropriations than authorization.

°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.

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, paid for by sales tax revenues. Since that time, the bond program has been expanded and authorization increased several times. The last time that Build Illinois authorization was increased was in July 2013 in the amount of $542.5 million by Public Act 98-0094. Total Build Illinois bond authorization equals $6.2 billion with $445 million remaining unissued as of December 31, 2018. There is no refunding limit placed on Build Illinois bonds.

The Governor's Office of Management and Budget indicates it would need additional Build Illinois bond authorization to complete remaining appropriations through FY 2019 of approximately $792 million.

TABLE 8 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

*Build Illinois Refunding is unlimited

Authorization for Civic Center bonds is limited to $200 million of new project bonds outstanding at one time. Refunding authorization is unlimited. Since October 1991, no applications have been approved and no new funding has been issued. Civic Center Authorization available, as of December 31, 2018, is $189 million.

Locally-Issued Revenue Bonds

MPEA: In May of 2010, Public Act 96-0898 increased the Authority's authorization by $450 million to the current level of $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. The MPEA sold $201 million in bonds in October 2010 and $97 million in July 2012. The remaining $153 million was issued in FY 2016. Public Act 100-0023 gave the MPEA a $293 million increase in authorization to restructure existing debt and payback the remaining debt service deficiency amount to the State.

The Authority is proposing a $600 million increase in Expansion Project Bond authorization to finance a Bridge Building, renovations to the North building and other campus improvements. The plan is for the new project to allow the Authority to remain competitive with convention centers across the country and around the world by providing state-of-the-art exhibit and meeting space; flexible configuration; same, or greater, amount of exhibit and meeting space in a more contiguous footprint; minimal disruption of events and operations in existing buildings; and enhance neighborhood amenities.

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, SCIP I, was set at $100 million a year from 1990-1994, equaling $500 million. The second authorization, SCIP II, was part of the Illinois FIRST program and 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. The Authority is not requesting an increase in authorization at this time.

ISFA: In FY 2001, 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. The bonds were issued in October of 2001. In FY 2004 $42.5 million was sold for additional renovations and $10 million was sold in FY 2009. The Authority has approximately $135 million of unissued authorization.

There are no capital plans expected at this time. The ISFA does feel it needs to restructure its debt authorization level relative to Soldier Field – not to issue any more debt but rather to be able to refund as much as possible of the current debt, and realize savings without running afoul of the ISFA statute debt cap. As well, ISFA needs to extend this debt beyond 2032.

Bond Sales

In FY 2019, the State sold $966 million in General Obligation Refunding bonds and $250 million of Build Illinois Bonds. During the remainder of the fiscal year, $300 million in taxable G.O. Pension Obligation Acceleration Bonds and $152 million in tax-exempt General Obligation refunding bonds will be sold.

In FY 2020, the Governor's Budget estimates the sale of $1.1 billion in General Obligation bonds for capital projects and the $700 million remainder of the Pension Obligation Acceleration Bonds authorization (explained under the Authorization section).

The Governor's Budget included bond initiatives that would need legislation passed:

- $1.5 billion of additional income tax bonds for the payment of overdue State vouchers that are accruing interest penalties that would be sold before the end of FY 2019.
- $2 billion of additional Pension Obligation bonds for FY 2020, that could be sold as revenue bonds with income tax as a dedicated revenue stream to pay debt service, rather than be sold as G.O. bonds.

TABLE 9 STATE-ISSUED BOND SALES

DATE	BOND SALE TYPE	AMOUNT	TAXABLE v. TAX-EXEMPT	NEGOTIATED v. COMPETITIVE SALE	TRUE INTEREST COST	FITCH	S&P	MOODY'S	Kroll
FY 2016									
Jan-16	General Obligation bonds	$480 million	tax-exempt	competitive	3.999%	BBB+	A-	Baa1	
Jun-16	General Obligation bonds	$550 million	tax-exempt	competitive	3.743%	BBB+	BBB+	Baa2	
FY 2017									
Sep-16	Build IL 2016A	$150 million	tax-exempt	competitive	2.442%	AA+	AAA	Baa2	
	Build IL 2016B	$60 million	taxable						
	Build IL 2016C Refunding	$152 million	tax-exempt						
	Build IL 2016D Refunding	$187 million	tax-exempt						
Oct-16	General Obligation Refunding	$1.3 billion	tax-exempt	negotiated	3.7616% Discount Rate	BBB+	BBB	Baa2	
Nov-16	General Obligation bonds	$480 million	tax-exempt	competitive	4.245%	BBB+	BBB	Baa2	
FY 2018									
Nov-17	General Obligation 2017A/B/C	$1.5 billion	tax-exempt	competitive	combined 3.46%	BBB	BBB-	Baa3	
Nov-17	General Obligation 2017D	$4.5 billion	tax-exempt	negotiated	3.55%	BBB	BBB-	Baa3	
Dec-17	General Obligation 2018A & B	$750 million	tax-exempt	competitive	combined 4.29%	BBB	BBB-	Baa3	
May-18	General Obligation 2018A & B	$500 million	tax-exempt	competitive	combined 4.72%	BBB	BBB-	Baa3	
FY 2019									
Sep-18	General Obligation Refunding Series A & B	$966 million	tax-exempt	negotiated	combined 4.19%	BBB	BBB-	Baa3	
Oct-18	Build IL October 2018 A	$115 million	tax-exempt	competitive	4.16%	A-	BBB		AA+
Oct-18	Build IL October 2018 A	$125 million	tax-exempt	competitive	4.27%	A-	BBB		AA+
Oct-18	Build IL October 2018 A	$10 million	taxable	competitive	4.09%	A-	BBB		AA+

Bond Sale Details: Illinois competitively sold $250 million of Build Illinois bonds in three series in October of 2018 for capital projects. Debt service for Series A will be paid from sales tax revenues, and debt service for both Series B and Series C will be paid with revenues from both sales taxes and the Capital Projects Fund. The October 2018 Series A tax-exempt bonds of $115 million had 10 bids and received a true interest cost of 4.16%. The October 2018 Series B tax-exempt bonds of $125 million received a 4.27% true interest cost from the winner out of 11 bids. The October 2018 Series C taxable bonds of $10 million had four bids and received a true interest cost of 4.09%. "The yields landed on par with current trading levels. Build Illinois bonds in the seven to 12 year range have traded recently between 75 basis points to 85 bps over the AAA benchmark…While the spreads have widened since the 2016 sale, they remain attractive compared to the 180 bp spread trading levels of the state's 10-year general obligation bond." [*Spread penalty on Build Illinois sales tax bonds reflects downgrades*, The Bond Buyer, October 17, 2018]

Illinois sold $966 million of General Obligation Refunding bonds in two series at the end of August. The September 2018 Series A for $641 million refunds the $600 million variable rate bonds of Series 2003B and will pay the termination fees on the five swap agreements that were taken out on the bonds. This removes the only variable rate exposure the State had and will create savings of $93.6 million due to a lower, fixed interest rate. The September 2018 Series B refunding bonds of $325 million will refund other GO debt with a savings of $33.6 million. The bonds received 87 institutional investor bids equaling $4.1 billion in orders, 4.3 times the $966 million available to be sold. The true interest cost was 4.19%. "The state saw a 175 basis point spread to the AAA benchmark on the 10-year maturities in the $963 million general obligation refunding issue JPMorgan priced Wednesday. The BBB spreads -- where the state's paper is rated -- are back under 100 bp after going up for the state's previous GO sale in April." Market participants "attributed the demand to the top yields, the improved outlook, and market conditions with demand strong for both supply and high-yielding paper -- especially given the flatness of the yield curve with not much of a yield boost between a single-A and AAA." [*Illinois deal trims state's spread penalties*, The Bond Buyer, August 22, 2018]

Illinois competitively sold $500 million of General Obligation bonds in two series April 25, 2018. The $450 million May 2018A Series received nine bids with a true interest cost of 4.7442%. The $50 million May 2018B Series received eleven bids with a true interest cost of 4.3348%. The combined true interest cost is 4.72%. Interest rates have increased and Illinois' spreads have widened since the State's G.O. sale in November. Nonetheless, the State did better than its secondary trading levels due to market demand for high-yield bonds. "The long 25-year maturity in the Wednesday sale landed at 4.88%, a 185 bp spread to the AAA early in the trading day and a 102 spread to the BBB. The state's longer bonds have recently traded at a 195 bp spread and in the November sale came in around a 163 bp spread according to MMD." [*Illinois Pays More to Borrow As Investors Worry about State's Prospects*, The Bond Buyer, April 25, 2018; *Municipals Weaken as Illinois, Port Authority Deals Come to Market*, The Bond Buyer, April 25, 2018]

The State competitively sold $750 million in General Obligation bonds at the end of CY 2017. The bonds were sold in two series. The December 2017 Series A of $655 million had 8 bids, obtained a true interest cost of 4.33% and mature in 2042. The December 2017 Series B of $95 million had 10 bids, received a true interest cost of 3.71% and will mature in 2027. The series A Bonds will be used for the capital program while the Series B bonds will be used for information technology projects. The tax-exempt bonds combined have an "all-in borrowing cost" of 4.29%.

Illinois sold $1.5 billion of competitively-bid November 2017 A, B, & C General Obligation Bonds and $4.5 billion of negotiated November 2017 D General Obligation Bonds. The "combined cost of borrowing" on the two sales was 3.5%. The competitive sale received 9 bids, while over 100 orders came from institutional investors for the negotiated sale. During the time of the budget stalemate that went into July 2017, spreads on Illinois bonds were as high as 300 basis points (bp) over the AAA benchmark. After the budget was passed, spreads dropped to around 200 bp, which then again narrowed during the time of the sale of these bonds. Early year maturities of the bonds start at 70 bp over AAA, with later maturities (10-year, 11-year and 12-year) garnering spreads between 166 bp - 184 bp. The maximum 12-year maturity eased investors' minds over the $6 billion increase in debt that the bond sales represent. [*First chunk of $6 billion Illinois paper goes down easy*, The Bond Buyer, October 17, 2017; *Muni market digests Illinois' $4.5 billion whopper of a deal*, The Bond Buyer, October 25, 2017.]

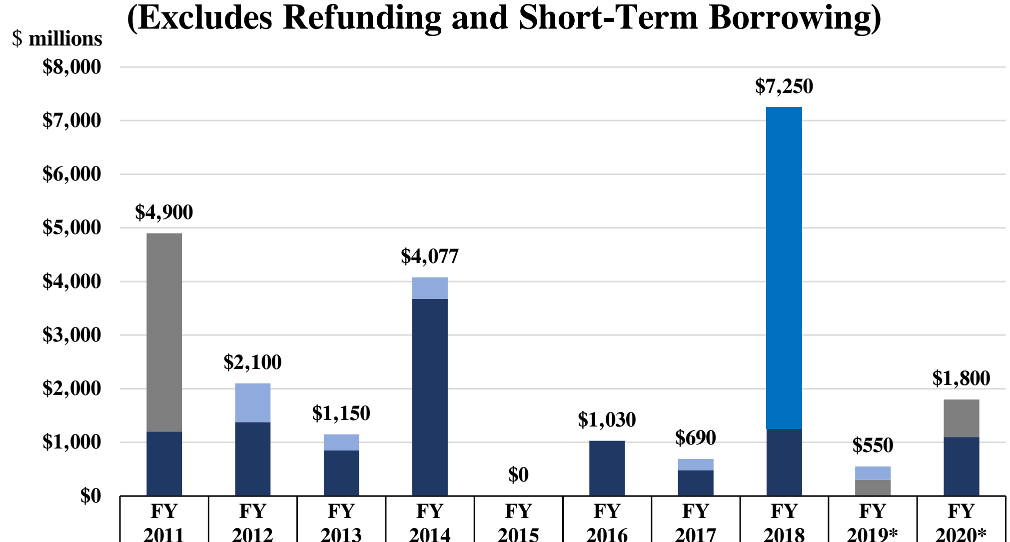
Bond Sale History: In FY 2010, the $31 billion IJN capital plan was approved. Authorization for G.O. bonds was increased in fiscal years 2010, 2011, 2013, 2014, and 2018 allowing for the issuance of new project bonds. G.O. bond sales were at a $2.7 billion high in FY 2010 to jump start the IJN program. FY 2011 - FY 2013 hovered around the $1.0 billion level and FY 2014 saw $3.7 billion in sales. Pension Obligation Notes were sold in FY 2010 and FY 2011 at $3.466 billion and $3.7 billion, respectively. The FY 2018 increases in authorization included $6 billion in Income Tax Proceed bonds which were sold that year, and $1 billion of Pension Obligation Acceleration bonds which are expected to be sold in FY 2019 for $300 million and the remaining $700 million in FY 2020.

The IJN Program also increased authorization for Build Illinois bonds. BI Bond sales picked up with $530 million sold in FY 2010, $725 million in FY 2012, $300 million in FY 2013, and $402 million in FY 2014. There were no Build Illinois bond sales for two years, but FY 2017 saw sales of $210 million and FY 2019 had $250 million in sales.

CHART 7

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

Source: GOMB



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
State-Issued Revenue	$0	$725	$300	$402	$0	$0	$210	$0	$250	$0
Income Tax Proceed								$6,000		
Pension Obligation	$3,700								$300	$700
General Obligation	$1,200	$1,375	$850	$3,675	$0	$1,030	$480	$1,250		$1,100

Locally-Issued Revenue Bonds

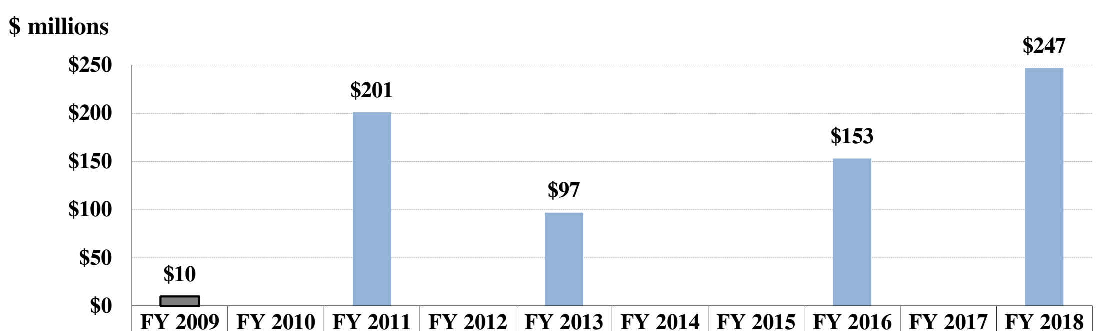
Metropolitan Pier and Exposition Authority: The MPEA sold $201 million in new project bonds and $918 million in restructuring bonds in FY 2011. For FY 2013, the Authority sold $97 million in new project Expansion bonds and refunded $758 million. The MPEA sold its remaining $153 million in bonding authorization and sold $66 million in refunding bonds in FY 2016 for its planned Event Center and a second hotel. 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.

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.

Illinois Sports Facilities Authority: The Authority issued project bonds in December 2009 of $10 million to finance the redevelopment of the 35th Street infrastructure. 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.

CHART 8

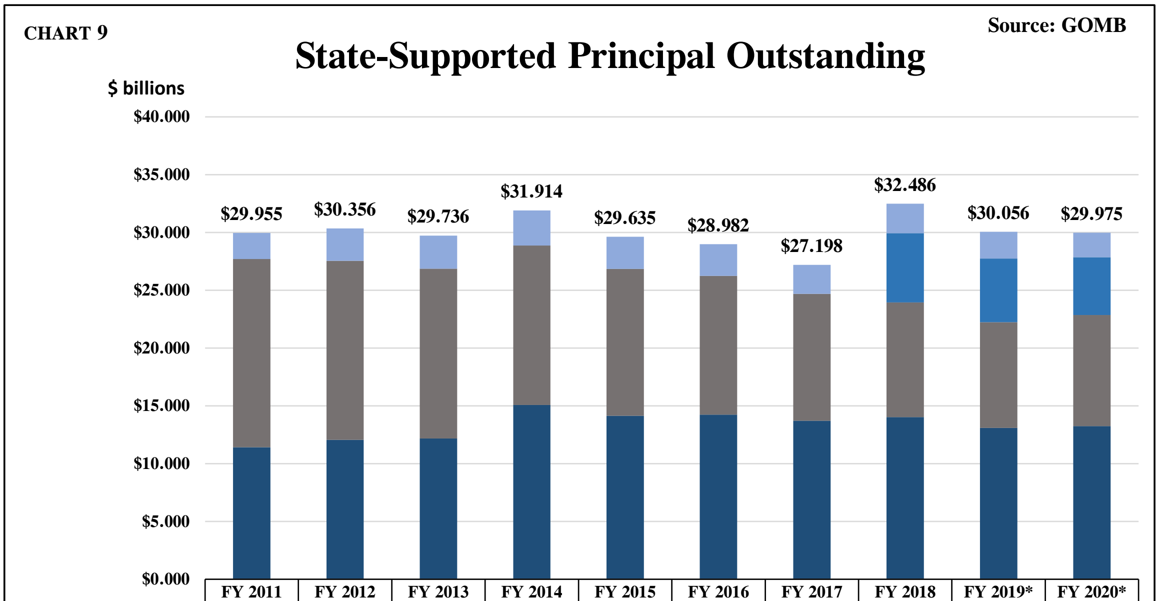
Locally-Issued Revenue New Capital Bond Sales



	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
RTA										
ISFA	$10									
MPEA			$201		$97			$153		$247

Outstanding Principal

State-Issued Principal Outstanding



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
State-Issued Revenue	$2.253	$2.805	$2.862	$3.034	$2.790	$2.737	$2.512	$2.540	$2.320	$2.114
Income Tax Proceed								$6.000	$5.500	$5.000
Pension Obligation	$16.273	$15.480	$14.686	$13.793	$12.700	$12.000	$10.975	$9.925	$9.150	$9.613
General Obligation	$11.429	$12.071	$12.188	$15.087	$14.145	$14.245	$13.711	$14.021	$13.086	$13.248

G.O. Principal Outstanding in FY 2010 grew due to over $2 billion for the IJN capital program and almost $3.5 billion in Pension Obligation Notes. FY 2011 increased due to $3.7 billion in Pension Obligation Bonds.

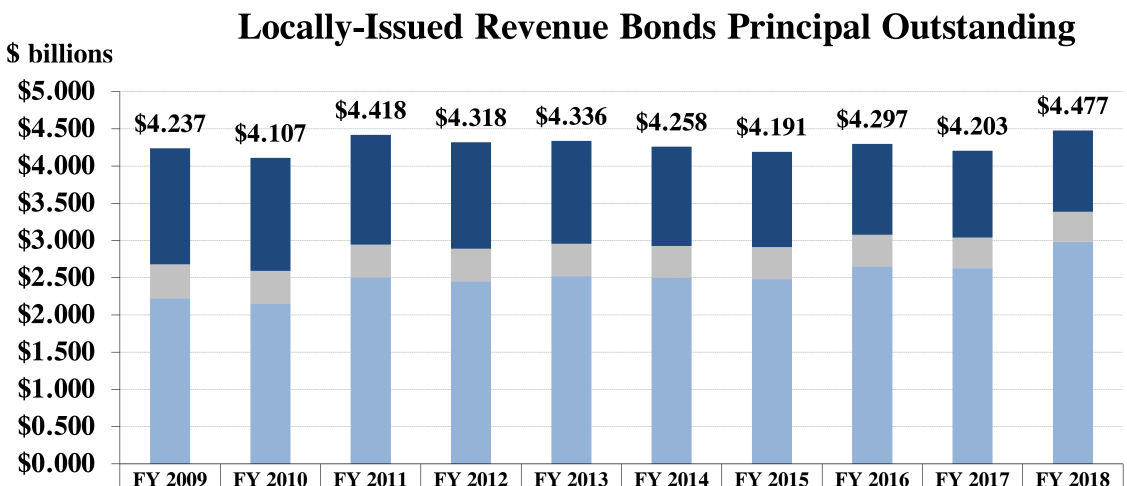
The next big increase in principal outstanding was due to the sale of $3.7 billion in bonds for FY 2014. The FY 2014 level of $31.9 billion decreased by over $2 billion in FY 2015 due to the lack of bond sales in all categories, while annual principal was paid.

Bond sales jumped again in FY 2018 with the sale of $1.25 billion of capital bonds and $6 billion in Income Tax Proceed bonds used to pay down the State’s backlog of bills. With much lower bond sales estimated for FY 2019, principal outstanding will decline by more than $2.0 billion. Estimated bond sales in FY 2020 of $1.8 billion will keep principal outstanding at approximately the same level as FY 2019.

Locally Issued Revenue Bonds

- The MPEA sold $201 million in bonds and refunded $918 million in FY 2011, to precipitate the rise in principal outstanding.
- The MPEA sold $97 million in bonds in FY 2013 keeping combined principal outstanding for the three Authorities level around $4.3 billion in FY 2013.
- Principal outstanding in FY 2016 rose due to a bond sale of $153 million by the MPEA for its continuing Event Center and hotel capital projects.
- After an increase in authorization (Public Act 100-0023), the MPEA sold $247 million in a FY 2018 bond sale to increase principal outstanding for FY 2018.

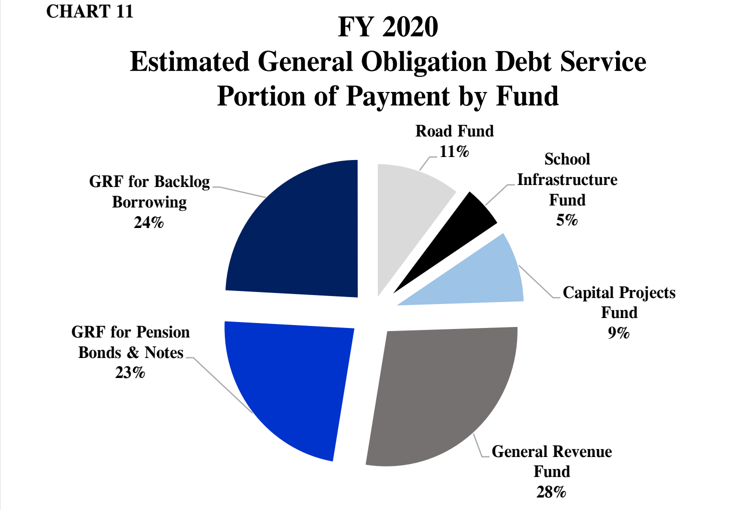
CHART 10



	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
RTA	$1.557	$1.517	$1.474	$1.429	$1.382	$1.332	$1.279	$1.222	$1.162	$1.091
ISFA	$0.460	$0.445	$0.442	$0.438	$0.433	$0.427	$0.431	$0.423	$0.414	$0.407
MPEA	$2.220	$2.145	$2.502	$2.451	$2.521	$2.499	$2.481	$2.652	$2.627	$2.979

Debt Service

CHART 11



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 bond debt service, 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), which receives transfers from the Road Fund (for Transportation A & D - highways and bridges), the School Infrastructure Fund, the General Revenue Fund, and since FY 2010, the Capital Projects Fund for the IJN capital program. The increases in G.O. debt attributed to the IJN program will 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 9), the General Revenue Fund will pay for any debt service needs. Public Act 100-0023 required that the debt service on $1.1 billion of Transportation D (IJN) authorization be paid for by the Road Fund instead of the Capital Projects Fund, which will help give some relief to CPF.

