



Capital Plan Overview

The proposed \$12 billion capital plan, Move Illinois: *The Illinois Tollway Driving the Future*, will provide customers with a fully rebuilt, state-of-the-art system and critical new regional projects that will improve mobility, relieve congestion, reduce pollution and link economies across the Midwest.

Key Goals

- Save drivers time and money
- Drive the economic engine
- Build a 21st century transportation system
- Take care of the existing system
- Be the “cleanest and greenest” program in history

Existing Illinois Tollway System Needs

Projects totaling \$8.32 billion are needed to maintain the existing Tollway system:

- Reconstructing and widening the Jane Addams Memorial Tollway (I-90)
- Reconstructing the central Tri-State Tollway (I-294) and Edens Spur (I-94)
- Preserving the Reagan Memorial Tollway (I-88)
- Preserving the Veterans Memorial Tollway (I-355)
- Repairing roads, bridges and maintenance facilities
- Other capital projects

New Priority Projects

Projects totaling \$3.83 billion are included to improve regional mobility:

Jane Addams Tollway (I-90) Transit Opportunities

- Creating 21st century, state-of-the-art corridor linking Rockford to O’Hare
- Planning for transit options in conjunction with rebuilding and widening

Tri-State Tollway (I-294)/I-57 Interchange Construction

- Linking I-294 and I-57, one of two points in the nation where interstates cross, but do not connect
- Increasing economic development opportunities throughout the Chicago Southland, including improved access for local communities and freight

Elgin O’Hare West Bypass Construction

- Rehabilitating and widening existing Elgin O’Hare Expressway
- Building new all-electronic roadways to link O’Hare and surrounding communities and businesses
- Increasing travel efficiency for commuters and commerce

Commits Funding for Planning Studies

- Illinois Route 53 Corridor
 - Illiana Expressway
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Key Benefits

The proposed \$12 billion capital plan for Move Illinois: *The Illinois Tollway Driving the Future*, will create jobs, stimulate the economy, provide better travel conditions and relieve congestion. The Tollway's new capital plan will ensure that the Chicago area remains competitive with other major cities in the U.S. and around the world.

Congestion Relief

- Offers customers opportunities to reduce costs – time and fuel
- Roadway improvements offer drivers time savings
 - Jane Addams Memorial Tollway (I-90) improvements projected to save 25 minutes on the average trip from Elgin to the Kennedy Expressway
 - Elgin O'Hare West Bypass projected to save 13 minutes on the five-mile trip from I-290 to York Road

Economic Benefits

- Adds \$21 billion to the regional economy
- Stimulates regional economic development and growth
- Supports quick and efficient transport of goods, services and workers

Jobs

- Creates more than 120,000 direct jobs
- Ensures \$1 billion of annual construction
 - Creates more than 13,000 construction-related jobs annually
 - Sustains those jobs for the next decade
- Elgin O'Hare West Bypass creates opportunities for an estimated 65,000 jobs

Mobility

- Includes three capital projects endorsed by the Chicago Metropolitan Agency for Planning's (CMAP) GO TO 2040 Plan to enhance regional mobility
- Provides opportunity for transit and the creation of innovative and environmentally sound solutions to combat regional congestion

Clean and Green

- Minimizes the environmental impact of new roadway construction by reducing, recycling and reusing materials
 - Commits to incorporating renewable energy products including solar panels, wind turbines and geothermal systems
 - New and existing infrastructure projects including maintenance site reconstruction will seek a recognized green project standards and certification for Leadership in Energy and Environmental Design (LEED)
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Save Drivers Time and Money

Increased capacity and new access from projects in Move Illinois: *The Illinois Tollway Driving the Future*, will provide drivers with options and opportunities to save time and money over the next decade and beyond.

Cost of Congestion

- Chicago has the nation's worst road congestion
- Congestion costs the Chicago area between \$4 billion and \$7 billion annually
- The Chicago Metropolitan Agency for Planning projects 2.5 million more people will live and work in northeast Illinois by 2040

New Roadways Will Reduce Travel Times

The Chicago Metropolitan Agency for Planning projects that—collectively—these three major projects will reduce vehicle miles traveled in congestion by 1 million miles daily, resulting in savings of more than \$775 million annually due to reduced congestion and delays.