TABLE 10 — GENERAL OBLIGATION DEBT SERVICE By Fund

($ Millions)	FY 2018 Amount	FY 2018 % of Total	FY 2019* Amount	FY 2019 % of Total	FY 2020* Amount	FY 2020 % of Total
Road Fund	$305.2	18.0%	$285.7	16.8%	$269.8	16.3%
Road Fund for Transportation D	$42.0	2.5%	$62.8	3.7%	$61.3	3.7%
School Infrastructure Fund	$202.1	11.9%	$180.5	10.6%	$166.4	10.0%
Capital Projects Fund (Trans D)	$287.8	17.0%	$281.0	16.6%	$274.0	16.5%
GRF backfill for CPF	$442.8	26.1%	$495.5	29.2%	$484.6	29.2%
General Revenue Fund	$414.9	24.5%	$391.4	23.1%	$402.7	24.3%
SUBTOTAL	**$1,694.8**	**100.0%**	**$1,696.9**	**100.0%**	**$1,658.9**	**100.0%**
2017 Backlog Borrowing	$143.7	8.2%	$786.5	33.1%	$761.5	51.1%
GRF/SERS for 2003 POBs	$614.7	34.9%	$633.2	26.7%	$674.6	45.2%
GRF for 2010 PONs	$0.0	0.0%	$0.0	0.0%	$0.0	0.0%
GRF for 2011 PONs	$1,003.9	57.0%	$952.9	40.2%	$0.0	0.0%
Pension Acceleration Bonds					$55.5	3.7%
SUBTOTAL	**$1,762.3**	**100.0%**	**$2,372.6**	**100.0%**	**$1,491.6**	**100.0%**
GRAND TOTAL	**$3,457.1**		**$4,069.5**		**$3,150.5**	

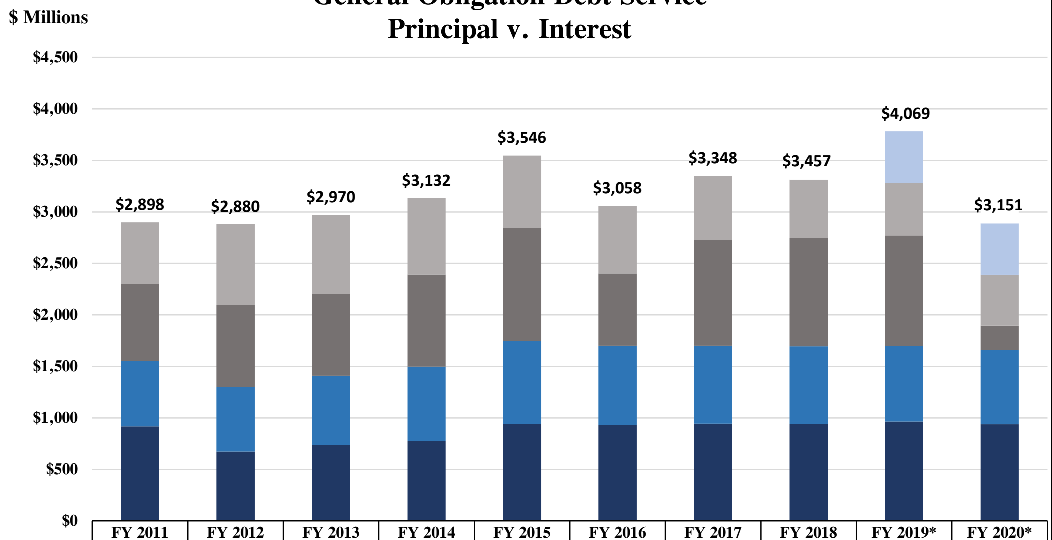
* CGFA estimates for FY 2019 and FY 2020 are based off of information from the Office of the Comptroller and the FY 2020 Budget Book.

Chart 12 shows debt service payments broken out by principal and interest of the various types of General Obligation bonds – capital projects, Pension Obligation and Pension Acceleration Bonds, and Income Tax Proceed Bonds.

CHART 12

General Obligation Debt Service
Principal v. Interest

Source: CGFA Estimates



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
Income Tax Interest								$144	$287	$262
Income Tax Principal									$500	$500
POB Interest	$601	$786	$768	$741	$705	$657	$622	$569	$511	$493
POB Principal	$743	$793	$793	$893	$1,093	$700	$1,025	$1,050	$1,075	$237
Project Interest	$636	$628	$675	$723	$806	$771	$758	$756	$732	$721
Project Principal	$917	$673	$734	$775	$942	$930	$943	$939	$965	$938

G.O. Debt Service stayed in the $2.9 billion to $3.1 billion range from FY 2011 to FY 2014. In FY 2015, debt service jumped with an almost $200 million ramp up in debt service payments for the FY 2011 Pension Obligation Bonds, and for the debt service on the $3.7 billion in capital bonds that were sold in FY 2014. Debt service dropped in FY 2016 due to the FY 2010 Pension Obligation Notes being paid off in FY 2015 and due to the lack of bond sales.

Debt Service in FY 2019 jumped 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 2010 Pension Obligation Bond debt service. Starting in FY 2020, debt service will include payments from the sale of $300 million in Pension Acceleration Bonds to be sold in FY 2019. The remaining $700 million are expected to be sold in FY 2020. The remaining Pension Bond debt service will be for the FY 2003 bond sale with debt service increasing annually to over $1 billion in the final years of payment (See Table 11 on the following page).

Table 11 shows the break out of debt service for all three Pension Obligation Bonds/Notes sales.

TABLE 11				COMBINED DEBT SERVICE OF 2003, 2010 and 2011 PENSION OBLIGATION BONDS AND NOTES								
	FY2003 $10 BILLION PENSION OB BONDS			FY 2010 $3.466 BILLION PENSION OB NOTES			FY 2011 $3.7 BILLION PENSION OB NOTES			COMBINED TOTALS		
Fiscal Year	**2003 Principal**	**2003 Interest**	**2003 POB Total**	**2010 Principal**	**2010 Interest**	**2010 PON Total**	**2011 Principal**	**2011 Interest**	**2011 POB Total**	**Total Principal**	**Total Interest**	**Grand Total**
FY 2004	$0	$481,038,333	**$481,038,333**							**$0**	**$481,038,333**	**$481,038,333**
FY 2005	$0	$496,200,000	**$496,200,000**							**$0**	**$496,200,000**	**$496,200,000**
FY 2006	$0	$496,200,000	**$496,200,000**							**$0**	**$496,200,000**	**$496,200,000**
FY 2007	$0	$496,200,000	**$496,200,000**							**$0**	**$496,200,000**	**$496,200,000**
FY 2008	$50,000,000	$496,200,000	**$546,200,000**							**$50,000,000**	**$496,200,000**	**$546,200,000**
FY 2009	$50,000,000	$494,950,000	**$544,950,000**							**$50,000,000**	**$494,950,000**	**$544,950,000**
FY 2010	$50,000,000	$493,550,000	**$543,550,000**							**$50,000,000**	**$493,550,000**	**$543,550,000**
FY 2011	$50,000,000	$491,900,000	**$541,900,000**	$693,200,000	$109,277,049	**$802,477,049**				**$743,200,000**	**$601,177,049**	**$1,344,377,049**
FY 2012	$100,000,000	$490,125,000	**$590,125,000**	$693,200,000	$101,061,628	**$794,261,628**		$194,500,800	**$194,500,800**	**$793,200,000**	**$785,687,428**	**$1,578,887,428**
FY 2013	$100,000,000	$486,375,000	**$586,375,000**	$693,200,000	$81,887,716	**$775,087,716**		$199,488,000	**$199,488,000**	**$793,200,000**	**$767,750,716**	**$1,560,950,716**
FY 2014	$100,000,000	$482,525,000	**$582,525,000**	$693,200,000	$58,866,544	**$752,066,544**	$100,000,000	$199,488,000	**$299,488,000**	**$893,200,000**	**$740,879,544**	**$1,634,079,544**
FY 2015	$100,000,000	$478,575,000	**$578,575,000**	$693,200,000	$30,646,372	**$723,846,372**	$300,000,000	$195,462,000	**$495,462,000**	**$1,093,200,000**	**$704,683,372**	**$1,797,883,372**
FY 2016	$100,000,000	$474,525,000	**$574,525,000**				$600,000,000	$181,929,000	**$781,929,000**	**$700,000,000**	**$656,454,000**	**$1,356,454,000**
FY 2017	$125,000,000	$470,175,000	**$595,175,000**				$900,000,000	$152,163,000	**$1,052,163,000**	**$1,025,000,000**	**$622,338,000**	**$1,647,338,000**
FY 2018	$150,000,000	$464,737,500	**$614,737,500**				$900,000,000	$103,878,000	**$1,003,878,000**	**$1,050,000,000**	**$568,615,500**	**$1,618,615,500**
FY 2019	$175,000,000	$458,212,500	**$633,212,500**				$900,000,000	$52,893,000	**$952,893,000**	**$1,075,000,000**	**$511,105,500**	**$1,586,105,500**
FY 2020	$225,000,000	$449,550,000	**$674,550,000**							**$225,000,000**	**$449,550,000**	**$674,550,000**
FY 2021	$275,000,000	$438,412,500	**$713,412,500**							**$275,000,000**	**$438,412,500**	**$713,412,500**
FY 2022	$325,000,000	$424,800,000	**$749,800,000**							**$325,000,000**	**$424,800,000**	**$749,800,000**
FY 2023	$375,000,000	$408,712,500	**$783,712,500**							**$375,000,000**	**$408,712,500**	**$783,712,500**
FY 2024	$450,000,000	$390,150,000	**$840,150,000**							**$450,000,000**	**$390,150,000**	**$840,150,000**
FY 2025	$525,000,000	$367,200,000	**$892,200,000**							**$525,000,000**	**$367,200,000**	**$892,200,000**
FY 2026	$575,000,000	$340,425,000	**$915,425,000**							**$575,000,000**	**$340,425,000**	**$915,425,000**
FY 2027	$625,000,000	$311,100,000	**$936,100,000**							**$625,000,000**	**$311,100,000**	**$936,100,000**
FY 2028	$700,000,000	$279,225,000	**$979,225,000**							**$700,000,000**	**$279,225,000**	**$979,225,000**
FY 2029	$775,000,000	$243,525,000	**$1,018,525,000**							**$775,000,000**	**$243,525,000**	**$1,018,525,000**
FY 2030	$875,000,000	$204,000,000	**$1,079,000,000**							**$875,000,000**	**$204,000,000**	**$1,079,000,000**
FY 2031	$975,000,000	$159,375,000	**$1,134,375,000**							**$975,000,000**	**$159,375,000**	**$1,134,375,000**
FY 2032	$1,050,000,000	$109,650,000	**$1,159,650,000**							**$1,050,000,000**	**$109,650,000**	**$1,159,650,000**
FY 2033	$1,100,000,000	$56,100,000	**$1,156,100,000**							**$1,100,000,000**	**$56,100,000**	**$1,156,100,000**
TOTAL	**$10,000,000,000**	**$11,933,713,333**	**$21,933,713,333**	**$3,466,000,000**	**$381,739,309**	**$3,847,739,309**	**$3,700,000,000**	**$1,279,801,800**	**$4,979,801,800**	**$17,166,000,000**	**$13,595,254,442**	**$30,761,254,442**
		PA 93-0002 2003 POB TIC = 5.047% thirty-year maturity			**PA 96-0043 2010 POB TIC = 3.854% five-year maturity**			**PA 96-1497 2011 POB TIC = 5.563% eight-year maturity**				

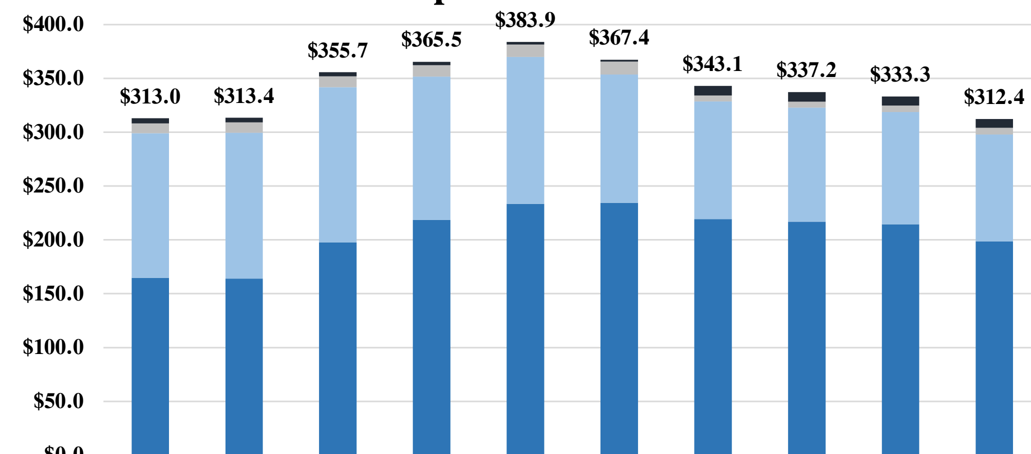
State-Issued Revenue Bonds

State-issued revenue bonds currently outstanding include Build Illinois and Civic Center bonds. Debt service from 2007 through 2010 remained steady at under $290 million annually. The jumps in debt service in FY 2011, FY 2013, FY 2014 and FY 2015 are due to the Build Illinois bonds sold for projects appropriated in the FY 2010 IJN capital plan. There were no Build Illinois Bond sales from FY 2015-FY 2016. Low Build Illinois bond sales of $210 million in FY 2017 and $250 million in FY 2019 along with the FY 2017 refunding savings will allow debt service to decrease through FY 2020.

CHART 13 **Source: CGFA Estimates**

State-Issued Revenue Bond Debt Service Principal and Interest

$ millions



	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	FY 2020*
CC Interest	$4.8	$4.3	$3.7	$3.1	$2.5	$1.8	$8.9	$8.7	$8.6	$8.3
CC Principal	$9.1	$9.6	$10.1	$10.7	$11.4	$12.0	$5.5	$5.7	$5.9	$6.1
BI Interest	$134.3	$135.4	$144.2	$133.0	$136.6	$119.2	$109.3	$105.8	$104.2	$99.4
BI Principal	$164.8	$164.1	$197.7	$218.7	$233.4	$234.4	$219.4	$217.0	$214.6	$198.6

Build Illinois. These bonds comprise the majority of debt service costs for the State-issued revenue bonds. Debt service for FY 2019 will include $144.6 million from the Capital Projects Fund for IJN projects, and $140.1 million for FY 2020.

Civic Center. The State refunded Series 1990A and 1990B Civic Center bonds in FY 2001 to lower debt service costs through FY 2016 to $13.8 billion. Debt service increased to $14.4 million for FY 2017 through FY 2020. The final debt service payment will be $5.6 million in FY 2021, as long as no new issuances in the program are made.

Locally-Issued Revenue Bonds: Budget Impasse and Debt Service Issues

The debt service supported by the State was appropriated for both MPEA and ISFA bonds for FY 2017, FY 2018 and FY 2019.

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." [Metropolitan Pier and Exposition Authority] Due to the State's failure to appropriate the Authority's sales tax revenue, causing the Authority to miss a required debt service payment in July 2015, S&P changed the designation of the MPEA's debt from "special tax bonds" to an "appropriation obligation of the State". This puts the Authority one level below the State's rating, with Fitch following suit. Moody's has always kept the MPEA's rating one level below the State's G.O. rating. Public Act 99-0409, effective August 20, 2015, allowed for the monthly transfers totaling $167 million and the payment in debt service in FY 2016, but it was too late and the change did not affect the MPEA's downgrades. The Authority's $223 million in bonds, sold in September 2015, paid a penalty in interest rates of approximately 50 basis points because of the downgrades. [*IL MPEA Borrowing Costs Up After Downgrade*, The Bond Buyer, September 17, 2015]

"We presently do not expect any near term shortfalls in tax collections that would require a draw on the State sales tax backup. MPEA's two major capital projects, the Wintrust Arena and Marriott Marquis Chicago, both opened in the Fall of 2017 and were fully funded with 1) funds raised from the 2010, 2012, 2015, and 2017 Expansion Project Bond transactions and 2) draws on the $250 million of interim construction financing arranged to construct the hotel. The outstanding balance of the $250 million interim construction financing was repaid with Series 2017A Expansion Project Bond proceeds. While the majority of the Series 2017A Bonds were used to repay the outstanding balance on the interim construction financing, MPEA maintains a balance on hand in the project fund held by the trustee to pay the remaining project costs, including remaining retainage owed to the general contractor." [Metropolitan Pier and Exposition Authority]

As part of the Series 2017B Bonds, the Authority restructured FY18 debt service to allow the balance of surplus Authority Taxes in the Authority Tax Fund at the end of FY18 to be sufficient for the Authority to fully repay the $39.3 million balance of pre-2010 draws on the State sales tax...The State was fully repaid on July 20, 2018." [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. The following are issues with the timing of debt service payment on the bonds.

- SCIP ASA/AFA requisitions are not paid until 15 to 18 months after the beginning of the State fiscal year. In the meantime, the RTA must dip into its reserves to pay the amount and wait for the "reimbursement" from the State.
- Predicting the cash flow from the State debt subsidy (SCIP bonds) and Public Transportation Fund (PTF) match on RTA taxes is impossible. To protect ourselves from cash short-fall RTA has entered two short-term credit agreements...Through the first ten calendar months of 2018 these two credit agreements have cost RTA $5.8 million." [Regional Transportation Authority].

Beginning in FY 2018, transfers to the RTA to pay for SCIP debt service will now be paid from the Road Fund rather than GRF. Also beginning FY 2018, the amounts required to be transferred into the Public Transportation Fund from GRF shall instead be directly deposited into that fund as the revenues are realized from their portion of sales taxes, except that the first $100 million that would have been transferred will come from the Road Fund. In FY 2018, the total amount of revenue that would have been transferred shall be reduced by 10%.

Illinois Sports Facilities Authority

"ISFA's decline in its bond credit rating is the continuing repercussion resulting from the State's FY2016 - FY2017 budget impasse.

"Although ISFA received its net 2% hotel tax levy directly during the FY2016 budget impasse, this one revenue source has not been adequate to cover debt service, contractual obligations and operating costs, including stadium property and liability insurance. Further, the lack of an appropriation exposed ISFA to hotel tax fluctuations and volatility that negatively affected its cash position.

"By statute, non-appropriation triggers an impairment issue relative to ISFA's State Advance safeguard mechanism and is alarming to bondholders. For example, because there was no appropriation of the State Advance during FY2016, the statutory "backstop" mechanism", whereby the City of Chicago's Local Government Distributive Fund is to bear the burden of any ISFA hotel tax revenue shortfall, was not enacted.

"Future Concern – In the instance of any combination of events such as non-enacted budget legislation, insufficient hotel tax receipts and insufficient cash reserves, ISFA could fall into actual debt service default." Fitch rates ISFA one level lower than the State due to appropriation risk. When Fitch lowered the State's ratings they also lowered the Authority to BBB-. S&P has also tied the Authority's rating to the State and has lowered them to BB+. [Illinois Sports Facilities Authority]

TABLE 12 **Locally-Issued Revenue Bond Debt Service History**

		FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*
MPEA	PRINCIPAL	$24,015,000	$0	$4,145,000	$0	$0	$0	$0	$0	$0	$0
Dedicated	INTEREST	$7,585,090	$965,619	$965,619	$0	$0	$0	$0	$0	$0	$0
Bonds	TOTAL	**$31,600,090**	**$965,619**	**$5,110,619**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
MPEA	PRINCIPAL	$55,340,000	$22,160,000	$64,140,000	$50,490,000	$40,110,000	$59,025,000	$63,385,000	$72,205,000	$30,640,000	$76,515,000
Expansion	INTEREST	$83,652,267	$58,060,608	$62,548,414	$91,300,541	$98,276,335	$97,903,283	$103,076,873	$105,720,998	$117,695,333	$120,180,245
Bonds	TOTAL	**$138,992,267**	**$80,220,608**	**$126,688,414**	**$141,790,541**	**$138,386,335**	**$156,928,283**	**$166,461,873**	**$177,925,998**	**$148,335,333**	**$196,695,245**
	PRINCIPAL	$14,760,316	$3,096,432	$4,117,861	$5,092,354	$6,019,695	$9,317,832	$7,871,736	$8,687,075	$6,918,577	$7,157,123
ISFA	INTEREST	$13,744,035	$25,578,906	$26,152,061	$26,886,303	$27,759,972	$25,034,828	$28,318,327	$29,655,237	$33,730,735	$35,927,690
	TOTAL	**$28,504,351**	**$28,675,338**	**$30,269,922**	**$31,978,657**	**$33,779,667**	**$34,352,660**	**$36,190,063**	**$38,342,313**	**$40,649,312**	**$43,084,813**
	PRINCIPAL	$16,650,000	$17,700,000	$18,830,000	$20,035,000	$21,240,000	$22,530,000	$23,880,000	$25,530,000	$27,280,000	$28,930,000
RTA	INTEREST	$21,943,000	$20,908,000	$19,806,000	$18,635,000	$17,442,000	$16,182,000	$14,845,000	$13,240,000	$11,520,000	$9,899,000
SCIP I	TOTAL	**$38,593,000**	**$38,608,000**	**$38,636,000**	**$38,670,000**	**$38,682,000**	**$38,712,000**	**$38,725,000**	**$38,770,000**	**$38,800,000**	**$38,829,000**
	PRINCIPAL	$23,525,000	$24,760,000	$26,065,000	$27,475,000	$29,005,000	$30,620,000	$32,405,000	$34,260,000	$235,780,000	$38,325,000
RTA	INTEREST	$67,105,000	$65,854,000	$64,520,000	$63,079,000	$61,537,000	$59,893,000	$58,093,000	$56,193,000	$54,507,000	$51,435,000
SCIP II	TOTAL	**$90,630,000**	**$90,614,000**	**$90,585,000**	**$90,554,000**	**$90,542,000**	**$90,513,000**	**$90,498,000**	**$90,453,000**	**$290,287,000**	**$89,760,000**
	PRINCIPAL	**$134,290,316**	**$67,716,432**	**$117,297,861**	**$103,092,354**	**$96,374,695**	**$121,492,832**	**$127,541,736**	**$140,682,075**	**$300,618,577**	**$150,927,123**
TOTAL	**INTEREST**	**$194,029,392**	**$171,367,133**	**$173,992,094**	**$199,900,844**	**$205,015,307**	**$199,013,111**	**$204,333,200**	**$204,809,235**	**$217,453,068**	**$217,441,935**
	GRAND TTL	**$328,319,708**	**$239,083,565**	**$291,289,955**	**$302,993,198**	**$301,390,002**	**$320,505,943**	**$331,874,936**	**$345,491,311**	**$518,071,645**	**$368,369,058**

NOTE: FY 2013 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 2019 amounts are estimated by the respective authorities.

Recent Illinois Ratings History

General Obligation Ratings

Illinois' General Obligation ratings left AA territory for single A in 2009, and entered BBB territory in October 2015. By June of 2017, the rating agencies had downgraded Illinois to BBB by Fitch, BBB- by S&P and Baa3 by Moody's. While the budget impasse continued through June, all three ratings agencies threatened more downgrades if the State didn't pass a budget for FY 2018. The budget-related bills -- SB 6, SB 9 and SB 42 -- did not become law until July 6, 2017, after the General Assembly overrode the Governor's vetoes. By July 20, 2017, all three rating agencies had affirmed their current ratings on the State. These ratings have remained unchanged through March 2019.

Fitch Ratings **BBB**

"Illinois' 'BBB' IDR (Issuer Default Rating) and GO ratings reflect an ongoing pattern of weak operating performance and irresolute fiscal decision-making that has produced a credit position well below the level that the state's broad economic base and substantial independent legal ability to control its budget would support. The Negative Rating Outlook reflects Fitch's assessment of Illinois' near-term fiscal pressures as the state faces a more than $1 billion gap in the current fiscal year and a significant structural budget gap. Uncertainties remain regarding ongoing fiscal management and decision-making. Fitch plans to review the state's rating and Negative Outlook following passage of a final budget for fiscal 2020, which begins on July 1."

"MATERIAL WEAKENING OF FINANCIAL OPERATIONS: The IDR will be lowered if the state exacerbates its structural budget challenges, through measures such as materially increasing the burden posed by its accounts payable balance and other liabilities during a period of ongoing economic growth. Elements of the governor's fiscal 2020 executive budget proposal, including a largely unresolved 2019 deficit and numerous one-time measures in fiscal 2020, appear to do that. A proposed graduated income tax could raise substantial revenue, but faces a long and uncertain path before implementation.

"ONGOING BUDGETARY BALANCE: Stabilization of the rating is sensitive to the state's ability to maintain budgetary balance and demonstrate progress toward more sustainable fiscal management. Upward rating momentum is unlikely until the state more comprehensively addresses its accumulated liabilities including a sizable accounts payable balance."

Standard & Poor's **BBB-**

"The 'BBB-' GO rating reflects our view of the state's lack of budget reserve and generally weakened financial condition that has potential to intensify into liquidity stress, and lingering structural budget imbalance, even after a permanent increase to the state's individual and corporate income tax rates. Other factors include the State's:

- Backlog of unpaid bills that remains elevated, even following the state's 2017 bond refinancing of a portion of them;
- Distressed pension funding levels that will require substantial contribution increases in the coming years; and
- Elevated fixed costs and propensity to experience political dysfunction, resulting in a generally heightened vulnerability to unanticipated exogenous stress, from either an economic downturn or a withdrawal of expected federal funding.

"The stable outlook reflects our view that Illinois' likelihood of experiencing a liquidity crisis in the near term has subsided and therefore, so have the odds of its rating falling below investment grade," added Ms. Spain. Despite the current bill backlog and estimated deficit to end fiscal 2019, we anticipate that the state will retain sufficient cash flow to provide coverage of all core payments. In our view, the proposed seven-year extension of the pension plans' amortization alone weakens the state's pension funding. However, it remains possible that an asset transfer or passage of an income tax increase within the outlook horizon could offset what we would otherwise view as weak budgetary practices proposed in the fiscal 2020 budget. Additionally, we do not expect see a re-emergence of heightened political dysfunction but rather anticipate that the budget process will be more timely and constructive. The state's strong bond payment provisions also offer some downside insulation to the state ratings. The current GO rating incorporates our view of the state's longer-term vulnerabilities and remains the lowest possible rating within the investment-grade categories.

"Illinois' liquidity position is paramount to the rating. Downward rating pressure would likely ensue if Illinois' bill backlog continues to climb or its liquidity position weakens to a level that jeopardizes its ability to timely finance core government services. Particularly given the state's high fixed costs, depleted reserves, and prioritization of government services, we believe it has minimal cushion to weather a recession or other unrealized budget assumptions. If unaddressed, we expect that wider-than-currently forecasted budget gaps would likely exacerbate the state's already strained liquidity. Given its tenuous fiscal position, near-term progress toward resolving its ongoing structural imbalance is critical to maintaining our investment-grade rating. If Illinois is unwilling or unable to pass a revenue increase within the next two years, absent significant expenditures cuts, we would likely lower the rating. Other key sources of potential downward rating pressure include further measures to reduce annual pension contributions, recognition of asset transfers in a way that undermines pension funding, and substantial growth in the state's debt burden.

"That said, Illinois' credit rating is uncommonly low among the states, reflecting a confluence of its daunting long-term liability profile and persistent crisis-like budget environment in recent years. Any upside to its credit quality, however, remains constrained by its poorly funded pension systems and other outsized liabilities. But even with these, the state's economic base could support a higher rating pending improvement in its fiscal operations and overall budget management. If Illinois were to make sustainable progress toward structural balance, reducing its bill backlog, and growing reserves, we could raise the rating."

Moody's Investors Service **Baa3**

"Illinois benefits from an economic base that is diverse, large and comparatively wealthy, and like other states it has strong powers to control its revenue and spending. However, these credit strengths have been increasingly overshadowed by unfunded pension liabilities and mounting fixed costs in recent years, reflecting ingrained weaknesses in its governance framework and policy decisions. As the costs of its debt, pension and retiree health benefits have consumed a growing share of its revenue, Illinois has run operating deficits, accumulated an unpaid bill backlog, and relied on long-term debt to fund operations.

"Governor JB Pritzker, who took office in January, has proposed far-reaching policy changes to stabilize the state's finances and manage the long-term liability burden. He proposed $1.1 billion of new revenue for the year starting July 1, changes to pension contributions, and additional debt for both pension funding and payment of overdue bills. His longer-term objectives include moving the state's personal income tax to a progressive system from a flat rate, which would require amending the state constitution, and identifying public assets that could bolster state pension plans. Action on these and other initiatives by the Illinois General Assembly in coming weeks could affect the state's credit standing.

"RATING OUTLOOK

The state's outlook was revised to stable in July 2018, following income tax increases that greatly reduced the state's structural budget gap and made near-term fiscal risks manageable.

"FACTORS THAT COULD LEAD TO AN UPGRADE

- Adoption of a comprehensive plan to address pension liabilities
- Progress in lowering the bill backlog that does not rely on long-term borrowing
- Enactment of recurring financial measures that support sustainable budget balance

"FACTORS THAT COULD LEAD TO A DOWNGRADE

- Renewed growth in payment backlog that reverses progress attributable to 2017 financing
- Reduction in pension contributions to provide fiscal relief
- Substantial assumption of debt or pension liabilities accrued by local governments"

TABLE 13	ILLINOIS' GENERAL OBLIGIATION RATINGS HISTORY					
Date of	***Fitch***		***S&P***		***Moody's***	
Rating Action	***Rating***	***up/down***	***Rating***	***up/down***	***Rating***	***up/down***
June 2017			***BBB-***	**↓1x**	***Baa3***	**↓1x**
February 2017	***BBB***	**↓1x**				
September 2016			***BBB***	**↓1x**		
June 2016			***BBB+***	**↓1x**	***Baa2***	**↓1x**
October 2015	***BBB+***	**↓1x**			*Baa1*	**↓1x**
June 2013	***A-***	**↓1x**			***A3***	**↓1x**
Jan 2013			***A-***	**↓1x**		
Aug 2012			***A***	**↓1x**		
Jan 2012					***A2***	**↓1x**
Jun 2010	***A***	**↓1x**			***A1***	**↓1x**
Mar-Apr 2010	***A-/A+ recal***	**↓1x/↑2x**			***Aa3 recal***	**↑2x**
Dec 2009			***A+***	**↓1x**	***A2***	**↓1x**
Mar-Jul 2009	***A***	**↓2x**	***AA-***	**↓1x**	***A1***	**↓1x**
Dec 2008	***AA-***	**↓1x**				
May 2003	***AA***	**↓1x**			***Aa3***	**↓1x**
Jun 2000	***AA+***	**↑1x**				
Jun 1998					***Aa2***	**↑1x**
Jul 1997			***AA***	**↑1x**		
Feb 1997					***Aa3***	**↑1x**
Sep 1996	***AA***	***initial rating***				
Feb 1995					***A1***	**↓1x**
Aug 1992			***AA-***	**↓1x**	***Aa****	**↓1x**
Aug-Sep 1991			***AA***	**↓1x**	***Aa1***	**↓1x**
Mar 1983			***AA+***	**↓1x**		
Feb 1979			***AAA***	***initial rating***		
1973					***AAA***	***initial rating***

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

Build Illinois Bond Ratings

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

In May 2018, Fitch downgraded Illinois' Build Illinois bonds five levels from AA+ down to A- with a negative outlook. Fitch decided that 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, the Build Illinois bond ratings should be tied to the State's general obligation rating.

On October 30, 2018, S&P lowered the Build Illinois Bond rating five more levels to BBB with a stable outlook, based on changes they have made to their rating's criteria for priority-lien tax revenue debt. They state, "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 last Build Illinois bond sale from Moody's, but received the State's first rating from Kroll Bond Rating Agency of AA+ with a stable outlook.

TABLE 14	BUILD ILLINOIS BOND RATINGS										
Rating Agencies	Apr/July 2009	Oct 2009	Dec 2009	Mar-Apr 2010*	June 2010	Jan 2012	June 2013	Oct 2015	Jun 2016	Jun 2017	May 2018	Oct 2018
Fitch Ratings	AA	AA	AA	AA+	AA+	AA+	AA+	AA+	AA+	AA+	A-	A-
Standard & Poor's	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AAA	AA-	AA-	BBB
Moody's	Aa3	A1	A2	Aa3	A1	A2	A3	Baa1	Baa2	Baa3	Baa3	Baa3
Kroll												AA+

State-supported Authorities

Downgrades of the State by the three rating agencies also caused downgrades to entities that receive State funding toward debt service and even funding toward budgets in the case of public universities. Downgrades to the Metropolitan Pier and Exposition Authority's Expansion bonds now occur as the State is downgraded, due to the Authority's reliance on State appropriations of MPEA tax revenue to pay debt service. The Illinois Sports Facility Authority and the Regional Transportation both receive State support on debt service.

Metropolitan Pier and Exposition Authority

- Fitch downgraded the Metropolitan Pier & Exposition Authority (McCormick Place and Navy Pier) from BBB to BBB- as it began to tie the Authority's bonds to the State due to the need for appropriations related to debt service.

- S&P downgraded the MPEA from BBB+ to BBB at the beginning of the impasse and then to BB+ the longer the impasse lasted. Due to the State's failure to appropriate the Authority's sales tax revenue, causing the Authority to miss a required debt service payment in July 2015, S&P changed the designation of the MPEA's debt from "special tax bonds" to an "appropriation obligation of the State". This put the Authority one level below the State's rating.

- S&P revised the MPEA back up to BBB in November 2018 when the Expansion Project Bonds were sold.

- Moody's downgraded the Metropolitan Pier & Exposition Authority (McCormick Place and Navy Pier) from Baa2 to Ba1.

Regional Transportation Authority:

- Moody's downgraded the Regional Transportation Authority from Aa3 to A2 during the budget impasse.

Illinois Sports Facility Authority:

- Fitch rates ISFA one level lower than the State due to appropriation risk. When Fitch lowered the State's ratings they also lowered the Authority to BBB-.

- Standard & Poor's has 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.

Debt Comparisons: Illinois v. Other States

TABLE 15	NET TAX-SUPPORTED DEBT PER CAPITA					
	2015		2016		2017	
RANK	STATE	PER CAPITA DEBT OUTSTANDING	STATE	PER CAPITA DEBT OUTSTANDING	STATE	PER CAPITA DEBT OUTSTANDING
1	Connecticut	$6,155	Connecticut	$6,505	Connecticut	$6,544
2	Massachusetts	$5,592	Massachusetts	$5,983	Massachusetts	$6,085
3	Hawaii	$4,557	Hawaii	$5,018	Hawaii	$5,257
4	New Jersey	$4,141	New Jersey	$4,388	New Jersey	$4,281
5	New York	$3,021	New York	$3,070	New York	$3,082
6	Washington	$2,761	Washington	$2,717	**Illinois**	**$2,919**
7	**Illinois**	**$2,522**	Delaware	$2,544	Washington	$2,662
8	Delaware	$2,385	**Illinois**	**$2,511**	Delaware	$2,587
9	California	$2,323	California	$2,217	California	$2,188
10	Kentucky	$1,954	Rhode Island	$2,131	Rhode Island	$2,188
11						
RANGE	$6155 to $8 (Nebraska)		$6,505 to $18 (Nebraska)		$6,544 to $20 (Nebraska)	
MEAN	$1,431		$1,473		$1,477	
MEDIAN	$1,025		$1,006		$987	

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

Table 15 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 of 2016 through 2018. In 2002, the State's pre-Pension Obligation Bond debt per capita was $1,040, which reflected the 11th highest state in the nation. After the $10 billion sale of the 2003 Pension Obligation bonds, Illinois moved up to be the 6th highest state in debt per capita, where we stayed from 2003 through 2005.

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

"Total NTSD grew by 1.2%, continuing a half decade of slow growth. NTSD increased in half of the states, with Illinois (Baa3 negative) accounting for most of the net national increase… Debt is likely to maintain slow growth in the next 12 to 24 months, as infrastructure spending will remain subdued." [*States - US: Medians—State Debt Continues Slow Growth Trend*, Moody's Investors Service, April 24, 2018]

TABLE 16	10 HIGHEST STATES IN NET TAX-SUPPORTED DEBT								
	2015 National Total = $512.5 billion			2016 National Total = $517.2 billion			2017 National Total = $522.4 billion		
	2015			2016			2017		
RANK	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION	STATE	DEBT	% OF NATION
1	California	$90.9	17.7%	California	$87.0	16.8%	California	$86.5	16.6%
2	New York	$59.8	11.7%	New York	$60.6	11.7%	New York	$61.2	11.7%
3	Massachusetts	$38.0	7.4%	Massachusetts	$40.8	7.9%	Massachusetts	$41.7	8.0%
4	New Jersey	$37.1	7.2%	New Jersey	$39.2	7.6%	New Jersey	$38.6	7.4%
5	**Illinois**	$32.4	6.3%	**Illinois**	$32.1	6.2%	**Illinois**	$37.4	7.2%
6	Connecticut	$22.1	4.3%	Connecticut	$23.3	4.5%	Connecticut	$23.5	4.5%
7	Florida	$21.0	4.1%	Florida	$19.8	3.8%	Washington	$19.7	3.8%
8	Washington	$19.8	3.9%	Washington	$19.8	3.8%	Florida	$18.7	3.6%
9	Pennsylvania	$15.0	2.9%	Pennsylvania	$17.1	3.3%	Pennsylvania	$16.8	3.2%
10	Ohio	$12.7	2.5%	Maryland	$12.8	2.5%	Maryland	$13.1	2.5%
RANGE	$91 billion to $15.5 million			$87 billion to $24 million			$87 billion to $22 million		
MEAN	$10.3 billion			$10.3 billion			$10.4 billion		
MEDIAN	$4.3 billion			$4.7 billion			$4.5 billion		

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

Table 16 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 state's increasing their debt, Illinois stayed in the 5th place spot. In 2011 Illinois moved up to 4th with $33 billion in debt. These years would include the FY 2010 and FY 2011 Pension Obligation Bond sales and the bonds sold for the IJN capital program. Illinois has fluctuated between 4th and 5th place from 2011 to 2017. 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.

"Total net tax-supported debt (NTSD) for the 50 states continued its slow growth pace, marking the fifth consecutive year of growth below 2%, according to our 2018 medians data. Slow growth in state revenues dampened appetites for new borrowing. Similarly, growth in state infrastructure spending has also slowed and projects remain heavily financed by current spending. As the economy continues to expand, debt ratios will continue to fall, reducing the debt burden for many states." [*States - US: Medians—State Debt Continues Slow Growth Trend*, Moody's Investors Service, April 24, 2018]

Top 10 States Bond Ratings: The current ratings for the above states are shown in the chart below. Since last March the following rating actions occurred for two of the top ten states with the highest net tax-supported debt--Connecticut was downgraded by S&P from A+ to A and Florida was raised by Moody's from Aa1 to Aaa.

CHART 14

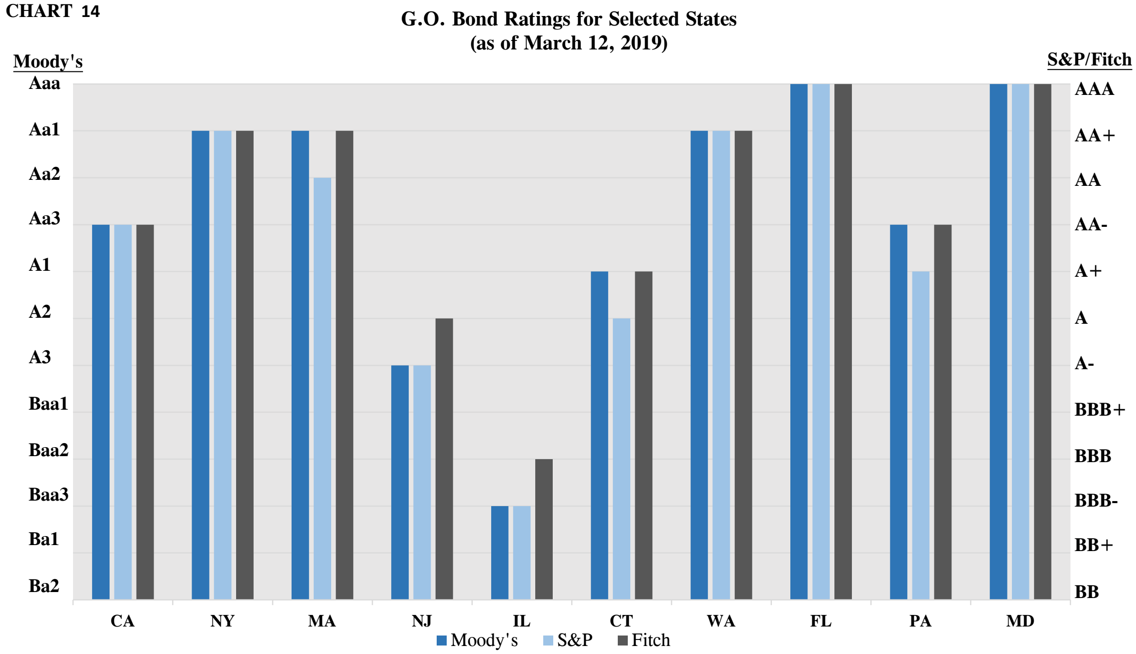
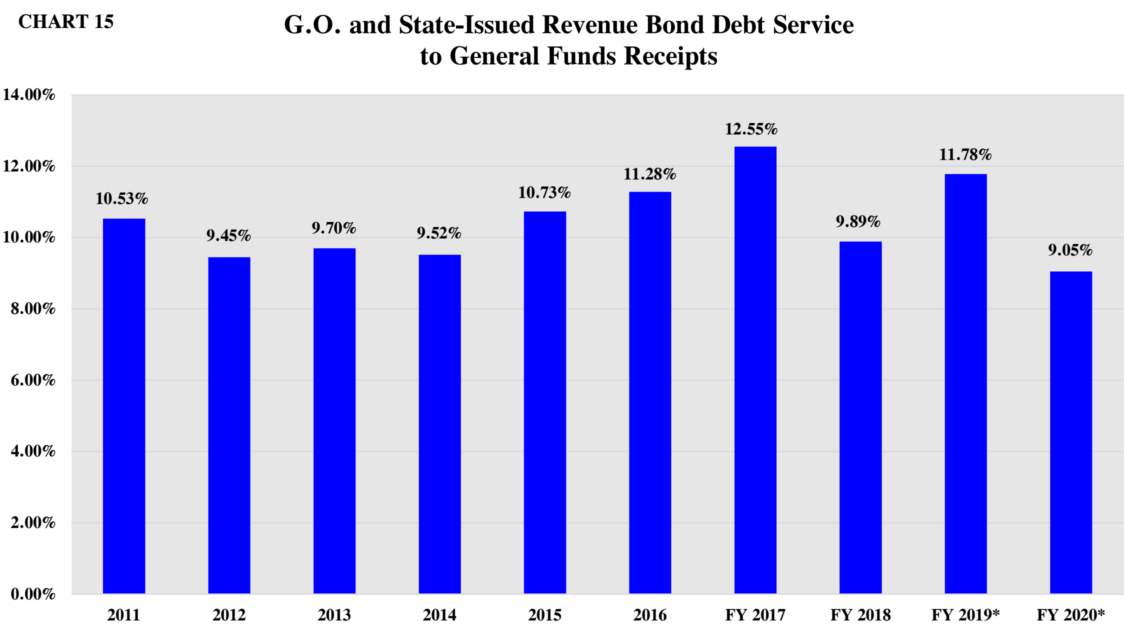


Chart 15 shows a history of general obligation and State-issued revenue debt service as a percentage of general funds receipts.

CHART 15



*Using CGFA's General Revenue Estimates for FY 2019 and FY 2020 from the March 2019 Estimate.

CURRENT BOND TOPICS

- **Infrastructure Revenue Streams**
- **Federal Sequestration Effects on Debt Service**
- **Metropolitan Pier and Exposition Authority Debt Restructuring**
- **Toll Highway Authority's Move Illinois Capital Program**
- **School Construction Update**
- **Debt Responsibility and Transparency**

Infrastructure Revenue Streams

Illinois' motor fuel tax was set at 19 cents on the gallon back in 1991 and has remained at this rate ever since. Had the motor fuel tax kept up with inflation, the Bureau of Labor Statistics inflation calculator estimates that a modern motor fuel tax would need to be approximately 36 cents to counteract inflation. Combined with more fuel efficient vehicles and a greater percentage of hybrid and electric cars on the road, the 1991 fuel tax in its current form is arguably under funding Illinois' infrastructure. The limited funding leaves Illinois with a backlog of roads to fix, waterways and ports in need of renovation, and stalled long-term projects in aviation, drinking water, and rail that are necessary to keep up with demand over the coming decades. In order to address the mounting needs of Illinois' infrastructure, new revenue streams are necessary to fund short-term maintenance projects to protect against rising future costs, and are necessary to fund long-term projects in order to fulfill the future capacity of our ever-busier roadways, freight systems, airports, waterways, and bridges. The following is an analysis of potential revenue streams that could provide funding for infrastructure projects in Illinois.

Motor Fuel Tax. The National Conference of State Legislatures (NCSL) reports that since 2013, 29 states and D.C. have enacted measures to increase their fuel tax rates. Fourteen of those states also chose to enact indexing provisions, some of which adjust the gas tax by the price of gas, others on a fixed schedule, and some like Michigan and North Carolina linking the gas tax to the state's inflation or population. Taken altogether, the Institute on Taxation and Economic Policy estimates that 57% of Americans live under a variable motor fuel tax structure. Additionally, across the 29 states and DC, the average motor fuel tax sits at 32.23 cents for gasoline and 34.84 cents for diesel. Furthermore, NCSL reports that 24 states currently have a total of 60 bills filed regarding state taxes on gasoline and diesel alone, and at least 15 of those states have senior officials leading tax-raising conversation.

While choosing to vary the gas tax based on gas prices may lead to revenue growth as the price of gas increases with inflation over time, the short-term effect would be to tie the volatility of the oil market to infrastructure revenue. To mitigate this, some states impose a floor rate that applies should the price of gasoline dip and otherwise cause a decrease in the tax. Simply tying the gas tax to the Consumer Price Index (CPI) instead accomplishes the same goal without increasing uncertainty in annual funding levels. Additionally, adjusting the gas tax annually by the CPI's single digit percentages protects consumers from price shocks and protects infrastructure revenue streams from political considerations.