- ***Jane Addams Memorial Tollway (I-90) Reconstruction***
 - Will save drivers 25 minutes traveling between Elgin and the Kennedy Expressway
 - Will accommodate up to 30,000 more vehicles per day
 - Will save drivers \$440 million annually in fuel and productivity costs
 - ***Elgin O'Hare West Bypass***
 - Reduce traffic volume on local roads by 17 percent during rush hour – about 10 minutes per one hour trip
 - Will accommodate three times as many vehicles per day as local roads carry now
 - Will save drivers 13 minutes on a five-mile trip from I-290 to York Road
 - ***Tri-State Tollway (I-294)/I-57 Interchange***
 - Will accommodate 76,000 vehicles per day
 - Will save drivers \$4 million annually in fuel consumption
 - Tri-State Tollway commuters using I-80 to I-57 will save 25 hours per year
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Drive the Economic Engine

New roads can improve quality of life by saving people time and money, creating jobs and stimulating local economies. The Tollway's capital plan provides an opportunity to help drive Illinois' economy and provide the infrastructure improvements necessary to continue to support the quick and efficient transport of goods, services and workers.

Regional Statistics

- Northern Illinois is one of the largest inland ports in the world and the Tollway is a primary freight route carrying more than 270 million tons of freight annually
- Truck traffic is projected to increase by more than 70 percent over the next 30 years
- Better transportation means reduced cost to access markets and higher market shares

Move Illinois: *The Illinois Tollway Driving the Future*, will stimulate economic growth

- Adds \$21 billion to the regional economy
- Creates more than 120,000 direct jobs
 - \$1 billion of annual construction creates more than 13,000 construction-related jobs annually
 - Sustains those jobs for the next decade

Jane Addams Memorial Tollway (I-90) Reconstruction and Widening

- Will create 11,500 additional permanent jobs within the Chicago region
- Provides opportunities for local interchange improvements
- Ensures opportunity for future transit expansion
- Projected to handle more than 15,000 commercial trucks per day carrying 375,000 daily tons of freight

Tri-State Tollway (I-294)/I-57 Interchange

- Will support more than 4,000 jobs during construction
- Will create 2,000 permanent jobs
- Dramatically improves access and economic development opportunities throughout the Chicago Southland
- Interchange at I-57 and 147th Street ramps improve local access to underserved communities

Elgin O'Hare West Bypass

- Will create 13,450 jobs annually in the region during construction
 - Creates opportunity for 65,000 permanent jobs
 - Improves links between O'Hare and surrounding communities and businesses
 - Improves freight shipment operations
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Job #1 – Take Care of Existing System Needs

The Illinois Tollway receives no state or federal tax dollars for system maintenance and operation and:

- Serves 1.4 million daily drivers
- Provides four interstate highways crossing 12 counties in Northern Illinois
- Maintains 286 miles of roadway and 642 bridges

The proposed capital plan provides \$8.32 billion to maintain the existing Tollway System and address needs for 2012-2026:

Reconstruct and Widen Jane Addams Memorial Tollway (I-90) – \$2.37 billion

- Rebuilds and widens 52-year-old roadway – eight lanes from the Kennedy Expressway to the Elgin Toll Plaza and six lanes from the Elgin Toll Plaza to I-39 (Rockford)
- 62 miles of roadway improvements
- Interchanges, ramp and bridge repairs

Reconstruct Tri-State Tollway (I-94/I-294) – \$2.13 billion

- Rebuilds Central Tri-State Tollway pavement ranging from 20-52 years old – eight lanes from 95th Street to Balmoral Avenue
- Rebuilds Edens Spur – four lanes from Tri-State Tollway (I-294) to Edens Expressway
- 27 miles of roadway improvements
- Ramp and bridge repairs

Preserve Reagan Memorial Tollway (I-88) – \$389 million

- Resurfacing 43 miles from IL Route 251 (Rochelle) to IL Route 56 (Sugar Grove) to extend pavement life
- Rebuilds roadway between York Road and I-290 and four-mile-long ramp connecting I-88 with the Tri-State Tollway (I-294)
- Ramp and bridge repairs

Preserve Veterans Memorial Tollway (I-355) – \$511 million

- Resurfacing between I-55 and Army Trail Road to extend pavement life
- 17.5 miles of roadway improvements

Systemwide Improvements and Local Interchanges – \$1.35 billion

- Reconstruct and restore nine maintenance facilities, most of which are 52-years-old
- Pavement, drainage and safety repairs

Other Capital Projects – \$1.57 billion

- Electronic toll collection system upgrades
 - Annual capital expenditures
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The “Cleanest and Greenest” Program in History

Move Illinois: *The Illinois Tollway Driving the Future*, will minimize the environmental impact of new roadway construction by reducing, recycling and reusing materials. The Illinois Tollway is committed to using renewable energy and green technology, as well as adopting research initiatives and best management practices to reduce energy use and costs.