The accompanying graphs depict recent changes in motor fuel tax rates since 2013.

TABLE 17 **Changes in Motor Fuel Gas Taxes: Gas Rates**

(In Cents)

States that Changed Gas Tax Rates	Previous Flat Rate	Previous Taxes/Fees	Previous Total	New Flat Rate	New Taxes/Fees	**New Total**	Difference	Date Changed	Varies by:	Notes
Alabama**	18	3.09	21.09	28	3.09	**31.09**	10.00	2019	Fixed until 2023	Fuiture rate increases tied to percentage change in yearly average of Federal High Admin's Cost Index beginning 2023; 10 cent increase phased in over 3 years
Arkansas**	21.5	0.3	21.80	24.5	0.3	**24.80**	3.00	2019	Fixed	
California	30.00	5.00	35.00	41.70	12.66	**54.36**	19.36	2017	Gas Prices* and CPI	Adjusts for inflation starting 2020; legislation introduced to combat falling prices
DC	23.50	0.00	23.50	23.50	0.00	**23.50**	0.00	2013	Gas Prices*	Indexed in 2013, however has yet to affect Prices*
Georgia	12.60	6.98	19.58	27.50	7.78	**35.28**	15.70	2015	Vehicle Fuel-efficiency and CPI	
Idaho	25.00	1.00	26.00	35.00	1.00	**36.00**	10.00	2015	Fixed	
Illinois	**19.00**	**12.98**	**31.98**	**19.00**	**12.98**	**31.98**	**-**	**Current**	**Fixed**	**General sales tax applies; fluctuates based on prices**
Indiana	19.00	1.00	20.00	29.00	13.90	**42.90**	22.90	2017	CPI and Personal Income Growth	Sales tax removed 2017; other taxes include monthly variable gas tax
Iowa	21.00	0.00	21.00	30.70	0.00	**30.70**	9.70	2015	Fixed	
Kentucky	21.10	1.40	22.50	24.60	1.40	**26.00**	3.50	2015	Gas Prices*	Increased minimum floor to prevent price drop, 9% AWP tax
Maryland	13.80	9.70	23.50	25.60	9.70	**35.30**	11.80	2013	Gas Prices* and CPI	1.5cpg each year due to inflation expected
Massachusetts	21.00	2.54	23.54	24.00	2.54	**26.54**	3.00	2013	Fixed	
Michigan	19.00	12.11	31.11	26.30	12.11	**38.41**	7.30	2015	CPI and Sales Tax of 6%	Index to CPI starts 2022, sales tax still applies; original 2013 package failed referendum
Missouri	*12.00*	*0.35*	*12.35*	*12.00*	*0.35*	***12.35***	0.00	*FAILED*	*Fixed*	*Referendum on gas tax package failed in November 2018*
Montana	27.00	0.75	27.75	31.50	0.75	**32.25**	4.50	2016	Fixed	6cpg increase over 6 years, increases in 4.5-.5-1.5-.5 increments, biennially
Nebraska	23.60	0.90	24.50	29.60	0.90	**30.50**	6.00	2015	Fixed	6cpg increase over 4 years, fully implemented by 2019
New Hampshire	18.00	1.63	19.63	22.20	1.63	**23.83**	4.20	2014	Fixed	
New Jersey	22.60	4.00	26.60	10.50	30.90	**41.40**	14.80	2016	Revenue Targeting Formula, Gas Prices*	Indexed yearly after 2018
North Carolina	30.70	0.25	30.95	36.20	0.25	**36.45**	5.50	2015	Population and Energy Prices*	
Oklahoma	16.00	1.00	17.00	19.00	1.00	**20.00**	3.00	2018	Fixed	
Oregon	30.00	2.77	32.77	34.00	2.77	**36.77**	4.00	2017	Fixed	4-stage 10cpg increase, last stage 2024
Pennsylvania	0.00	32.40	32.40	0.00	58.70	**58.70**	26.30	2013	Gas Prices*	
Rhode Island	32.00	1.00	33.00	33.00	1.00	**34.00**	1.00	2014	CPI	Indexed in 2014, increases expected in odd years
South Carolina	18.00	0.75	18.75	20.00	0.75	**20.75**	2.00	2017	Fixed	2cpg per year for 6 years, total 12cpg
South Dakota	22.00	2.00	24.00	28.00	2.00	**30.00**	6.00	2015	Fixed	
Tennessee	19.00	1.40	20.40	25.00	1.40	**26.40**	6.00	2017	Fixed	Part of a 6-step increase of 10cpg
Utah	25.10	0.01	25.11	30.00	0.01	**30.01**	4.90	2015-2017	Gas Prices* and CPI	Index introduced 2015, adjusted in 2017
Vermont	6.20	4.00	10.20	12.10	19.09	**31.19**	20.99	2013	Gas Prices*	Tax is linked to gas prices; 4 types of tax and reports on actual price differ
Virginia	11.10	4.46	15.56	16.20	4.46	**20.66**	5.10	2013	Gas Prices*	VA recently changed from a wholesale tax to cpg, however prices change from county to county
Washington	37.50	0.00	37.50	49.40	0.00	**49.40**	11.90	2015	Fixed	
West Virginia	20.50	12.70	33.20	20.50	15.20	**35.70**	2.50	2017	Gas Prices*	WV raised wholesale price floor after 3 years of the tax rate dropping
Wyoming	13.00	1.00	14.00	23.00	1.00	**24.00**	10.00	2013	Fixed	

*Gas Prices indexation includes flat rate adjustments as prices change, as well as sales taxes

**Alabama and Arkansas increases are very recent; new information may be released after the release of this report

The way each state increased their motor fuel taxes is decidedly unique, as most states tax motor fuel sales in more than one way. The most common motor fuel tax is a simple flat rate tax: the state of Illinois charges 19 cents for every gallon of gasoline/gasohol (21.5 cents for diesel) currently, as well as applies sales tax to each purchase. To increase their flat rates, states either simply increase the rate by a set amount, like Wyoming's 2013 10-cent increase, or phase in the increase over a set period, like Montana's biennially adjusted plan to raise the gas tax 6 cents. Alternatively, many states have turned to indexing their motor fuel taxes to metrics like gas prices and the consumer-price index, or in the case of North Carolina, population and energy prices. This price indexing is occasionally applied like a secondary tax, or fee. Most additional taxes or fees are small in scale, and often used to cover expenses related to transportation inspection costs, fees to fund environment-friendly programs, or to fund other administrative costs associated with motor fuels. Still, other states adjust their flat rate annually or biennially based on their inflation experience in the year prior. While Illinois applies the sales tax of 6.25% to gasoline prices, the sales tax is not considered an index because it does not protect the tax from devaluation due to fuel-efficient vehicles, electric vehicles, or drops in gasoline prices.

TABLE 18 — **Changes in Motor Fuel Gas Taxes: Diesel Rates**
(In Cents)

States that Changed Diesel Tax Rates	Previous Flat Rate	Previous Taxes/Fees	Previous Total	New Flat Rate	New Taxes/Fees	**New Total**	Difference	Date Changed	Varies by:	Notes
Alabama**	19	3.03	22.03	29	3.03	**32.03**	10.00	2019	Fixed until 2023	Fuiture rate increases tied to percentage change in yearly average of Federal High Admin's Cost Index beginning 2023; 10 cent increase phased in over 3 years
Arkansas**	22.5	0.3	22.80	28.5	0.3	**28.80**	6.00	2019	Fixed	
California	13.00	17.00	30.00	36.00	48.93	**84.93**	54.93	2017	Gas Prices* and CPI	Adjusts for inflation starting 2020; legislation introduced to combat falling prices
DC	23.50	0.00	23.50	23.50	0.00	**23.50**	0.00	2013	Gas Prices*	Indexed in 2013, however has yet to affect Prices*
Georgia	13.90	6.98	20.88	30.80	9.27	**40.07**	19.19	2015	Vehicle Fuel-efficiency and CPI	
Idaho	25.00	1.00	26.00	35.00	1.00	**36.00**	10.00	2015	Fixed	
Illinois	**21.50**	**17.27**	**38.77**	**21.50**	**17.27**	**38.77**	**-**	**Current**	**Fixed**	**General sales tax applies; fluctuates based on prices**
Indiana	47.00	1.00	48.00	48.00	1.00	**49.00**	1.00	2017	CPI and Personal Income Growth	Sales tax removed 2017; other taxes include monthly variable gas tax
Iowa	22.50	0.00	22.50	32.50	0.00	**32.50**	10.00	2015	Fixed	
Kentucky	21.60	1.40	23.00	21.60	1.40	**23.00**	0.00	2015	Gas Prices*	Cannot find source that says KY changed diesel tax rate
Maryland	14.55	9.70	24.25	26.35	9.70	**36.05**	11.80	2013	Gas Prices* and CPI	1.5cpg each year due to inflation expected
Massachusetts	21.00	2.54	23.54	24.00	2.54	**26.54**	3.00	2013	Fixed	
Michigan	19.00	13.20	32.20	26.30	17.84	**44.14**	11.94	2015	CPI and Sales Tax of 6%	Index to CPI starts 2022, sales tax still applies; original 2013 package failed referendum
Missouri	*17.00*	*0.35*	*17.35*	*17.00*	*0.35*	***17.35***	0.00	*FAILED*	*Fixed*	*Referendum on gas tax package failed in November 2018*
Montana	27.75	0.75	28.50	29.25	0.75	**30.00**	1.50	2016	Fixed	Caps at 2 cpg more than pre-2016 rate
Nebraska	23.60	0.90	24.50	29.60	0.90	**30.50**	6.00	2015	Fixed	6cpg increase over 4 years, fully implemented by 2019
New Hampshire	18.00	1.63	19.63	22.20	1.63	**23.83**	4.20	2014	Fixed	
New Jersey	19.90	0.00	19.90	13.50	35.00	**48.50**	28.60	2016	Revenue Targeting Formula, Gas Prices*	Indexed yearly after 2018
North Carolina	30.70	0.25	30.95	36.20	0.25	**36.45**	5.50	2015	Population and Energy Prices*	
Oklahoma	13.00	1.00	14.00	19.00	1.00	**20.00**	6.00	2018	Fixed	
Oregon	30.00	2.01	32.01	34.00	2.01	**36.01**	4.00	2017	Fixed	4-stage 10cpg increase, last stage 2024
Pennsylvania	0.00	29.20	29.20	0.00	75.20	**75.20**	46.00	2013	Gas Prices*	
Rhode Island	32.00	1.00	33.00	33.00	1.00	**34.00**	1.00	2014	CPI	Indexed in 2014, increases expected in odd years
South Carolina	18.00	0.75	18.75	20.00	0.75	**20.75**	2.00	2017	Fixed	2cpg per year for 6 years, total 12cpg
South Dakota	22.00	2.00	24.00	28.00	2.00	**30.00**	6.00	2015	Fixed	
Tennessee	14.00	1.40	15.40	24.00	1.40	**25.40**	10.00	2017	Fixed	Part of a 6-step increase of 10cpg
Utah	25.10	0.01	25.11	30.00	0.01	**30.01**	4.90	2015-2017	Gas Prices* and CPI	Index introduced 2015, adjusted in 2017
Vermont	25.00	4.00	29.00	28.00	4.00	**32.00**	3.00	2013	Gas Prices*	Tax is linked to gas prices; 4 types of tax and reports on actual price differ
Virginia	20.20	4.46	24.66	20.20	4.51	**24.71**	0.05	2013	Gas Prices*	VA recently changed from a wholesale tax to cpg, however prices change from county to county
Washington	37.50	0.00	37.50	49.40	0.00	**49.40**	11.90	2015	Fixed	
West Virginia	20.50	12.70	33.20	20.50	15.20	**35.70**	2.50	2017	Gas Prices*	WV raised wholesale price floor after 3 years of the tax rate dropping
Wyoming	13.00	1.00	14.00	23.00	1.00	**24.00**	10.00	2013	Fixed	

*Gas Prices indexation includes flat rate adjustments as prices change, as well as sales taxes

**Alabama and Arkansas increases are very recent; new information may be released after the release of this report

Motor fuel taxes represent the most common way states fund infrastructure; however, there are other options either currently employed or seriously considered by other states. Three of those options, vehicle miles travelled taxes, infrastructure banks, and public-private partnerships, are discussed below.

Vehicle Miles Travelled Tax. According to NCSL, in the decades leading up to the Great Recession the number of vehicle miles travelled nationally rose steadily. As usage rates go up, so do maintenance costs and the need for investment in greater capacities. However, as vehicles achieve greater fuel efficiency and electric cars continue to expand their market share (approaching 10% of all new vehicles by 2040), the motor fuel tax has flat lined. A vehicle miles travelled tax provides an opportunity to more accurately capture revenue that reflects road usage rates. This type of tax, however, is dependent upon some key policy decisions.

Since 2001, Oregon's trials and experiments with a pay-per-mile system provide insight into the little-studied subject. Oregon aligned their per-mile tax to equal about what someone might pay if their vehicle got 20 miles on the gallon. The result was that more fuel efficient vehicles paid more than they used to, while less fuel efficient vehicles actually saved money. Generally speaking, urban areas tend to have more fuel efficient vehicles and rural less efficient vehicles. Illinois contains within it both; finding a balance that evenly distributes cost, then, is a major policy concern with a VMT. Other concerns with VMTs include devices used to measure (whether installed in a vehicle or based on GPS), how it might interact with sublevels of government (county and municipal levels), and whether or not higher VMTs can be charged during rush hours, on roads with high volume (to encourage alternate routes and public transit), or whether to institute a flat annual rate that drivers can choose in place of a VMT (possibly in conjunction with vehicle registration). Oregon's experience suggests that privacy is a major concern regarding the VMT. Their tracking options include both GPS based and an in-vehicle mileage and gas tracker; additionally, GPS data is not disclosed to Oregon's DOT except in the cases of audits.

While a VMT is often touted as a replacement for the MFT, some suggest the two could work in conjunction. According to the American Society of Civil Engineers (ASCE), Illinois maintains the country's third largest network of highways, downstate farmland that distributes crops nationally and internationally, and an international hub of travel and distribution in Chicago. States could maintain the MFT, possibly with one of the variations discussed above, in order to charge out-of-state distributors who use our roads, and enact the VMT as a means to tax residents. Residents could then receive a return on the taxes they paid per gallon, based on the fuel efficiency of their car. While the logistics of such a system may prove too difficult to reasonably maintain, a VMT may prove to be a better long-term solution than the motor fuel tax. Further research and trials across the country may yield more definitive results.

Infrastructure Banks. While vehicle miles travelled taxes and motor fuel taxes account for road usage, MFTs only account for about a third of infrastructure revenue nationally. According to ASCE, Illinois is expected to: enplane over a billion passengers by 2045 (a 70% increase); see a 35% increase in freight movement through waterways over the next 20 years; currently receives a quarter of all rail-shipped goods in Chicago; and maintains the second largest public transportation system in the United States. These components of infrastructure account for billions of dollars in economic growth, attract businesses from across the country, and facilitate the movement of goods domestically and internationally. However, the projected growth is contingent upon continued investment in the maintenance and growth of individual sectors.

The creation of public or semi-public infrastructure banks could facilitate funding for large-scale, long-term infrastructure projects. A state bank devoted to loaning funds for large-scale infrastructure projects could provide capital for projects to public-private partnerships (P3s, discussed later) or to the Illinois Department of Transportation, and could reinvest unused funds in securities and assets in order to outpace inflation and grow capital without direct state injections. State infrastructure banks (SIBs) guarantee the state owns part or all of major infrastructure projects and sets aside funding for long-term projects, such as the creation of new waterway locks, dams, public transit systems, and railroads. SIBs can be either state-capitalized or federally-capitalized, with 'seed' money from the USDOT matched by Illinois' government; some states like Florida have both state-capitalized SIBs and federally capitalized SIBs. Since 1995, over thirty states have federally-capitalized SIBs. A 2017 US Department of Transportation survey of 19 SIBs found that local governments and the state itself were by and large the most frequent borrowers; however, 15 of the SIBs felt that local public agencies were unaware of the SIB. Additionally, 10 of the 19 SIBs claimed that their SIB was not marketed to prospective lenders at all. While SIBs exist across the country, the extent to which they're utilized is mixed and highly dependent on the regulatory framework surrounding the bank.

Public-Private Partnerships. Public-Private Partnerships (P3s) are contracts between the state and private entities in which a private group takes on the cost of constructing, operating, or renovating a traditionally public transportation asset. The scope of risk associated with the state and private groups varies based on the agreement reached by the state. Contracts range from design-build bids, to long-term lease agreements (also known as 'asset recycling'), and build-own-operate agreements. Design-build agreements involve the private sector taking responsibility for construction (more specifically, a single bid includes both the design and construction costs, streamlining the process) but the public owns and operates the facility. Long-term lease agreements hand over operation and maintenance responsibilities to private sectors. Illinois' Chicago Skyway, where Illinois agreed to lease an eight mile toll road to Spanish and Australian toll road developers for 99 years, and the potential 47-mile long tollway that would be shared with Indiana, dubbed Illiana, are examples of this. Long-term lease agreements, however, are falling out of favor because the state relinquishes control of a revenue stream for a payment upfront. Also, the state loses control of toll rates, shifting higher burdens onto individuals. Some remedies to this problem include stipulating contract termination clauses, buyout programs, and limiting rate increases. The Illinois I-55 tollway proposal is a project in the midst of this debate. Public support for P3s, especially in Chicago, has declined after former mayor Richard M. Daley's 2008 oftcriticized Chicago parking meter deal. Build-own-operate agreements authorize private ownership of traditionally public facilities, with the state funding and revenue stream access dependent upon the context of the facility. The CREATE project, an effort to upgrade rails around Chicago, is an example of this.

P3s offer states a way to transfer risk to the private sector, saving taxpayer dollars and shortening project timelines significantly. P3s also come with risks associated with higher costs on individuals, private bankruptcy, and states taking a loss in the long-term as toll fees generate more revenue than the upfront payments (or, conversely, private firms earning more than the state for design-build plans and the state's new facility subsequently underperforming). Indiana, Florida, and Texas all experienced P3 failures, with Texas reversing course entirely on their P3 policies and Indiana taking over the project due to private developer's bankruptcy by selling $180 million in bonds. Additionally, while states may be able to transfer risk associated with public utilities, individuals still carry the burden of funding infrastructure projects (whether through taxes or tolls). Ultimately, whether or not a P3 is right for a specific project is dependent upon the competitiveness of the bidding process, long-term stipulations, and protections for the state and individuals.

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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 don't 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 2017	6.9%
FY 2014	7.2%	FY 2018	6.6%
FY 2015	7.3%	FY 2019	6.2%
FY 2016	6.8%		

Sequestration of mandatory spending was extended through 2024.

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

TABLE 19 — Federal Sequestration Effects on Federal Subsidy Bonds in Illinois

State Entity	Bond Series	Amount Sold	Loss	Information through
State of Illinois	GO Bonds BABs 2010-1	$1.000 billion	$7,127,808	2019
	GO Bonds BABs 2010-2	$356 million	$2,160,434	2019
	GO Bonds BABs 2010-3	$700 million	$4,968,697	2019
	GO Bonds BABs 2010-4	$300 million	$2,487,390	2019
	GO Bonds BABs 2010-5	$900 million	$7,875,168	2019
State of Illinois Total			**$24,619,497**	
Illinois State Toll Highway Authority	2009A BABs	$500 million	$4,726,195	est.
	2009B BABs	$280 million	$2,600,360	2019
Tollway Total			**$7,326,555**	
Regional Transportation Authority				
(non-SCIP)	Series 2010B BABs	$113 million	$823,000	2018
RTA Total			**$823,000**	
Eastern Illinois University				est.
	2009A COP BABs	$85 million	$709,074	2019
EIU Total			**$709,074**	
Northeastern Illinois University				est.
	2010 COP BABs	$6.5 million	$3,064,149	2019
NEIU Total			**$3,064,149**	
Northern Illinois University				est.
	December 2010 BABs	$126 million	$2,397,709	2019
NIU Total			**$2,397,709**	
Southern Illinois University	HAFS 2009A BABs	$53.7 million	$357,663	est.
	HAFS 2012B QECBs	$5.4 million	$66,594	2019
SIU Total			**$424,256**	
Western Illinois University	Series 2010 BABs	$25.5 million	$244,852	est.
	Series 2010 COPs BABs	$11.1 million	$80,991	2019
WIU Total			**$325,842**	

Information provided by GOMB, state universities and bonding authorities.

Note: (per the Governor's Office of Management and Budget) "[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."

When subsidies are cut, the bond issuers have to make up the difference to pay the full amount of debt service owed. In addition, with Illinois' budgetary issues over the past several years, State aid to some of the authorities and universities has been delayed. During the FY 2016-FY 2017 budget impasse, funds from taxes the State collects for the RTA had not been appropriated and released. The State had not appropriated operating funds to the universities that they rely on. This 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.

Metropolitan Pier & Exposition Authority (MPEA) Debt Restructuring

There are two categories of bonds sold by the MPEA. 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 20 MPEA EXPANSION BONDS		
State Back-up Tax Pledge Maximum		
(in millions)	Original	Current
FY 2011	$146	$146
FY 2012	$153	$153
FY 2013	$161	$161
FY 2014	$170	$170
FY 2015	$179	$179
FY 2016	$189	$189
FY 2017	$199	$199
FY 2018	$210	$210
FY 2019	$221	$221
FY 2020	$233	$233
FY 2021	$246	$246
FY 2022	$260	$260
FY 2023	$275	$275
FY 2024	$275	$275
FY 2025	$275	$275
FY 2026	$275	$279
FY 2027	$275	$292
FY 2028	$275	$307
FY 2029	$275	$322
FY 2030	$275	$338
FY 2031	$275	$350
FY 2032	$275	$350
FY 2030-2042	$275 annually	$350 annually
FY 2043-2060	--------	$350 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 as stated in the sales tax acts, shown in the table to the left.

State backup funds, in the past, have only been used in a borrowing situation and have been paid back:

$18 million in FY 2004,
$28 million in FY 2005,
$38 million in FY 2006,
$30 million in FY 2007, and
$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, the MPEA had to rely on conventions bringing in revenues.

The loss of two major shows in the Spring of 2010 hurt McCormick Place, local businesses, and State and local government revenues, while further aggravating the MPEA's ability to pay for debt service and operations. Fitch downgraded the Authority from AA- to A+ in July 2009, stating, "Without approval from the Illinois General Assembly to restructure its debt or increase revenues, the authority will continue to need state sales tax revenues to meet escalating debt service requirements." Moody's downgraded the Authority in July of 2009 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 resolve the aforementioned issues, the Legislature passed Public Act 96-0882 which replaced the thirteen-member MPEA Board with a 7-member Interim Board charged with coming up with ideas of 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:

- Authorization was increased by $450 million and allowed for the restructuring of MPEA debt at a lower interest rate giving them breathing room, even if local taxes under-performed in the future. Authorization was used to expand their Hyatt Regency-McCormick Place Hotel, parking facility and other improvements for McCormick Place to remain competitive.

- The State's back-up pledge of sales taxes was extended to 2060 (in Table 20, 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. The savings from the restructuring were expected to save the State $800 million in subsidies and give the MPEA short-term relief and long-term stability.

At the end of March 2011, due to union lawsuits, a federal judge ruled that the State was not allowed to revise work rules for union labor that are achieved through collective bargaining. The other provisions of the law were allowed to stand. The MPEA asked for a stay of execution on the order pending their appeal. In October 2011, 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 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).

MPEA ratings were once considered separate from Illinois' ratings, but this changed when the budget impasse stopped required appropriations of the Authority's sales tax revenue from occurring, causing the Authority to miss a required debt service payment in July 2015. Multiple downgrades from the ratings agencies ensued and the Authority's bond sales paid a penalty for it:

S&P	AAA	downgraded	BB+
Fitch	AA-	downgraded	BBB-
Moody's	Baa1	downgraded	Ba1

Public Act 100-0023 gave the MPEA a $293 million increase 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. The $15 million transfer from GRF to the MPEA incentive fund used to draw shows to Chicago was eliminated.

The MPEA's annual surplus in their trust fund is transferred to the MPEA Reserve Fund to serve as a back-up to make debt service payments. On July 1 of each fiscal year, transfers are to be made from the MPEA Reserve Fund to GRF equal to 100% of any post-2010 deficiency amount in the Fund. After the post-2010 deficiency amount is satisfied, any amounts of the MPEA Reserve Fund may be appropriated by law for any other authorized purpose. Once all notes and bonds are paid off, including refunding bonds, all amounts in the MPEA Reserve Fund shall be deposited in GRF.

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.

The Authority is proposing a $600 million increase in Expansion Project Bond authorization to finance a Bridge Building, renovations to the North building and other campus improvements. This plan will allow the Authority to remain competitive with convention centers across the country and around the world by providing state-of-the-art exhibit and meeting space; flexible configuration; same, or greater, amount of exhibit and meeting space in a more contiguous footprint; minimal disruption of events and operations in existing buildings; and enhance neighborhood amenities.

Toll Highway Authority's Move Illinois Capital Program

The Illinois State Toll Highway Authority's 12-year Congestion Relief Program began in 2005 to be completed by 2018 with an estimated cost of $5.7 billion. Approximately $3.5 billion of the program was financed with Tollway revenue bonds. Remaining costs for the completion of the Congestion Relief Program from 2016 through 2018 were paid from Tollway revenues.

In 2011, the Authority reevaluated its priorities and began a new capital program, 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. The first objective of this 15-year program (2012-2026) will be to complete rebuilding the existing Tollway. This will include 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 capital projects include safety, toll collection, and technology projects.

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

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

The table below shows capital spending from CY 2017 through requested CY 2019. By the end of 2019, the Illinois Tollway will have spent more than 50 percent of its 15-year, $14 billion *Move Illinois* capital program budget.

TABLE 21	**3 YEAR'S PROJECTED CAPITAL SPENDING** ($ Billions)			
	2019	**2020**	**2021**	**TOTAL**
Move Illinois Capital Program	$1.407	$1.094	$1.214	$3.715

The Authority's total outstanding principal stands at $6.1 billion, as of January 1, 2018. The Authority plans to support the Move Illinois plan with an estimated $4.8 billion in bonding, of which $3.5 billion has been approved by the Board. The Tollway had sold $2.8 billion as of January 2019. There is outstanding authorization from the Tollway's Board of Directors to issue:

(i) up to $700 million of revenue bonds to fund a portion of the costs of the Tollway's Move Illinois capital program that began in 2012 and extends through 2026; and

(ii) (ii) up to $985 million of revenue bonds to refund all or portions of the Tollway's Series 2007A and 2008A Bonds. Refunding bonds of $515 million were sold in January of 2019. The Tollway may authorize additional bond issuance during calendar year 2019.

The three rating agencies have affirmed the Tollway's long-term ratings of AA-/Aa3 with stable outlooks. There is no dollar amount limit on the Authority's bonding, and the bonds are allowed a maximum maturity of 25 years [605 ILCS 10/17]. 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.

The Tollway's 2019 budget of $1.51 billion will pay for $365 million in maintenance and operating expenses, $441 million for debt service transfers and $704 million for the 2018 Capital Program, according to the Tollway's 2019 approved Budget released in December 2018. Total revenues are estimated to be $1.51 billion in 2019.

The board approved an increase on passenger vehicle tolls, effective January 1, 2012. The toll increases approved in 2008 for commercial vehicles were phased-in beginning January 1, 2015 over three years. Beginning January 1, 2018, annual commercial vehicle toll increases will be based on the Consumer Price Index.

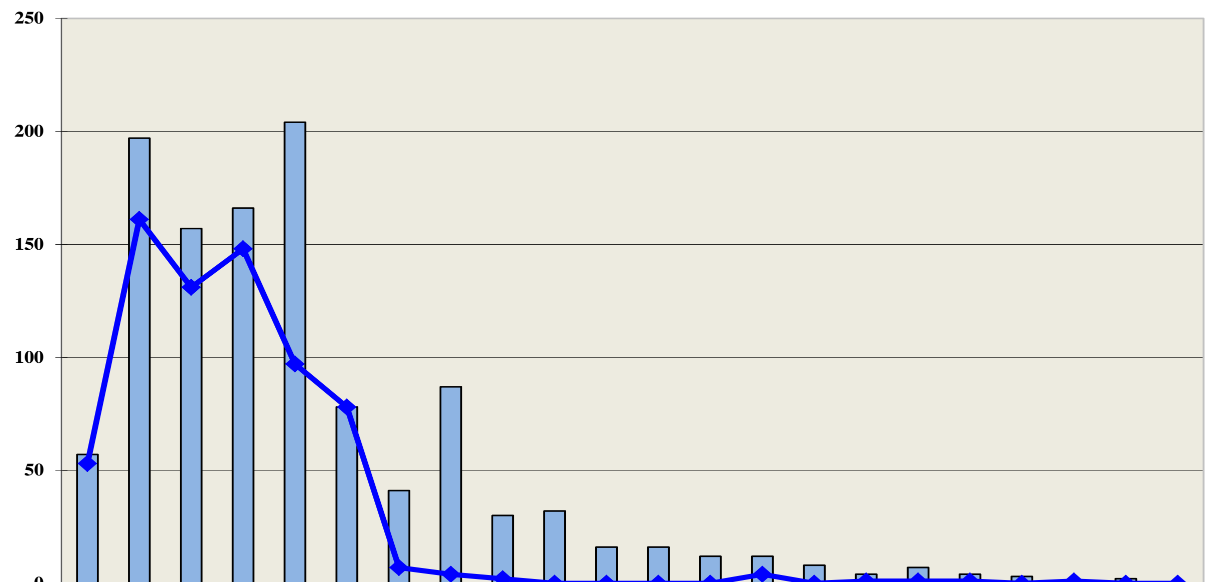
Public Act 100-1180, effective February 28, 2019, abolished the Tollway Board allowing for the new governor to appoint all new members and a chairman. The new Tollway Board is listed in Appendix E. The Act also requires that the by-laws shall include a requirement that directors disclose and avoid potential conflicts of interest.

School Construction Update

The chart below shows the applications received by the State Board of Education from FY 1998 through FY 2019 from schools with requests for funding for construction projects, maintenance and life-safety needs. Applications have slowed in recent years 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].

CHART 16

School Construction Projects: Applications



	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019
Received	57	197	157	166	204	78	41	87	30	32	16	16	12	12	8	4	7	4	3	0	2	0
Entitled	53	161	131	148	97	78	7	4	2	0	0	0	0	4	0	1	1	1	0	1	0	0

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

Entitled districts are eligible for a grant under the program if the State appropriates funding for it, but funding is not guaranteed. Entitled districts must secure their local share in order to be eligible. Those entitled districts that do not secure their local share before the end of the fiscal year of their application, can submit an updated application in order to be merged with the new applications for the new fiscal year. Carry over projects are those entitled projects for which the school district has arranged and approved local financing but has not received an award during the fiscal year in which the district has applied, due to lack of adequate appropriations. In accordance with Section 5-37 of the School Construction Law, these carry over projects will be placed ahead of any new school construction projects within the same priority category that are approved for grant awards for the following year. [*Illinois State Board of Education*]

Need: The Illinois State Board of Education and the Capital Development Board are required to conduct Capital Needs Assessments every two years. Survey findings show there is more need than State funding available. Of the 406 school districts responding to the 2017 survey, the estimated need is approximately $7.5 billion:

- Over $993 million is needed to build 62 new school buildings;
- $5.7 billion is needed for overall general repair and remodeling, of which $3 billion is needed for Health/Life Safety needs;
- Approximately $743 million is needed for 119 building additions;
- To ease overcrowding, districts are using 763 temporary classrooms;
- 61 school districts are considering consolidation;
- 247 Pre-Kindergarten classrooms are needed;
- 186 Kindergarten classrooms are needed; and
- Districts need $116 million for external and internal infrastructure and network devices to meet current technology and Partnership for Assessment of Readiness for College and Career (PARCC) testing.

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 programs from FY 2002 were appropriated. This $420 million in bond proceeds also covered 14 programs entitled in FY 2003 and 4 emergencies in FY 2011. The FY 2010 appropriations for School Construction projects equaled $1.73 billion:

TABLE 22	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 programs 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

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	$15 million

TABLE 23 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	$15

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 programs. 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 increase of $15 million was for grants to school districts for school implemented projects.

The Illinois General Assembly passed the School Construction Law (Public Act 90-548) in December 1997. The initial School Construction Grant Program benefited 497 school districts in every region of the state and provided over $3.1 billion in State-funded grants to provide for new facilities, additions and renovations of aging buildings. All funds currently authorized for the program to date have been depleted. Additional appropriations will need to be approved, bond authorization increased and funding found before additional districts can be entitled from 2004 projects through current applications.

There is $433 million in remaining bond authorization available for school construction projects. According to GOMB, appropriations through FY 2019 are over $1.5 million more than available authorization. The Governor is not requesting any new appropriations for the School Construction program. As seen from the Capital Needs Assessment, the demands on the School Construction program exceed what the State can afford.

Funding: The School Infrastructure Fund is the traditional funding source to pay for school construction projects either as "pay-as-you-go" funding or for debt service on School Construction Bonds. (Any School Construction programs 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.

In the earlier years of the School Construction program, the School Infrastructure Fund received transfers from the General Revenue Fund in the amount of $60 million a year (approximately 75% of the additional liquor tax increase from IL FIRST), $60 million a year from the cigarette tax (from the cigarette tax increase which began April 1, 2003), and 1/7th of the 7% telecommunications excise tax from the School Reform Act. Since FY 2014, $66.4 million in State Gaming Funds have been transferred annually to the School Infrastructure Fund. There was an additional one-time transfer of $92 million from the State Gaming Fund in FY 2014.

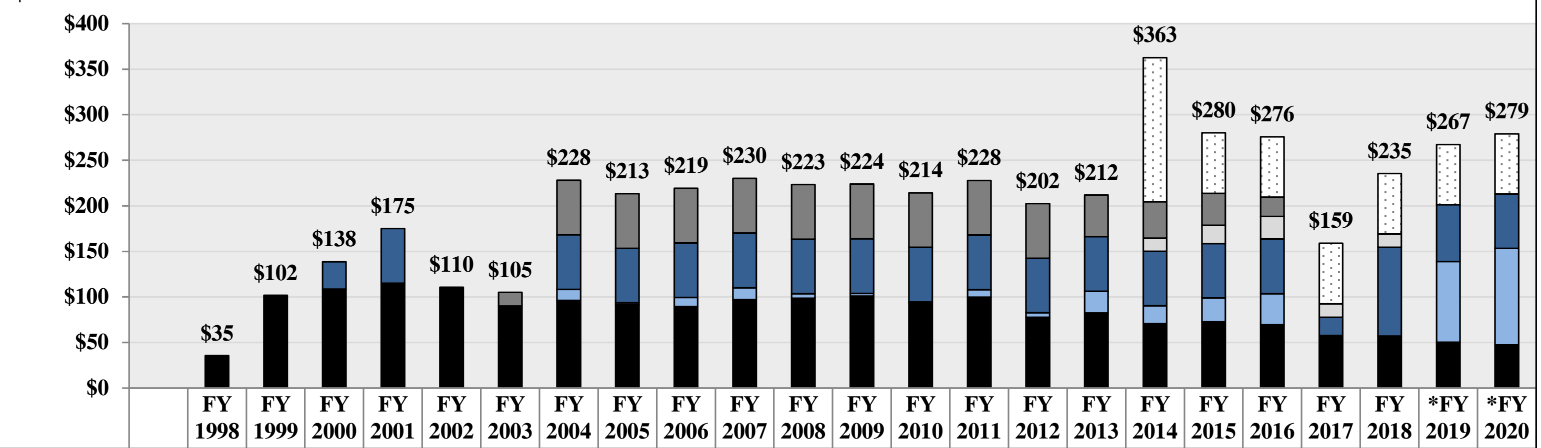
State Gaming Fund. As of June 2013, additional revenues have been diverted to the School Infrastructure Fund. Public Act 98-0018 allowed for a change in the distribution of gaming revenues by diverting $66.36 million annually to the School Infrastructure Fund. (These funds previously were diverted to 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.

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

Telecommunications Excise Tax: The telecommunications tax has been declining approximately 7.5% over the past 7 years due to customers replacing land lines with cell phones and the inability of states to tax data plans due to federal law (Internet Tax Freedom Act which 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 General Revenue Fund transfers the shortfall amount in the next fiscal year, per statute. These GRF transfers have been needed every year since FY 2004. Telecommunications revenues for FY 2016 were $69.3 million with a transfer of $34.5 million from GRF to make up for the shortfall in FY 2015. Revenues for FY 2017 and FY 2018 were about $57 million, but the GRF backfill for those two years' shortfalls haven't occurred yet. There are supposed to be backfill transfers of $44 million and $44.6 million, for FY 2017 and FY 2018, respectively at some time. FY 2019 and FY 2020 revenues are estimated to be approximately $50 million and $47 million, respectively (CGFA estimate). The estimates in the following chart include these backfills in FY 2019, and those expected for FY 2019 - FY 2020 in FY 2020 estimates.

CHART 17

School Infrastructure Fund Revenues



	FY 1998	FY 1999	FY 2000	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	*FY 2019	*FY 2020
State Gaming Fund^																	$158	$66	$66	$66	$66	$66	$66
Cigarette Tax						$15	$60	$60	$60	$60	$60	$60	$60	$60	$60	$46	$40	$35	$21	$0	$0	$0	$0
Cigarette Tax Catch up																$0	$14	$20	$25	$15	$15	$0	$0
Liquor Tax			$30	$60	$0	$0	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$60	$20	$97	$63	$60
GRF Catchup for Telecom							$12	$2	$10	$13	$5	$3	$1	$8	$5	$24	$20	$26	$34	$0	$0	$89	$106
Telecom Tax	$35	$102	$108	$115	$110	$90	$96	$91	$89	$97	$98	$101	$93	$100	$77	$82	$70	$72	$69	$58	$57	$50	$47

* FY 2019 and FY 2020 numbers are CGFA estimates.
Note: The Liquor Tax transfer was suspended from FY 2002-FY 2003 as part of budget agreements.

Cigarette Tax: In the distribution of cigarette tax revenues in a fiscal year, General Funds are to receive the first $350-$355 million (depending on packs sold) and the Healthcare Provider Relief Fund receives all revenues from the $1.00 tax increase (which began in FY 2013). After these distributions, the School Infrastructure Fund is to receive the next $60 million, with the Long Term Care Provider Fund receiving the remainder (if any).

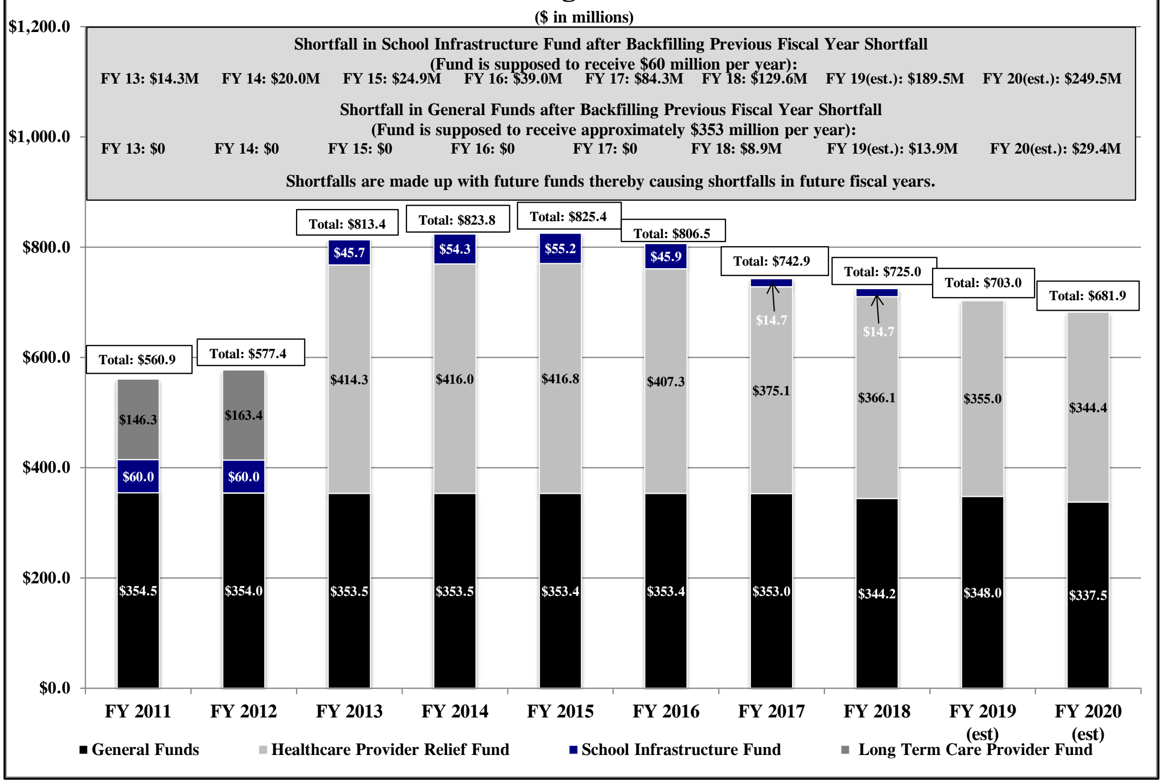
The cigarette tax has become a declining revenue source in recent years, especially in terms of packs sold. The combination of the distribution changes and the diminishing tax revenues have resulted in a shortage of funds to pay for the General Funds allotment each fiscal year (shortage of $8.9 million in FY 2018 and approximately $13.9 million in FY 2019), let alone the $60 million in revenues intended to be deposited into the School Infrastructure Fund.

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

CHART 18

Distribution of Cigarette Tax Revenues

($ in millions)



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

In FY 2014, the distribution increased to $54.3 million, but $14.3 million of this amount was used to pay the FY13 shortfall. This created a $20 million shortfall in FY 2014.

By FY 2017, the amounts going to the School Infrastructure Fund no longer even covered the previous year's shortfall, let alone the actual required current year distribution. The $14.7 million in revenue received by the Fund in FY 17 went towards the $39.0 million shortfall from FY16, but a shortfall of $24.3 million in FY16 remained. None of the $60 million allotment in FY17 was able to be paid with these funds, creating a combined shortfall of $84.3 million in FY17. FY 2018 was $14.6 million total, leaving a combined shortfall of $129.6 million.

The Commission estimates that the amount going to the School Infrastructure Fund will be $0 moving forward. The combined shortage as of the end of FY19 would be $189.5 million.

The bottom line is that the anticipated continued decline in cigarette sales, combined with the current fund allocation formula will result in little to no revenues available for the School Infrastructure Fund in the very near future. Furthermore, it's very likely that the GRF will not receive its full expected annual allotment due to this declining revenue source. This leaves the School Infrastructure Fund short because it will no longer receive cigarette tax revenues towards the annually required amounts nor the previous shortfalls unless changes to statutory distribution language are made.

<u>Debt Service Issues</u>**:** Moneys 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 - approximately $1.6 billion in grants to school districts that are supposed to be paid for by the Capital Projects Fund. With past transfers posted still including the IJN projects, transfers out are behind to-date by approximately $709 million. It may take several years to transfer what is past due, especially with the issues concerning some of the revenue streams.

Borrowing from School Infrastructure Fund: At the end of FY 2015, the State borrowed $179 million from the School Infrastructure Fund for the GRF for cash flow purposes. The original legislation required that these funds be paid back to the original fund within 18 months after the date on which they were borrowed, which was June 2015. To cover funding for the FY 2016 budget shortfall, the 18 month pay back date for the interfund borrowing of 2015 was eliminated and the funds may never get paid back.

The FY 2018 and FY 2019 budgets allowed for interfund borrowing through May 1, 2019 (was originally through December 31, 2018) from funds to be paid back in 24 months with interest from the date on which they were borrowed. In October 2017, $101 million was borrowed from the School Infrastructure Fund. In FY 2019 another $45 million was borrowed. These are additional transfers out of the School Infrastructure Fund which hurt the ability of the State to keep up with the requirements to pay for School Construction bond debt service to GOBRI.

Conclusion: With declining revenue streams from the Telecommunications Tax and Cigarette Tax, the School Infrastructure Fund is suffering. 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 State has borrowed a total of $325 million from the School Infrastructure Fund, approximately $179 million of which may never get paid back. The Capital Projects Fund also does not receive enough funding to pay for its required distributions, including debt service on some school construction programs under the IJN Program. [For information on the Capital Projects Fund see page 9.] The revenue issues and diversion of funds have stalled construction projects and the sale of bonds because there is not enough funding.

Debt Responsibility and Transparency

P.A. 93-0839 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 the general funds (defined in this section of the G.O. Bond Act as the General Revenue Fund, the Common School Fund, the General Revenue Common School Special Account Fund and the Education Assistance Fund) and the Road 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 $1 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 2020 G.O. & 2003 POB DEBT SERVICE*	≤	7% OF FY 2018 GENERAL FUNDS & ROAD FUND APPROPS

*FY 2020 debt service (minus exclusions mentioned above) is based on FY 2019 bond sales.

FY 2019 bond issuance available is based on expected FY 2020 debt service as a percentage of FY 2018 General Funds and Road Fund appropriations. According to the Comptroller as of June 30, 2018, FY 2017 General Funds and Road Fund appropriations (excluding transfers out) equaled $41.023 billion. This puts the 7% cap at a maximum $2.872 billion in debt service for FY 2020 (minus the above exclusions). Current debt service under this calculation for FY 2020 is approximately $1.986 billion, at 4.84%. This would leave room for approximately $885 million in additional debt service available for FY 2020. The State expects to sell only $1.1 billion in G.O. capital project bonds in FY 2020 that would fall under the cap, which could put the State at 4.90%.

A future negative factor to this equation will be the increasing debt service to pay off the 2003 Pension Obligation Bonds. As the State begins to pay off more of the principal of the bonds, debt service will increase and reach over $1 billion annually for the last six years of payment. *[See the Pension Obligation Bonds and Notes Debt Service schedule on page 34]*

NO Capitalized Interest.

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

Cost of issuance limitations.

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

Limitations on costs of issuance have been followed by the Office of Management and Budget (see Table 25 on page 76).

Competitive/Negotiated Sales

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

TABLE 24	Percentage of Competitive Bond Sales					
(in millions)	Competitive GO	Total GO	% GO Competitive	Competitive BI	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**

*The $1.3 billion Series of June 2013 bonds didn't close until FY 2014. It is reflected here in FY 2013.
Excludes: Pension Bonds of FY 2010-FY 2011 & Refunding bonds FY 2009-2011 and FY 2017-FY 2019

- *G.O. and Build Illinois Refunding Bonds were exempted from this provision for FY 2009- FY 2011 and FY 2017 – FY 2019 by statute.*
- *Public Acts 96-0043 and 96-1497 excluded the 2010 and 2011 Pension Obligation bonds from the Competitive sale provision.*
- *Prior to the June 2013 bond sale, GOMB consulted with the Attorney General's Office who determined that the 25%/75% test is triggered with the execution of the Bond Sale Order, which was fully executed and delivered to the Attorney General's office on June 14, 2013. Therefore, the sale is considered to be in FY 2013 for purposes of that test (although it wouldn't be recorded on the Comptroller's books until its closing date in July, part of FY 2014). During an OAG audit, this conclusion was accepted.*

No Certificates of Participation

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

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

Payment and Maturity

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

The payment and maturity requirements, when applicable, have been followed by the Office of Management and Budget. G.O. and Build Illinois refunding bonds were exempt from these provisions in fiscal years 2009, 2010, 2011, 2017 and 2018. Pension Obligation Acceleration Bonds are excluded from the 25-year maturity provision. The FY 2019 G.O. and Build Illinois refunding bonds are exempt from the first two provisions.

Refunding bonds

- Net present value of debt service savings must be 3% or more of the principal amount of the refunding bonds to be issued.
- All bonds in an issue that include refunding bonds must mature no later than the final maturity date of the bonds being refunded.
- Refunding principal maturing and redemption amounts due shall be greater than or equal to that of the bonds they are refunding.

G.O. and Build Illinois Refunding Bonds were exempted from the last two provisions for FY 2009-FY 2011 (P.A. 96-0018), FY 2017 (P.A. 99-0523), and FY 2018 (P.A. 100-0023). The FY 2009-FY 2011 refunding bonds were to mature or be subject to mandatory redemption each fiscal year up to 16 years. FY 2019 G.O. and Build Illinois refunding bonds maturity may 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 Commission on Government Forecasting & Accountability.

"Truth in borrowing" disclosures

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 25	Debt Responsibility Measures					
FY 2018	**Costs Of Issuance Limit 0.5% [BABs 1%]**	**Capitalized Interest**	**Within Maximum Maturity**	**Negotiated v. Competitive**	**Level principal**	**Annual maturity/ mandatory redemption**
GO Income Tax Proceed Bonds A November 2017 $500 million	0.07%	No	√	Competitive	ABCD Combined	ABCD Combined
GO Income Tax Proceed Bonds B November 2017 $500 million	0.13%	No	√	Competitive	ABCD Combined	ABCD Combined
GO Income Tax Proceed Bonds C November 2017 $500 million	0.14%	No	√	Competitive	ABCD Combined	ABCD Combined
GO Income Tax Proceed Bonds D November 2017 $4.5 billion	0.38%	No	√	Negotiated	ABCD Combined	ABCD Combined
General Obligation December 2017 A $655 million	0.47%	No	√	Competitive	√	√
General Obligation December 2017 B $95 million	0.50%	No	√	Competitive	√	√
General Obligation May 2018 A $450 million	0.44%	No	√	Competitive	√	√
General Obligation May 2018 B $50 million	0.50%	No	√	Competitive	√	√
FY 2019						
General Obligation Refunding A September 2018 $641 million	0.49%	No	Excluded	Excluded	Excluded	Excluded
General Obligation Refunding B September 2018 $325 million	0.43%	No	Excluded	Excluded	Excluded	Excluded
Build Illinois A October 2018 $115 million	0.49%	No	√	Competitive	√	√
Build Illinois B October 2018 $125 million	0.32%	No	√	Competitive	√	√
Build Illinois C October 2018 $10 million	0.50%	No	√	Competitive	√	√

NON-STATE SUPPORTED BOND DEBT

- Summary of Non-State Supported Bond Debt
- State Universities' Certificates of Participation
- Moral Obligation Bonds
- Moral Obligation Defaults
- Bonded Indebtedness of Authorities and Universities

Summary of Non-State Supported Bond Debt

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

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

State Universities' Certificates of Participation

The State University Certificates of Participation Act [110 ILCS 73] became law in June 2009. Under the Act, any State university planning to issue Certificates of Participation (COPs) was to appear before the Commission on Government Forecasting & Accountability at a public hearing to present the details of the proposal. Upon adoption by a vote of the majority of appointed members, the Commission was required to submit a record of findings which included consideration of the effect the issuance of a certificate of participation would have on the State University's annual debt service and overall fiscal condition. Upon a finding of "non-support of issuance", a State university was not allowed to proceed with the issuance of the certificate involved in the finding without the approval of the General Assembly through adoption of a joint resolution.

The Act applied through December 31, 2014 and has not been renewed at this time. The Act does allow for the refunding of COPs issued prior to the Act's expiration. The Act set limits on each university to a specific amount of debt service outstanding at one time. The table below lists each university's debt service limits, estimated FY 2019 debt service, FY 2018 principal outstanding, and FY 2019 new and refunding issuances.

Governors State University issuance of Certificates of Participation. On August 30, 2018, Governors State University issued $13.55 million of Certificates of Participation, Series 2018 to fund deferred maintenance. Special Bond Counsel Chapman and Cutler LLP, based off an opinion provided by Columbia Capital Municipal Advisors, determined that the University would be allowed to issue the COPs under the University's general contracting authority by entering into an Installment Purchase Contract (not exceeding 10 years), pursuant to the Illinois Procurement Code (30 ILCS 500/1-1 et seq.). The Commission on Government Forecasting and Accountability was not contacted regarding the COP sale. The Certificates are payable by the Board of Governors using installment payments under an Installment Purchase Contract. The University received an interest rate of 5.00%, and was rated BB+ from S&P with a stable outlook. The sale is noted in the University's June 30, 2018 Financial Audit.

TABLE 26 STATE UNIVERSITIES' CERTIFICATES OF PARTICIPATION

University	Annual COP Debt Service Limit	Est. FY 2019 COP Debt Service Level	Principal Outstanding as of 6/30/2018	New COPs FY 2019	Refunding COPs FY 2019
Chicago State University	**$5,000,000**	$0	$0	$0	$0
Eastern Illinois University	**$10,000,000**	$7,358,639	$78,485,000	$0	$0
Governors State University	**$5,000,000**	$1,740,853	$9,915,000	$13,550,000	$0
Illinois State University	**$10,000,000**	$4,748,729	$45,560,000	$0	$13,710,000
Northeastern Illinois University**	**$5,000,000**	$3,210,556	$39,185,000	$0	$0
Northern Illinois University	**$20,000,000**	$1,507,000	$8,950,000	$0	$0
Southern Illinois University	**$20,000,000**	$3,794,940	$34,325,000	$0	$0
University of Illinois	**$100,000,000**	$41,216,419	$180,250,000	$0	$0
Western Illinois University	**$10,000,000**	$823,884	$19,480,000	$0	$0

Note: Statute ended COP Issuance as of December 31, 2014.

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. To date, the State has appropriated funds to Authorities to cover defaulted loans [See Moral Obligation Defaults section on the following pages]. If the State did not pay the moral obligation defaults, then the rating our authorities would receive on the State of Illinois' moral obligation pledge would be lower.

Current Status: The State has six authorities which are allowed to issue moral obligation debt with the approval of the Governor. Only two authorities actually have moral obligation debt outstanding (as of December 31, 2018):

Southwestern Illinois Development Authority	$ 5.2 million
Upper Illinois River Valley Development Authority	$ 9.9 million
TOTAL	**$ 15.1 million**

All of the Illinois Finance Authority's Moral Obligation Bonds were redeemed in fiscal year 2018. "With the redemption/repayment of these Moral Obligation Bonds, the Authority achieved a long-sought management objective: eliminating moral obligation secured by State taxpayer dollars from *any* bond within its portfolio. As of June 30, 2018, no State taxpayer dollars are exposed through a pledge of the State's moral obligation within the portfolio of bonds issued by the Authority or its predecessors ($0, down from $101,440,000 in June 30, 2010). Further, unlike other revenue bonding authorities created by State statute, to date the Authority has never triggered a call on State taxpayer funds due to a pledge of State moral obligation." [Illinois Finance Authority]

College Illinois! Program. The Illinois Student Assistance Commission administers the College Illinois! college savings program. The program has been underfunded for more than a decade with amounts to pay into the program from subscribers set too low and college tuitions outpacing expectations. The Great Recession affected investment returns which were expected to keep the program sustainable along with continued high program enrollment. New contract subscribers dwindled as a result of lower State population; tuition increases caused by the State budget impasse underfunding State universities; colleges cutting professors, staff and majors; and lower confidence that the State would honor or be able to honor its moral obligation pledge to pay any unfunded liabilities if the need arises. The current contract holders can cash out at any time. This could require money that isn't currently in the coffers of ISAC and would hit on the State's moral obligation pledge to pay the needed funds [Illinois Student Assistance Commission]. The Legislature is discussing closing the program completely and possibly changing the moral obligation pledge to either the full faith and credit pledge of the State or a continuing appropriation from the State's General Revenue Fund if funds are insufficient to pay these contractual obligations.

Moral Obligation Defaults

Currently, there is one moral obligation default that the Governor is requesting appropriations for in the FY 2020 Budget – LaClede Steel for $1.4 million through Southwestern Illinois Development Authority (SWIDA). SWIDA is still allowed to issue moral obligation bonds with permission of the Governor.

LaClede Steel Company Default History: It is estimated that the State paid close to $5 million from 1999 through 2002 for debt service since Laclede filed for Chapter 11. These bonds were refinanced in FY 2004. Laclede paid the trustee $3.6 million to cover debt service from December 2001 through February 2006 and also turned over to the State 265,732 shares of stock in the reorganized company.

Laclede Steel went bankrupt and the State began making payments in August of 2006. There are no more assets to be sold, so the State may continue to make the payments under the moral obligation provisions until August 2020 when they will be paid in full. The State appropriated $18.8 million from FY 2007 through FY 2018 to cover debt service, of which $18.0 million was expended.

There were no appropriations made in FY 2016 due to the budget impasse, therefore SWIDA received a loan from the Illinois Finance Authority to pay debt service for FY 2016. FY 2018 enacted appropriations covered the repayment of the IFA loan, the replenishment of the debt service reserve fund backing these bonds and debt service for FY 2017 and FY 2018.

The budget request for FY 2020 is $1.4 million. That would leave approximately $1.22 million needed for debt service in FY 2021 for the final payment on these defaulted bonds.

TABLE 27		STATE FUNDS APPROPRIATED TO COVER MORAL OBLIGATION DEFAULTS											
Authority	Bonds in Default	in millions	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019*	*TOTAL*
Southwestern Illinois Development Authority	Alton Center Business Park	Approp	$782,705	$681,896	$700,000	$711,700	***making their own payments***						**$7,833,601**
		Expended	$782,705	$670,000	$690,000	$670,000							**$6,773,705**
	Spectrulite Consortium	Approp	***repaid in***										**$4,542,764**
		Expended	***April 2009***										**$2,675,511**
	Waste Recovery	Approp	$365,860	$369,635	$364,765	$367,100	***bonds***						**$4,082,855**
		Expended	$365,860	$369,635	$363,695	$326,994	***paid off***						**$3,937,745**
	Laclede Steel	Approp	$1,420,143	$1,460,443	$1,406,958	$1,354,700	$1,403,219	$1,348,767	$1,391,793	$1,427,768	$1,361,218	$1,391,643	**$23,271,127**
		Expended	$1,420,142	$1,460,443	$1,407,246	$1,354,528	$1,402,557	$1,348,728	$1,391,540	$1,427,633	$1,361,218	$1,391,643	**$18,018,258**
	Children's Center for Behavioral Development	Approp				$417,500	$234,530	$1,111,600	***bonds***				**$1,763,630**
		Expended			new	$415,870	$227,263	$1,111,600	***paid off***				**$1,754,733**
					SWIDA TOTAL Appropriated								**$41,493,977**
					SWIDA TOTAL Expended								**$33,159,952**
Upper Illinois River Valley Development Authority	Waste Recovery	Approp	$290,000	$292,900	$290,000	$288,300	***bonds***						**$3,347,793**
		Expended	$289,000	$291,208	$288,200	$288,300	***paid off***						**$2,838,098**
	Gemini Acres, LP	Approp		$1,279,000	$1,963,800								**$3,242,800**
		Expended		$0	$0								**$0**
					UIRVDA TOTAL Appropriated								**$6,590,593**
					UIRVDA TOTAL Expended								**$2,838,098**

Sources: GOMB, Southwestern Illinois Development Authority and the Upper Illinois River Valley Development Authority.

FY 2016 SWIDA - Laclede Steel payments was from the Illinois Finance Authority because the State was in the midst of a Budget Impasse. The State added appropriation in FY 2018 to pay back the IFA loan for debt service.

Bonded Indebtedness of Authorities and Universities

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

Lasting Impacts of the FY 2016-FY 2017 State Budget Impasse: The FY 2016 – FY 2017 State Budget impasse have had lasting impact on the State's Public Universities and some Bonding Authorities. Below are comments from these entities and how they were affected.

Illinois Finance Authority: The Illinois Finance Authority extended an interest-free loan to the Southwestern Illinois Development Authority to pay for debt service during the budget impasse. The IFA aided the following departments with advanced funds or the payment of vendors, receiving their rights for payments and interest from the State when the State pays those bills: the Department of Human Services, the Department of Corrections, the Department of Veteran Affairs, and the Department of Central Management Services. [Illinois Finance Authority]

The Illinois Housing Development Authority administers several state funded programs on behalf of the State of Illinois. During the budget impasse, the Authority had been unable to access these funds, so the programs supported by these funds were impacted: the Illinois Affordable Housing Trust Fund, the Rental Housing Support Program Fund, the Abandoned Residential Property Municipality Fund, the Foreclosure Prevention Property Fund, and the HOME Investment Partnership Program Fund (federal pass-through program). Since the passing of the FY17 stopgap budget, the programs have had funds appropriated to them by the State legislature. [Illinois Housing Development Authority]

Regional Transportation Authority: "We are unable to predict SCIP ASA/AFA and Public Transportation Fund (PTF) payments. Because of payment delays, the RTA has entered two short-term credit agreements. Through the first ten calendar months of 2018 these two credit agreements have cost RTA $5.8 million." [Regional Transportation Authority].

The federal government's partial shutdown interrupted transit funding. Chicago Transit Authority spokesman Brian Steele said in an email, "While the federal government is shut down, CTA is not receiving federal grant funding to pay for ongoing expenses—a crucial source of funding," Steele said. "If we don't see a resolution shortly, CTA will need to look at how we utilize our limited resources. This delay is not sustainable, and we hope to see resolution shortly." [*Federal shutdown freezes transit funding*, The Bond Buyer, January 12, 2019.]

Chicago State University: "The State of Illinois FY2016 - FY2017 budget impasse affected our general University operations and made it necessary to reduce spending relative to personnel and professional services, contractual, and commodities. The facilities relating to our Revenue Bonds are dependent on the continued operations of the University. The prolonged budget impasse had a negative impact on the University, but through prudent cash management strategies we were able to maintain operations, including the timely servicing of our debt obligations." [Chicago State University]

Eastern Illinois University: "The decreases in the FY16 and FY17 appropriations have forced EIU's locally held cash to decline as locally held cash, rather than appropriation, is used to pay EIU's expenses. EIU's bond and certificate ratings have also been downgraded...EIU has not requested specific funds for debt service from the State; however, EIU's Certificates of Participation require that EIU request at least $1.3 million in utilities appropriation." [Eastern Illinois University]

Governors State University: "Governors State University was able to implement significant changes through strategic planning at a time of uncertain and declining state support, financing mission focused transformation through broad-based budget reallocation and cost management. In the past two fiscal years, the severe declines in state appropriation resulted in elimination of a significant number of low enrollment programs and an increase in Academic Year 2017-18 tuition rates by 15%. These decisions were necessary to maintain and secure the quality and integrity of the University's future amid ongoing budget uncertainties in the State of Illinois. It is important to note that even with the tuition and facility fee increases, GSU continues to maintain its position as the most affordable public university in the Chicagoland region, a distinction it has held for years.

"GSU's financial statements demonstrate the austerity measures put in place during fiscal years 2016 and 2017, but the lingering impact of the budget impasse continues. We anticipate a 3% reduction in credit hour enrollment for the 2019 fiscal year. Stabilization of state funding, dedicated and focused program development, availability of housing, expansion of international partnerships, and strengthened and sustained retention practices will position GSU for enrollment based resurgence through the next decade." [Governors State University]

Illinois State University: "As a result of the FY 2016 & FY 2017 budget impasse, the University implemented significant personnel and other operating cost reductions totaling some $13 million on an annual basis. In total, some 120 non-faculty positions were eliminated thru retirements and resignations. The University continues to strictly monitor personnel levels to ensure they properly align with operational appropriation funding provided by the State legislature. Permanent reductions to operating budgets during the impasse negatively impacted academic facility maintenance budgets. Repairs were limited to only emergency needs which limited the ability to perform general maintenance. It remains difficult to balance current funding between continued progress on facility repairs and other pressing academic needs, such as student aid." [Illinois State University]

Northeastern Illinois University: "The University had finished FY15 with about $42.7 million in financial reserves, having gradually built up financial reserves in response to a 2007 finding by its accrediting agency, the Higher Learning Commission (HLC). By the end of FY17, University reserves had dwindled to about $8.0 million; granted, this amount pends the mostly forthcoming FY17 appropriation that the Illinois Comptroller has noted must be posted as revenues in FY18. Regardless, the damage done to the University's financial position is unprecedented in the past. The University eliminated almost 30% of its non-instructional work force via position elimination and layoff processes in summer, 2015, and summer, 2017. Since then, the University has reinstated some high priority positions in FY18 and has balanced a spending plan in FY19." [Northeastern Illinois University]

Northern Illinois University: "Management continues to respond to State budget reductions and initiate actions to enhance liquidity and mitigate against additional declines in the University's credit ratings. Those steps include identifying new revenue streams, reducing expenditures, and continued assessment of programmatic offerings to meet student demands and the workforce at large. Additionally, the University continues to implement outcomes of its program prioritization plan, which was a robust framework for reengineering operations that is expected to yield efficient and effective activities coupled with the allocating of scarce resources towards mission critical activities. These efforts are expected to grow operations and reduce the University's dependency on State appropriations." [Northern Illinois University]

Southern Illinois University: "The negative impact of Illinois Budget Impasse will be felt by Southern Illinois University for many years to come. During the budget impasse, the University exhausted most of its cash reserves in order to fund operations and although funding was eventually restored, it was at a reduced level. Uncertainty surrounding the availability and reliability of the state's support for higher education, including MAP funding, continues to factor into family decisions on college selection leading to continued enrollment declines. Stressed liquidity, lower enrollment, state funding delays, and uncertainty about the level of state support were all contributing factors to multiple credit downgrades. Currently Southern Illinois University's credit rating is below investment grade limiting market access and resulting in higher borrowing costs. It is expected to take several more years for our credit quality to recover to pre-impasse levels." [Southern Illinois University]

University of Illinois: "The budget impasse resulted in downgrades to the state's credit ratings from Moody's and Standard and Poor's. The downgrade of our sovereign's credit continues to negatively impact the University's various ratings." [University of Illinois]

Western Illinois University: "In FY2016, we reduced payroll in the following ways; retirement incentive program, layoff of approximately 110 employees, Furloughs for all non-negotiated employees and one bargaining unit.

"For FY2017 we have reduced payroll in the following ways; renegotiated compensation with our faculty union; Reduced contracts for select employees; Furloughs with non-negotiated administrators and professional employees; Limited extra help in some areas. In addition, we reduced operating expenditures by turning off purchasing cards, delaying payments to our vendors, require approval for any purchase over $200, and severely restricted travel. We renegotiated a lower credit limit with our purchasing card provider because they were asking us to collateralize the program with cash that we did not have. We have delayed several construction projects into the future as well as a major technology systems purchase.

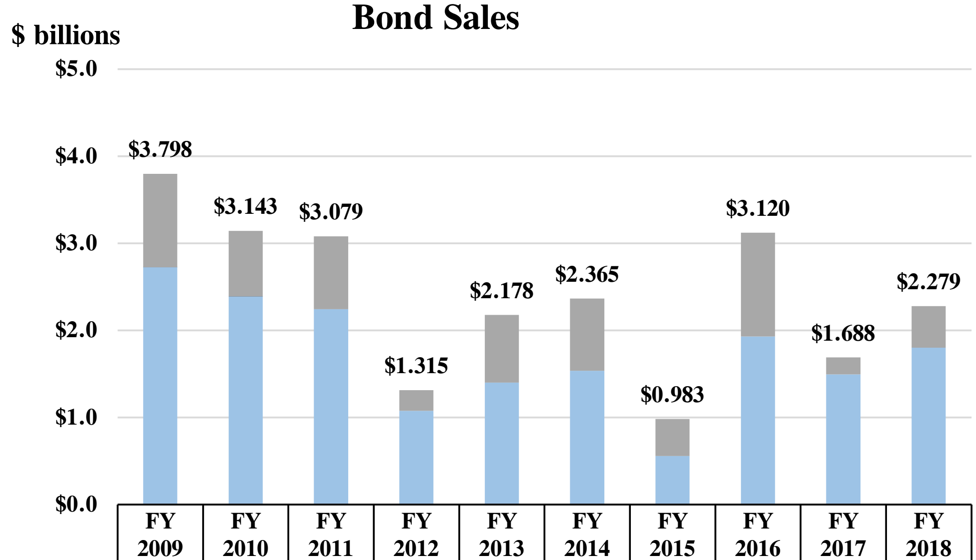
"For FY2018 we reduced payroll in the following ways; continued the second of a two-year reduction in compensation with our faculty union; Continued furloughs with non-negotiated administrators and professional employees; Limited extra help in some areas. Our enrollment continues to erode because of the uncertainty about MAP funding, the uncertainty with state funding and the years of financial instability. Lower enrollment has forced us to close low enrolled academic programs. The rating agencies have downgraded our bond rating to just above investment grade and are considering taking further action.

"For FY2019 additional personnel reductions have been identified and implemented." [Western Illinois University]

Bond Sales: Chart 19 shows that combined bond sales for authorities and universities were in the \$3 billion - \$4 billion range from FY 2008 to FY 2011. Bond sales in FY 2012 decreased by 58% from the previous fiscal year to \$1.3 billion. Bond sales were back in the \$2 billion range in FY 2013 and FY 2014, but dropped again in FY 2015 to just under \$1 billion mainly because the IFA annual issuance dropped by over 50%. FY 2016 bond sales were back up to \$3.1 billion due to multiple issuers and the IFA making-up for the previous fiscal year's lower issuance. 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.

Chart 19

Non-State Supported Debt
Bond Sales



	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
User Charge	$1.073	$0.754	$0.837	$0.240	$0.777	$0.828	$0.425	$1.191	$0.193	$0.478
Moral Obligation	$0.002	$0.004	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Conduit Debt	$2.723	$2.385	$2.242	$1.075	$1.401	$1.537	$0.558	$1.929	$1.495	$1.801

There were five issuers of conduit debt in FY 2018:

- Illinois Finance Authority with \$1.6 billion in bonds and \$2.8 million of Beginner Farmer Bonds,
- Regional Transportation Authority with \$139 million of bonds,
- Upper Illinois River Valley Development Authority with \$50 million,
- Quad Cities Regional Economic Development Authority with \$13 million, and
- Central Illinois Economic Development Authority for \$4 million.

There were no moral obligation bond issuances.

There were three issuers of user charge debt:

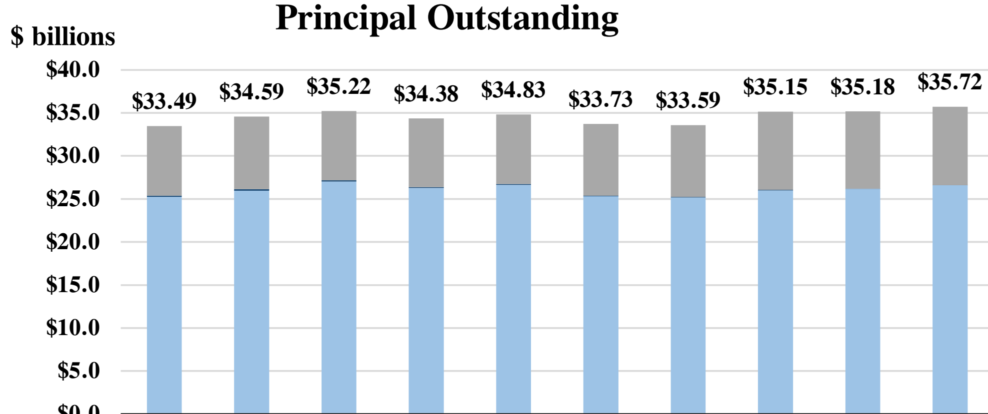
- Illinois State Toll Highway Authority for \$300 million,
- Illinois Housing Development Authority for \$120 million, and
- Illinois State University for \$58 million.

Authorization was increased for the Eastern Illinois Economic Development Authority from $250 million to $500 million in aggregate outstanding by Public Act 100-0573.

Principal Outstanding: Chart 20 shows the level of outstanding principal for non-state supported bonds as reported by the issuing authorities and universities. While combined principal outstanding rose in FY 2009 through FY 2011, principal outstanding slowly decreased from FY 2012 to FY 2015 due to fewer bond sales by authorities. FY 2016 principal outstanding increased to $35.1 billion with higher bond issuance and stayed at that level in FY 2017. FY 2018 saw a small increase overall to $35.7 billion.

Chart 20

Non-State Supported Debt Principal Outstanding



	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
User Charge	$8.09	$8.46	$8.04	$7.98	$8.08	$8.34	$8.34	$9.09	$8.99	$9.12
Moral Obligation	$0.16	$0.16	$0.15	$0.13	$0.12	$0.08	$0.07	$0.06	$0.03	$0.02
Conduit Debt	$25.24	$25.97	$27.03	$26.27	$26.63	$25.31	$25.18	$26.00	$26.16	$26.58

- Conduit principal outstanding declined through FY 2015 due to lower levels of bond sales over the preceding three years. The FY 2016 level bumped up due to increased bond sales from the Illinois Finance Authority. FY 2017 numbers again are mainly based on the over $1 billion in bonds sales from the IFA. FY 2018 had more issuers, but the main driver in principal outstanding is still the IFA with $1.6 billion of bond sales.

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

- User Charge principal outstanding remained in the low $8 billion level from FY 2009 – FY 2015. The FY 2016 increase came from a higher amount of bond sales from the Toll Highway Authority, over $1 billion. FY 2018 principal outstanding remained around the $9 billion level.

The table below gives a more detailed breakout of principal outstanding and bond sales for FY 2018 by each university and bonding authority.

TABLE 28 NON-STATE SUPPORTED DEBT BY AUTHORITY			
Authority	Type of Debt	Outstanding Principal FY 2018	Bonds Issued in FY 2018
Central IL Economic Development Authority	conduit	$10,217,905	$4,000,000
Eastern IL Economic Development Authority	conduit	$0	$0
IL Finance Authority	conduit	$23,440,033,105	$1,594,531,389
IL Development Finance Authority (predecessor)	conduit	$686,391,632	$0
IL Education Facilities Authority (predecessor)	conduit	$369,308,000	$0
IL Farm Development Authority (predecessor)	conduit	$9,644,093	$0
IL Health Facilities Authority (predecessor)	conduit	$127,950,000	$0
IL Rural Bond Bank (predecessor)	conduit	$0	$0
IL Environmental Facilities (under IFA)	conduit	$103,580,000	$0
Quad Cities Regional Economic Development Authority	conduit	$63,328,000	$13,230,000
Regional Transportation Authority (non SCIP)	conduit	$751,075,000	$139,080,000
Southeastern IL Economic Development Authority	conduit	$4,220,000	$0
Southwestern IL Development Authority	conduit	$853,316,000	$0
Tri-County River Valley Development Authority	conduit	$0	$0
Upper IL River Valley Development Authority	conduit	$96,138,000	$49,700,000
Western IL Economic Development Authority	conduit	$48,395,000	$0
Will-Kankakee Regional Development Authority	conduit	$13,770,000	$0
CONDUIT TOTAL		**$26,577,366,735**	**$1,800,541,389**
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	$6,554,000	$0
Upper IL River Valley Development Authority	moral	$9,900,000	$0
MORAL OBLIGATION TOTAL		**$16,454,000**	**$0**
Chicago State University	usercharge	$9,455,000	$0
Eastern IL University	usercharge	$8,280,000	$0
Governors State University	usercharge	$24,045,000	$0
IL Housing Development Authority	usercharge	$1,086,303,665	$120,000,000
IL State University	usercharge	$109,160,000	$58,445,000
IL Student Assistance Commission-IDAPP	usercharge	$167,025,000	$0
IL State Toll Highway Authority	usercharge	$6,087,985,000	$300,000,000
Northeastern IL University	usercharge	$14,600,000	$0
Northern IL University	usercharge	$179,815,000	$0
Southern IL University	usercharge	$207,765,097	$0
University of IL	usercharge	$1,167,938,903	$0
Western IL University	usercharge	$55,245,000	$0
USER CHARGE TOTAL		**$9,117,617,665**	**$478,445,000**
TOTAL OF CONDUIT & USER CHARGE		**$35,694,984,400**	**$2,278,986,389**
TOTAL CONDUIT, USER CHARGE, & MORAL		**$35,711,438,400**	**$2,278,986,389**

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	$1,617,769	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

APPENDIX B

School Construction Projects Pending

FY04 SCP APPLICATION CYCLE ATTACHMENT NO.4

FY04 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY04 APPLICATION CYCLE ENDED APRIL 1, 2003

	SCHOOL DISTRICT	COUNTY	H	S
1	ALDEN-HEBRON SD 19	MCHENRY	063	32
2	BLOOMINGTON PSD 87	MCLEAN	088	44
3	CENTRAL SD 51	TAZEWELL	088	44
4	<u>CHANEY MONGE SD 88</u>	WILL	086	43
5	CHESTER CUSD 139	RANDOLPH	116	58
6	CICERO ELEM SD 99	COOK	024	12
7	<u>COLLINSVILLE CUSD 10</u>	MADISON	112	56
8	COLUMBIA CUSD 4	MONROE	116	58
9	COMMUNITY UNIT SD 300	KANE	043	22
10	CYPRESS ELM SD 64	JOHNSON	118	59
11	DUNLAP CUSD 323	PEORIA	073	37
12	ELVERADO CUSD 196	JACKSON	115	58
13	FRANKFORT CCSD 157-C	WILL	080	40
14	GARDNER CCSD 72-C	GRUNDY	079	40
15	GERMANTOWN HILLS SD 69	WOODFORD'	073	37
16	HAWTHORN CCSD 73	LAKE	059	30
17	HERSCHER CUSD 2	KANKAKEE	079	40
18	HINSDALE CCSD 181	DUPAGE	082	41
19	<u>ILLINI CENTRAL CUSD 189</u>	MASON	093	47
20	<u>IROQUOIS CO. CUSD 9</u>	IROQUOIS	106	53
21	<u>JACKSONVILLE SD 117</u>	MORGAN	100	50
22	LEMONT-BROMBEREK 113A	COOK	082	41
23	LOCKPORT TWP HSD 205	WILL	085	43
24	MARSHALL CUSD C-2	CLARK	110	55
25	<u>MIDLAND CUSD 7</u>	MARSHALL	073	37
26	MILLER TWP CCSD 210	LASALLE	075	38
27	MOLINE SD 40	ROCK ISLAND	072	36
28	<u>MT PROSPECT SD 57</u>	COOK	053	27
29	MT PULASKI CUSD 23	LOGAN	087	44
30	<u>NORTH MAC CUSD 34</u>	MACOUPIN	095	48
31	NEW LENOX SD 122	WILL	037	19
32	NORTHBROOK SD 27	COOK	057	29
33	OAK LAWN-HOMETOWN 123	COOK	036	18
34	O'FALLON TWP HSD 203	ST CLAIR	114	57
35	OPDYKE-BELLRIVE CCSD 5	JEFFERSON	115	58
36	OSWEGO CUSD 308	KENDALL	097	49
37	PINCKNEYVILLE CHSD 101	PERRY	116	58
38	<u>PRAIRIE CENTRAL CUSD 8</u>	LIVINGSTON	105	53
39	PRAIRIE GROVE CSD 46	MCHENRY	052	26
40	PROVISO TWP HSD 209	COOK	007	04
41	<u>ROCKRIDGE CUSD 300</u>	ROCK ISLAND	072	36
42	SANDOVAL CUSD 501	MARION	107	54
43	SHELBYVILLE CUSD 4	SHELBY	102	51
44	SPRINGFIELD PUBLIC SD 186	SANGAMON	099	50
45	<u>TAFT SD 90</u>	WILL	085	43
46	TROY SD 30C	WILL	097	49
47	VALLEY VIEW CUSD 365U	WILL	085	43
48	WEST FRANKFORT CUSD 168	FRANKLIN	117	59
49	WEST PRAIRIE CUSD 103	MCDONOUGH	093	47
50	WILLOW SPRINGS EL SD 108	COOK	031	16
51	WOOD DALE SD 7	DUPAGE	045	23
52	ZION-BENTON TWP HSD 126	LAKE	061	31

Note: Updated applications are underlined.

FY05 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS
FY05 APPLICATION CYCLE ENDED APRIL 1, 2004

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

FY06 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY06 APPLICATION CYCLE ENDED APRIL 1, 2005

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

FY07 SCP APPLICATION CYCLE ATTACHMENT NO. 7

FY07 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY07 APPLICATION CYCLE ENDED APRIL 1, 2006

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

FY08 SCP APPLICATION CYCLE ATTACHMENT NO. 8

FY08 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY08 APPLICATION CYCLE ENDS APRIL 1, 2007

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

FY09 SCP APPLICATION CYCLE ATTACHMENT NO. 9

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

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

FY10 SCP APPLICATION CYCLE ATTACHMENT NO. 10

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

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

FY11 SCP APPLICATION CYCLE ATTACHMENT NO. 11

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

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

FY12 SCP APPLICATION CYCLE ATTACHMENT NO. 12

FY12 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY12 APPLICATION CYCLE ENDED APRIL 1, 2011

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

FY13 SCP APPLICATION CYCLE ATTACHMENT NO. 13

FY13 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY13 APPLICATION CYCLE ENDED APRIL 1, 2012

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

FY14 SCP APPLICATION CYCLE ATTACHMENT NO. 14

FY14 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY14 APPLICATION CYCLE ENDED APRIL 1, 2013

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

FY15SCP APPLICATION CYCLE ATTACHMENT NO. 15

FY15 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY15 APPLICATION CYCLE ENDED APRIL 1, 2014

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

FY16SCP APPLICATION CYCLE

ATTACHMENT NO. 16

FY16 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY16 APPLICATION CYCLE ENDED APRIL 1, 2015

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

FY17SCP APPLICATION CYCLE

ATTACHMENT NO. 17

FY17 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY17 APPLICATION CYCLE ENDED APRIL 1, 2016

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

FY18SCP APPLICATION CYCLE

ATTACHMENT NO. 18

FY18 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY18 APPLICATION CYCLE ENDED APRIL 1, 2017

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

FY19SCP APPLICATION CYCLE

ATTACHMENT NO. 19

FY19 SCP APPLICATION CYCLE
ALPHABETICAL LIST OF PENDING APPLICATIONS

FY19 APPLICATION CYCLE ENDED APRIL 1, 2018

SCHOOL DISTRICT	COUNTY	H	S
NO APPLICANTS			

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**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Nursing Lab (Simulated Hospital in addition to)	Board (Y)/ State (Pending)	2017	2019	$15,836.3			State Request
Library Exterior Water Infiltration	Board (Y)/ State (Pending)	2017	2019	$5,548.4			State Request
Robinson Center exterior renovation	CDB (Y)	2018	2019	$7.5			
JDC Pool/Bldg HVAC Upgrade 2	Board (Y)/ State (Pending)	2017	2019	$6,785.0			State Request
Replacement of boilers/repair replacement of elevators	CDB (Y)	out for bid	18 months	$6,290.0			
Residence Hall Expansion	FY 2020				1727.3		Revenue Bond 30-yr
Capital Renewal	various stages of approval	2013	2021	$14,290.7			State Request
TOTAL				$48,757.9			

EASTERN ILLINOIS UNIVERSITY							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
New Science Building					$118,836.5		State Funds
Rehabilitate Life Science/Coleman HVAC and Plumbing, Escalation					$2,352.7		State Funds
Repurpose Steam Production Facilities					$50,763.2		State Funds
Fire Alarm Upgrades, Life Science/Buzzard/Coleman-Safety					$4,363.5		State Funds
Upgrade Utilities Infrastructure					$32,091.5		State Funds
Energy Conservation - upgrade fume hoods					$7,024.8		
Life Science - upgrade electrical					$340.6		State Funds
Physical Science - upgrade electrical					$2,584.7		
Rehab Klehm Hall HVAC & plumbing					$3,820.5		State Funds
Upgrade HVAC Klehm Hall					$2,005.3		
Fire Alarm Upgrades, Old Main/Klehm Hall/Student Services					$1,311.6		
Upgrade Electrical Building Distribution					$5,502.6		
Physical Science - Emergency Power System (EPS)					$742.0		
Replace Campus compresses air distribution piping					$1,608.0		State Funds
Residence Hall HVAC additions (Pemberton A/C)					$7,500.0		
TOTAL					$240,847.5		

GOVERNORS STATE UNIVERSITY							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Planning and construction of an Innovation Center				$47,265.0	$4,019.0		State Funding
Student Housing complex				$20,400.0			30 yr. bond
Academic Building E Extension				$3,530.0	$3,530.0		State Funding
C Building Addition for Student Security/Safety				$1,500.0	$1,500.0		State Funding
Construction of a new separate University Library				$38,755.0	$3,295.0		State Funding
Roadway Project				$460.0			CDB
Main Building Roof Replacement				$4,945.0			CDB
Deteriorating Piping System				$7,700.0			CDB
HVAC Replacement/Upgrades - FDC/ITS/Facility Services Building				$6,900.0	$6,900.0		COP 2018 (funded by Facility Fee increase $15/credit hour)
Cafeteria - Equipment/Infrastructure Replacement				$4,000.0	$4,000.0		COP 2018
Parking Lot Replacement & Service Road Repair				$2,900.0	$1,700.0		COP 2018
Settlement Pond Renovation				$6,900.0	$2,300.0		COP 2018
Technology Maintenance - Firewall/Switch/Enhancements				$1,943.0	$775.0		State Funding
Pathway Lighting & Security				$1,035.0	$1,035.0		State Funding
Mechanical Equipment Replacement (Out Buildings)				$3,625.0	$2,125.0		State Funding
Vehicular/Pedestrian Circulation Renovations				$6,900.0	$3,600.0		COP 2018
Planning Building Renovation				$1,495.0	$1,495.0		COP 2018
Athletic Field Renovation/Reconstruction				$5,060.0			COP 2018
Sherman Hall/Black Box Theatre				$1,550.0	$1,550.0		State Funding
Washroom Remodel				$750.0	$750.0		State Funding
TOTAL				$167,613.0	$38,574.0		

ILLINOIS STATE UNIVERSITY							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Milner Library Rehabilitation				$89,205.0	$89,205.0		State Funding
Mennonite College of Nursing Building				$30,548.0	$30,548.0		State Funding
College of Education Facilities Rehab/Construction				$91,800.0	$91,800.0		State Funding
University High School Replacement				$61,090.0	$61,090.0		State Funding
Williams Hall Renovation				$33,056.0	$33,056.0		State Funding
Capital Renewal Projects				$32,326.5	$32,326.5		State Funding
Fine Arts Complex - Planning	Design	*		$61,900.0			State Funding/CDB
Schroeder Hall Phase II Enhancement	Design	*		$2,070.0			State Funding/CDB
Felmley Hall Steam Conversion	Design	*		$1,365.0			Capital Renewal & University Funds
Watterson Commons Expansion	Construction			$11,000.0			Campus Dining Services Reserves
Bone Student Center Revitalization - Phase 1	Construction			$32,900.0			Bond Revenue Reserves; Institutional & Private Contributions
Parking Lot Resurfacing	Construction			$1,400.0			Bond Revenue Reserves
Campus Recreation - Gregory St. Phase I	Construction			$2,150.0			Recreation Facilities Reserves; Student Activity Fees
Tri-Towers Exterior Envelope Repair				$8,000.0			Bond Revenue
Horton Fieldhouse Roof Replacement				$2,000.0			Bond Revenue; Institutional
Redbird Arena Lower Bowl seating and suite work				$6,700.0			Bond Revenue
Bone Student Center Visitor Parking Lot				$3,500.0			Parking Reserves
Watterson Towers Fire Alarm				$1,900.0			Bond Revenue Reserves
Redbird Arena addition				$6,700.0			New Revenue Bonds
TOTAL				$479,610.5	$338,025.5		

* CDB suspended all projects, effective July 1, 2015, until further notice

NORTHEASTERN ILLINOIS UNIVERSITY **Project Type:**	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Education Building equipment	Board (yes)/ CDB(no)			$10,398.0			State Financing/CDB
Carruthers Center for Inner City Studies, renovation				$21,440.8			
Science Building planning, construction, equipment	Board (yes)/ CDB(no)			$137,185.7			State Financing/CDB
Building F Performing Arts remodel and expansion	Board (yes)/ CDB(no)			$25,396.1			State Financing/CDB
Lech Walesa Hall remodeling	Board (yes)/ CDB(no)			$14,086.2			State Financing/CDB
Ronald Williams Library renovation	Board (yes)/ CDB(no)			$35,343.0			State Financing/CDB
Capital Renewal - electric cable replacements, roof replacements, exterior entrances/walkways/walls, Lower Level egress & fire separation, masonry & building envelope replacements	Board (yes)/ CDB(no)			$33,443.5			State Financing/CDB
TOTAL				$277,293.3			

NORTHERN ILLINOIS UNIVERSITY **Project Type:**	**Approval by Board/ Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Computer Science, Health Informatics & Technology Center				$80,810.80			State Funds
Davis Hall Renovation				$49,476.5			State Funds
Roadway Configuration and Repair				$8,024.3			State Funds
Wirtz Hall Renovation				$28,123.4			State Funds
Adams Hall Renovation				$57,377.2			
McMurray Hall Renovation				$46,766.2			
Willston Hall Renovation				$107,017.4			
Academic Buildings HVAC & window replacement				$24,923.5			
East Chiller Plant - Chiller capacity expansion				$27,700.0			
Still Hall & Gym Renovation				$54,265.0			
Capital Renewal				$95,544.0			
TOTAL				$580,028.3	$0.0		

SOUTHERN ILLINOIS UNIVERSITY							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Carbondale							
Communications Building Renovation/Addition				$83,000.0			State Funds
Agriculture Teaching Greenhouse				$5,000.0			State Funds
Plant Biology Greenhouse & Conservatory				$2,200.0			State Funds
Realign Washington St./Renovate Parking Lot 55				$1,500.0			
University Housing Master Plan Phase I -Construction				$88,000.0			Revenue Bond 30-yr
Deferred Maintenance Projects				$8,975.0			State Funds
Edwardsville							
Advanced Nursing Clinical Simulation & Applied Health Professions Center				$37,500.0			State Funds
Dental Pediatric Surgical Clinic/Auditorium/Classroom Space				$14,000.0			State Funds
Water Distribution System Wide Valve Replacement				$2,587.5			State Funds
Repair Falling Stone Fascia on Peck Hall				$621.0			State Funds
Campus Sidewalk Replacements				$667.6			State Funds
East St. Louis Rooftop Air Conditioning Units				$621.0			State Funds
Parking Lots				$2,600.0			Revenue Bond 10-yr
School of Medicine							
Medical Education Building				$50,615.0			State Funds
Medical Instruction Facility Renovation				$21,100.0			State Funds
Capital Renewal - Air Handling Unit/Supply Air System Renovations				$7,700.0			State Funds
subtotal				$326,687.1			

UNIVERSITY OF ILLINOIS							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Urbana - Champaign							
Math/Statistics/Data Science Collaborative Facility				$35,000.0			State Funds
School of Art and Design Thinking and Learning Addition				$84,000.0			State Funds
Library Upgrades				$54,500.0			State Funds
Capital Renewal				$156,160.5			State Funds
Parking Deck Rehab	request FY 2021			$21,000.0			Revenue Bond 30 yr
Chicago							
Computer Design Research and Learning Center				$98,000.0			State Funds
Drug Discovery and Innovation Pavilion				$100,000.0			State Funds
Capital Renewal				$117,146.4			State Funds
Springfield							
Library Learning Student Success Center				$35,000.0			State Funds
Capital Renewal				$9,306.0			State Funds
TOTAL				$710,112.9			

WESTERN ILLINOIS UNIVERSITY							
Project Type:	**Approval Status by Board/Agency**	**Project Start Date**	**Est Proj End Date**	**Total Cost (thousands)**	**FY20 Budget Request**	**Final Yr of Funding**	**Financing**
Center for Performing Arts				$89,000.0			
QC Riverfront (Illinois Innovation Network)				$9,000.0			
Science Phase I				$94,500.0			
Science Phase II				$61,900.0			
Tillman Hall				$31,000.0			
Stipes Hall				$52,000.0			
Education Building				$86,700.0			
QC Riverfront Phase III				$42,500.0			
Emergency Life/Safety				$14,825.0			
Capital Renewal/Deferred Maintenance				$23,100.0			
TOTAL				$504,525.0			

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 2018-2022 five-year Capital Program (in millions).

CHICAGO TRANSIT AUTHORITY **Projects Remaining from FY 2017-2019:**	**Five Yr Cost**	**2019**	**2020**	**2021**
BUS				
Rolling Stock - Bus overhauls and new purchases	**$157.7**	$37.7	$25.6	$24.0
RAIL				
Rolling Stock - Rail Car overhaul and purchases	**$379.9**	$36.2	$95.9	$87.1
Rail Line Modernization and Improvements	**$912.2**	$100.0	$200.0	$100.0
Track & Structure	**$230.2**	$26.5	$35.7	$15.0
Electrical, Signal & Communications	**$42.6**	$8.5	$0.0	$0.0
Stations & Passenger Facilities	**$33.0**	$2.0	$2.0	$6.0
Extensions	**$3.0**	$0.0	$0.0	$0.0
SYSTEMWIDE				
Electrical, Signal & Communications	**$30.0**	$3.0	$3.0	$3.0
Support Facilities and Equipment	**$172.6**	$37.2	$62.3	$20.7
Miscellaneous	**$12.6**	$8.9	$0.0	$0.0
Contingencies & Administration	**$32.9**	$6.1	$6.7	$6.7
TOTAL (in millions)	**$2,006.7**	**$266.1**	**$431.2**	**$262.5**

METRA **Projects Remaining from FY 2017-2019:**	**Five Yr Cost**	**2019**	**2020**	**2021**
Rolling Stuck - Commuter Cars & Electric Cars	**$617.5**	$83.6	$157.1	$154.4
Track & Structure	**$172.2**	$31.3	$61.3	$21.8
Electrical, Signal & Communications	**$140.8**	$37.4	$23.2	$22.2
Support Facilities and Equipment	**$95.4**	$22.4	$17.0	$14.1
Stations & Passenger Facilities	**$63.1**	$16.8	$26.9	$6.3
Miscellaneous - System Security, Engineering, capital	**$47.7**	$11.0	$14.4	$5.0
Contingencies & Administration	**$36.0**	$8.3	$6.7	$8.2
TOTAL (in millions)	**$1,172.7**	**$210.8**	**$306.6**	**$232.0**

PACE **Projects Remaining from FY 2017-2019:**	**Five Yr Cost**	**2019**	**2020**	**2021**
BUS				
Rolling Stock - Buses, Paratransit, Community Vehicles purchases	**$131.9**	$31.5	$23.4	$24.3
Electrical, Signal & Communications	**$5.1**	$1.7	$1.7	$0.0
Support Facilities and Equipment	**$137.1**	$9.2	$49.3	$34.7
Stations & Passenger Facilities	**$23.2**	$7.7	$7.0	$3.0
Miscellaneous - unanticipated capital	**$1.3**	$0.3	$0.3	$0.3
TOTAL (in millions)	**$298.6**	**$50.4**	**$81.7**	**$62.3**

RTA - System **Projects Remaining from FY 2017-2019:**	**Five Yr Cost**	**2019**	**2020**	**2021**
Miscellaneous	**$0.3**	$0.0	$0.0	$0.0
TOTAL (in millions)	**$0.3**	**$0.0**	**$0.0**	**$0.0**
RTA GRAND TOTAL (in millions)	**$3,478.3**	**$527.3**	**$819.5**	**$556.8**

2018-2022 Funding Available (in million)

	State Bonds - Transportation B	**IDOT**	**Federal**	**RTA/ Service Boards/ Local**	**RTA Bonds**	**CTA Bonds| Pace Bonds**	**TOTAL**
CTA	$0.0	$0.0	$2,178.8	$4.5	$79.0	$466.2	**$2,728.5**
METRA	$0.0	$0.0	$937.3	$163.9	$71.5	$0.0	**$1,172.7**
PACE	$0.0	$0.0	$218.2	$6.3	$7.9	$66.2	**$298.6**
RTA System	$0.0	$0.0	$0.0	$0.3	$0.0	$0.0	**$0.3**
TOTAL	**$0.0**	**$0.0**	**$3,334.3**	**$175.0**	**$158.4**	**$532.4**	**$4,200.1**

Appendix E
Authorities and State Universities: Boards of Directors

AUTHORITIES	Terms	City	County
Central Illinois Economic Development Authority			
Andy Goleman	-2019	Divernon	Sangamon
Dale Hagen	2015-2021	Brussels	Calhoun
Jim Hahn	-2020	Taylorville	Christian
Heather Hampton-Knodle	2014-2020	Fillmore	Montgomery
Edward Heck	2011-2019	Nokomis	Montgomery
Rachel Joy	2011-2021	Decatur	Macon
Debra Kraft	-2022	Decatur	Macon
Everett Allen Lash	2011-2020	Jerseyville	Jersey
Rhonda Linders	-2020	Grafton	Jersey
Ruth Stauffer	-2013	Clinton	DeWitt
Anthony Wiggins	-2021	Carlinville	Macoupin
DCEO, ex-officio		Springfield	Sangamon
3 Vacancies			
Eastern Illinois Economic Development Authority			
Ken Barragree	2016-2019	Watseka	Iroquois
Erika Briggs	2017	Danville	Vermilion
Jeff Lahr	2009-2015	Charleston	Coles
George Levi	2008-2013	Sullivan	Moultrie
David McCabe	2009-2015	Bethany	Moultrie
Jim Mikeworth	2016	Douglas	Douglas
Frank Mullholland	2014	Shelbyville	Shelby
Mitch Swim	2013-2019	Champaign	Champaign
Jeff Voigt	-2022	Chrisman	Edgar
DCEO, ex-officio		Champaign	Champaign
4 Vacancies			
Illinois Finance Authority			
Eric Anderberg, Chair	2015-2019	Kirkland	DeKalb
Gila J. Bronner, Vice Chair	2010-2019	Highland Park	Lake
James J. Fuentes	2005-2018	South Barrington	Cook
Michael W. Goetz	2005-2014	Springfield	Sangamon
Robert Horne	2015-2018	Winnetka	Cook
Arlene Juracek	2015-2019	Mt. Prospect	Cook
Lerry Knox	2012-2019	Chicago	Cook
Lyle McCoy	2015-2019	Lake Forest	Lake
George Obernagel	2016-2018	Waterloo	Monroe
Terrence M. O'Brien	2004-2017	Glenview	Cook
Roger E. Poole	2009-2017	Smithton	St. Clair
Beth Smoots	2016-2019	River Forest	Cook
Bradley A. Zeller	2005-2015	Alexander	Morgan
Shaun Murphy, Interim Member	2018-2021		
Neil Heller, Interim Member	2018-2020		

AUTHORITIES	Terms	City	County
Illinois Housing Development Authority			
King Harris, Chair	2016-2019	Chicago	Cook
Karen A. Davis, Vice Chair	2005-2017	Springfield	Sangamon
Mary Kane, Treasurer	2005-2017	Edwardsville	Madison
Sam Tornatore, Secretary	2013-2019	Roselle	DuPage
Luz Ramirez	2017-2021	Rockford	Winnebago
Alyssa Rapp	2015-2019	Winnetka	Cook
3 Vacancies			
Illinois Sports Facilities Authority			
Manny Sanchez, Chair	2015-2020	Lisle	DuPage
Rosemarie Andolino	2015-2018	Chicago	Cook
Norman R. Bobins	2011-2019	Chicago	Cook
Richard Price	2012-2017	Chicago	Cook
Timoty Rand	2015-2019	Chicago	Cook
James Reynolds, Jr.	2011-2018	Chicago	Cook
Jeffrey Yordon	2015-2018	Inverness	Cook
Illinois State Toll Highway Authority			
Willard Evans, Chair	2019-2021		Cook
James Connolly	2019-2023		Cook
Stephen Davis	2019-2023		DuPage
Alice Gallagher	2019-2021		Cook
Karen McConnaughay	2019-2021		DuPage
Scott Paddock	2019-2021		Cook
Gary Perinar	2019-2021		Will
Cesar Santoy	2019-2023		Cook
James Sweeney	2019-2023		Cook
Governor J.B. Pritzker, ex-officio			
IDOT Secretary Omer Osman, ex-officio			
Illinois Student Assistance Commission			
Kevin Huber, Chair	2011-2021	Libertyville	Lake
Miguel del Valle, Vice-Chair	2011-2013	Chicago	Cook
Niketa Brar	2017-2021	Chicago	Cook
Mark Donovan	2011-2013	Chicago	Cook
James Hibbert	2017-2023	Naperville	DuPage
Claudia Quezada	2017-2023	Chicago	Cook
Kim Savage	2011-2019	Darien	DuPage
Dr. Patrick Mark Twomey	2017-2023	Macomb	McDonough
Emma Johns	2011-2021	Libertyville	Lake
1 Vacancy			
Joliet Arsenal Development Authority			
Walter Strawn, Chair	1995-2015	Jackson Township	
Wayne McMillan, Vice Chair	2001-2005		Will
Mattie Becker, Secretary/Treasurer	1995-2015	Manhattan Village	
Chris Adler	2011-2013		
Tim Brophy	2011-2013		
Mayor Alan Darr	1999-2015	Village of Symerton	
Warren Dorris	1997-2007	Joliet	Will
William Koehler	2006-2009	Joliet	Will
Jay Plese	2003-2007	Wilmington	Cook
Roy Strong	2009-2013	Wilmington	Cook

AUTHORITIES	Terms	City	County
Metropolitan Pier and Exposition Authority			
Brett Hart, Chair	2016-2020	Chicago	Cook
David Kahnweiler, Vice-Chair	2015-2018	Winnetka	Cook
Jorge Ramirez, Secretary/Treasurer	2017-2021	Lemont	Cook
Daniel Hynes	2012-2020	Chicago	Cook
Roger J. Kiley	2012-2018	Chicago	Cook
Terrance McGann	2013-2017	Darien	DuPage
Juan Ochoa	2017-2020	Elmwood Park	Cook
Ronald E. Powell	2012-2015	Mundelein	Lake
1 Vacancy			
Quad Cities Regional Economic Development Authority			
Robert Anderson	2002-2004	Moline	Rock Island
Kurt Brunner	2012-2018	Mount Carroll	Carroll
Harry S. Coin	2004-2017	Rock Island	Rock Island
Ann DeSmith	2009-2015	Atkinson	Henry
James P. Jacobs	2002-2013	Moline	Rock Island
Bev Lower	2019	Aledo	Mercer
Ken Springer	2016	Galesburg	Knox
Betty Steinert	2014-2019	Morrison	Whiteside
William Tonne	2015-2017	Hanover	Jo Daviess
Scott Verschoore	2000-2008	Moline	Rock Island
Theresa Wittenauer	2013-2014	Amboy	Lee
DCEO, ex-officio			
4 Vacancies			
Railsplitter Tobacco Settlement Authority			
Alexis Sturm, Director GOMB			
Bill O'Connell	2017-		Cook
Elizabeth Weber	2017-		Cook
Regional Transportation Authority			
Kirk W. Dillard, Chair	2014-2019	Hinsdale	
William R. Coulson	2007-2016	Glenview	Cook
Patrick J. Durante	1999-2019	Addison	DuPage
John Frega	2011-2016	Riverside	Cook
Philip Fuentes	2008-2017	Chicago	Cook
Christopher J. Groven	2018-		Kane
Ryan S. Higgins	2016-		Cook
Thomas Kotel	2017-	Chicago	Cook
Michael W. Lewis	2013-2018	Olympia Fields	Cook
Dwight A. Magalis	1999-2019	Libertyville	Lake
Christopher C. Melvin, Jr.	2012-2018	Chicago	Cook
Sarah Pang	2013-2017	Chicago	Cook
J.D. Ross	2008-2018	Joliet	Will
Brian Sager	2018-		McHenry
Douglas M. Troiani	1995-2015	Chicago Heights	Cook

AUTHORITIES	Terms	City	County
Southeastern Illinois Economic Development Authority			
D.R. Smith, Chair	2005-2010	Robinson	Crawford
Jeffrey Beckman	2012-	Vandalia	Fayette
Heather Cooper	2012-2014	Mt. Vernon	Jefferson
Charles A. Crowder	2012-2013	Flora	Clay
Larry Flach	2012-2014	Montrose	Cumberland
Todd Hull	2012-	Effingham	Effingham
Tom Web	2010	Toledo	Cumberland
DCEO, ex-officio			
19 Vacancies			
Southern Illinois Economic Development Authority			
Hervey Davis	2012-2014		Franklin
Willam Dill	2012-2013		Franklin
Kathy Lively	2013-2017		Williamson
Robert Mees	2012-2015		Williamson
Kelly Stewart	2012-2013		Franklin
J.D. Williams	2012-		Saline
Pete Witkewiz	2013		Franklin
DCEO, ex-officio			
13 Vacancies			
Southwestern Illinois Development Authority			
James S. Nations, Chair	2000-2017	Swansea	St. Clair
Reggie Sparks, Vice-Chair	1997-2021	Dorsey	Madison
Erika Kennett, Secretary	2016-	O'Fallon	St. Clair
Kevin Kaufhold, Treasurer	2011-2014	Belleville	St. Clair
Kevin Jemison	2016-2017	Troy	Madison
Gregory Kuehnel	2011-2014	Bethalto	Madison
David A. Miller	2006-2007	Belleville	St. Clair
Mark Rabe	2017-2020	Edwardsville	Madison
Jim Sullivan	2003-2014	Trenton	Clinton
Rickie Thomas	2016-2019	Washington Park	St. Clair
Kennard Tucker	2011-2014	Fairview Heights	St. Clair
Dave Willey	2007-2011	Greenville	Bond
DCEO, ex-officio			
DOT, ex-officio			
Tri-County River Valley Development Authority			
Russ Crawford, Chair	2010-2016	East Peoria	Tazewell
Jimmy Dillon, Vice-Chair		West Peoria	Peoria
John Abel		Pekin	Peoria
Laraine Bryson, Secretary	2012-2014	Peoria	Peoria
Michael Everett	2012-2015	Washington	Tazewell
Martin J. Helfers	2013-2016	Normal	McLean
Bob Knepp			Woodford
Ty Livingston		East Peoria	Tazewell
Christopher Setti		Peoria	Peoria
DNR, ex-officio			
DCEO, ex-officio			

AUTHORITIES	Terms	City	County
Upper Illinois River Valley Development Authority			
Robert Bakewell	2009-2021	Wenona	Marshall
Kevin Consadine	-2021	Lincolnshire	Lake
James Ghiglieri, Jr.	2002-2004	Toluca	Marshall
Michael Guilfoyle	1998-2021	Mendota	LaSalle
Dennis Hackett	2003-2004	Morris	Grundy
Scott Koeppel	-2020	Yorkville	Kendall
Deb Ladgenski	2009-2021	Spring Valley	Putnam
Phillip McCully	2002-2005	Toluca	Marshall
William Meagher	2002-2004	LaSalle	LaSalle
Greg Meyers	2000-2019	Aurora	Kane
Kevin Olson	2000-2013	Morris	Grundy
Kurt Schneider	2012-2021	Crystal Lake	McHenry
Thomas Setchell	2002-2005	Ottawa	LaSalle
John Shaw	2002-2004	Yorkville	Kendall
William Steep	2002-2005	Seneca	LaSalle
CMS, ex-officio			
DCEO, ex-officio			
3 Vacancies			
Western Illinois Economic Development Authority			
H.O. Brownback	2007-2019	Ashland	Cass
Rober Bucher	2015-20210	Lewistown	Fulton
Tiffany Cole	-2006	Monmouth	Warren
Terry Denison	-2018	Jacksonville	Morgan
Monte Graham	2005-2006	Havana	Fulton
Robin Allen Johnson	2010-2017	Monmouth	Warren
Max McClelland	2018	Rushville	Schuyler
Mike McLaughlin	2006-2022	Quincy	Adams
Terry Pope	-2020	Carthage	Hancock
Shawn Rennecker	2015-2021	Winchester	Pike
Robert Schafer	-2019	Murrayville	Scott
L. Scott Schwerer	2010-2022	Macomb	McDonough
Ed Teefey	2008-2020	Mount Sterling	Brown
Ken Walker	-2019	Havana	Mason
CMS, ex-officio			
DCEO, ex-officio			
5 Vacancies			
Will Kankakee Regional Development Authority			
Nelson Collins, Chair	2013-2017	Beecher	Will
Alice Argyelan, Vice-Chair	2009-2015	Bourbonnais	Kankakee
Phillip Williams, Treasurer	2008-2017	Lockport	Will
Debbie Lucas	2014-2017	Bourbonnais	Kankakee
Barbara Peterson	1997-2003	Beecher	Will
DCEO, ex-officio			
4 Vacancies			

STATE UNIVERSITIES	Terms	City	County
Chicago State University			
Nicholas Gowen, Chair	2017-2023	Chicago	Cook
Tiffany Harper, Vice Chair	2017-2023	Chicago	Cook
Kambium Buckner	2017-2023	Chicago	Cook
Corliss V. Garner	2018-2023	Chicago	Cook
Rev. Dr. Marshall Hatch, Sr.	2015-2019	Chicago	Cook
Dr. Horace Smith	2013-2019	Chicago	Cook
Jay Smith, Student Trustee	2017-2019	Chicago	Cook
Lary Owens, ex - officio			
Zaldwaynaka Z. Scott, ex-officio			
Vacancy			
Eastern Illinois University			
Timothy Burke, Chair	2015-2019	Evanston	Cook
Barbara A. Baurer, Vice-Chair	2017-2023	Minier	Tazewell
Carl Mito, Secretary	2016-2019	Arlington Heights	Cook
Daniel P. Caulkins	2015-2023	Decatur	Macon
Joseph R. Dively	2011-2023	Charleston	Coles
Jan Spivey Gilchrist	2013-2019	Olympia Fields	Cook
Phillip Thompson, Member Pro-Tem	2017-2023	Belleville	St. Clair
Derek Pierce, Student Representative	2017-2018	Mattoon	Coles
Governors State University			
Patrick Ormsby, Chair	2012-2023	Flossmoor	Cook
Lorraine Tyson, Vice Chair	2013-2019	Chicago	Cook
Bruce Friefeld, Secretary	1996-2019	Naperville	DuPage
Carney Barr	2017-2023	Olympia Fields	Cook
Corenelius Griggs	2017-2023	Chicago	Cook
Masah SamForay	2017-2023	Olympia Fields	Cook
Anibal L. Taboas	2013-2019	Woodridge	DuPage
Linda Coleman, Student Trustee	2017-2019		
Illinois State University			
Rocky Donahue, Chair	2011-2019	Orland Park	Cook
Robert Churney	2002-2019	Bartlett	DuPage
Robert Dobski	2015-2023	Bloomington	McLean
Julie A. Jones	2017-2023	Chicago	Cook
Mary Ann Louderback	2015-2021	Cary	McHenry
John Rauschenberger	2017-2023	Chicago	Cook
Sharon Rossmark	2017-2023	Northbrook	Cook
Sarah Aguilar, Student Trustee	2018-2019	Maroa	Macon
Northeastern Illinois University			
Wes Becton, Chair	2017-2021	Elmhurst	DuPage
George Vukotich, Vice-Chair	2016-2021	River Forest	Cook
Jim Palos, Secretary	2017-2023	Chicago	Cook
Robert A. Biggins	2011-2019	West Chicago	DuPage
Sherry Eagle	2017-2023	Chicago	Cook
Barbara Fumo	2011-2019	River Forest	Cook
Marvin Garcia	2009-2019	Chicago	Cook
Jonathan J. Stein	2011-2023	Wilmette	Cook
Elena Molloy, Student Trustee	2018-2019	Chicago	Cook
Vacancy			

STATE UNIVERSITIES

Northern Illinois University

	Terms	City	County
Wheeler G. Coleman, Chair	2011-2019	Chicago	Cook
Dennis Barsema, Vice-Chair	2017-2023	Barrington Hills	Cook
John R. Butler, Secretary	2008-2019	Chicago	Cook
Veronica Herrero	2017-2023	Chicago	Cook
Robert Pritchard	2018-2019	Kinckley	DeKalb
Timothy Struthers	2015-2023	DeKalb	DeKalb
Eric Wasowicz	2017-2023	Palatine	Cook
Nathan Hays, Student Trustee	2018-2019	DeKalb	DeKalb

Southern Illinois University

Amy Sholar, Chair	2015-2021	Alton	Madison
Phil Gilbert, Vice Chair	2011-2021	Carbondale	Jackson
Edgar Curtis, awaiting confirmation	2019-		
Ed Hightower, awaiting confirmation	2019-		
Subhash Sharma, awaiting confirmation	2019-		
John Simmons, awaiting confirmation	2019-		
Roger Tedrick, awaiting confirmation	2019-		
Brione Lockett, Student Trustee, SIUC	2018-2019	Rolling Meadows	Cook
Molly Smith, Student Trustee, SIUE	2018-2019	Johnston City	Franklin
Vacancy			

University of Illinois

Edward L. McMillan, Chair	2009-2021	Greenville	Bond
Ramon Cepeda	2015-2021	Darien	DuPage
Donald J. Edwards	2017-2023	Chicago	Cook
Patrick J. Fitzgerald	2013-2019	Chicago	Cook
Stuart C. King	2017-2023	Champaign	Champaign
Dr. Timothy N. Koritz	2009-2019	Roscoe	Winnebago
James D. Montgomery, Sr.	2007-2019	Chicago	Cook
Jill B. Smart	2015-2021	Downers Grove	DuPage
Trayshawn M. W. Mitchell, UIUC Student Rep.	2018-2019	Urbana	Champaign
Sanford E. Perl	2017-2023	Glencoe	Cook
Darius Newsome, UIC Student Rep.	2018-2019	Chicago	Cook
Shaina Humphrey, UIS Student Rep.	2018-2019	Waukegan	Lake
J.B. Pritzker, Governor of Illinois, ex-officio			

Western Illinois University

Greg Aguilar, awaiting confirmation	2019-		
Erik Dolieslager, awaiting confirmation	2019-		
Kisha Lang, awaiting confirmation	2019-		
Nick Padgett, awaiting confirmation	2019-		
Polly Radosh, awaiting confirmation	2019-		
Douglas Shaw, awaiting confirmation	2019-		
Jackie Thompson, awaiting confirmation	2019-		
Vacancy			

BACKGROUND

The Commission on Government Forecasting and Accountability (CGFA) is a not-for-profit, bipartisan, joint legislative research commission that provides the Illinois General Assembly with information relevant to the Illinois economy, taxes and other sources of revenue and debt obligations of the State. The Commission's specific responsibilities include:

1) Preparation of annual revenue estimates with periodic updates;
2) Analysis of the fiscal impact of revenue bills;
3) Preparation of State debt impact notes on legislation which would increase bond authorization;
4) Periodic assessment of capital facility plans;
5) Annual estimates of public pension funding requirements and preparation of pension impact notes;
6) Annual estimates of the liabilities of the State's group health insurance program and approval of contract renewals promulgated by the Department of Central Management Services;
7) Administration of the State Facility Closure Act.

The Commission also has a mandate to report to the General Assembly "…on economic trends in relation to long-range planning and budgeting; and to study and make such recommendations as it deems appropriate on local and regional economic and fiscal policies and on federal fiscal policy as it may affect Illinois…" This results in several reports on various economic issues throughout the year.

The Commission publishes research reports each year, a sample of which are listed below. In addition to a "Monthly Briefing", the Commission publishes the "Revenue Estimate and Economic Outlook" which describes and projects economic conditions and their impact on State revenues. The "Capital Plan Analysis" examines the State's capital appropriations plan and debt position. "The Financial Conditions of the Illinois Public Retirement Systems" provides an overview of the funding condition of the State's retirement systems. Also published are an Annual Fiscal Year "Budget Summary"; "Report on the Liabilities of the State Employees' Group Insurance Program"; and "Report of the Cost and Savings of the State Employees' Early Retirement Incentive Program". The Commission may publish special topic reports that have or could have an impact on the economic well-being of Illinois. For a listing of all reports published, visit the Commission's website.

These reports are available from:

Commission on Government Forecasting and Accountability
802 Stratton Office Building
Springfield, Illinois 62706
(217) 782-5320
(217) 782-3513 (FAX)

http://cgfa.ilga.gov