Natural Environment and Resource Protection

Minimize environmental impacts by adopting mitigation and landscaping projects with local and regional benefits, and adopt best management practices to improve nearby wetlands and waterways.

- **Wetland mitigation** – For every acre impacted, a minimum of 1.5 acres will be restored or created.
- **Native vegetation** – Use native and adaptive vegetation to reduce maintenance and mowing costs.
- **Stormwater management** – Continue and expand surface and groundwater monitoring research; use results to guide future work.

Waste Reduction and Recycling

Increase the use of recycled, reused and reclaimed materials. New programs and tracking mechanisms will quantify resources preserved and materials recycled, as well as eliminate landfill waste.

- **Waste-reduction work zone** – Develop a pilot project to eliminate construction waste that is traditionally sent to landfills for disposal.
- **100 percent recycled materials** – Recycled concrete, asphalt and other materials, including roof shingles and tires, will be used as base materials, backfill and in new pavements.

Renewable Energy and Energy Conservation

Incorporate renewable energy sources and conservation strategies proven to provide operational and maintenance benefits to conserve energy and reduce costs.

- **Renewable energy** – Install solar, wind and geothermal systems.
- **Warm-mix asphalt** – Maximize use in place of hot-mix asphalt on all program projects, reducing CO₂ emissions and energy consumption by about 20 percent during asphalt production.

Investing in Technology

Incorporate new and innovative technologies to reduce maintenance and operating costs without sacrificing quality and effectiveness.

- **LEED-certified buildings** – Develop construction plans for maintenance facilities and other buildings that meet standards for Leadership in Energy and Environmental Design (LEED) and other green certification standards.

Intelligent Transportation Systems – Installation and use of dynamic message signs, portable changeable message signs, cameras and other technologies to enhance safety and reduce delays; every minute of delay can result in four to nine minutes of congestion.



Budget Cuts and Increased Transparency and Accountability

Since April 2010, the Tollway has implemented one-time or multi-year budget cuts of \$62.2 million and more than \$14 million in annual recurring savings.

The Tollway's 2011 Budget includes a nearly 4 percent cut in operating expenses from the original 2010 Budget. This marked the first time in Illinois Tollway history that the annual operating budget is less than the year before.

Reducing spending and doing more with less

- Eliminated 106 vacant positions from the Tollway's 2011 Budget – a 6 percent cut from the budget for a total of 1,598 employees
 - Represents 328 positions and a 17 percent cut in the Tollway's workforce since 2002
- Strengthened our processes for collecting toll violation fines and fees to ensure that the Tollway is collecting all that is owed to us
 - Collected nearly \$5 million from Indiana violators in 2010
 - Will collect an additional \$1 million annually from other out-of-state customers

Additional cost-savings initiatives underway

- Explored new ways to generate non-toll revenue, including finding a corporate sponsor for the Tollway's H.E.L.P. Truck Program
- Leveraging research partnerships to reduce costs – conduct focus group project with the University of Illinois at Chicago and sponsored a Research Symposium in June 2011

Increased transparency and accountability

- Webcasting live all Board and Committee meetings on the Tollway's Web site
 - Posting all FOIA requests and construction project budget and completion information on the Tollway's Web site
 - Created a new Office of the Tollway Inspector General to investigate fraud, waste and abuse
 - Launched a new feature that allows customers to view license plate images and dispute toll violations online
 - Audited use of employee assets, including permanently assigned vehicles, transponders, laptops, Blackberries and cell phones
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Illinois Tollway is a Good Value

The Illinois Tollway has continued to provide drivers great value for their money over the past 52 years

- When the Tollway opened for business in 1958, toll rates were set at 30 cents
- Seventy five percent of Tollway users drive passenger cars with I-PASS and have not seen a toll rate increase since 1983 – 28 years

The Illinois Tollway offers customers one of the lowest toll rates in the nation

- The Illinois Tollway continues to offer rates below the national average – 7 cents per mile
- The Illinois Tollway currently has the second lowest per-mile rate of any toll road in the nation – no other drivers on toll roads elsewhere in the U.S. have gone without a toll increase since 1983
- With the proposed increase, the Illinois Tollway will rank 29 among all 41 toll road agencies in the U.S. in terms of price – still in the bottom third and just 6 cents per mile

What it means for customers

- The preliminary plan includes a toll rate increase of 35 cents at a typical toll plaza for I-PASS customers
- With this increase, the cost of a car trip on the Tollway system for an average I-PASS customer would be \$1.18 – up from today’s average of 63 cents per trip and an increase of \$2.75 a week or \$11.00 a month

The Illinois Tollway’s rates are a bargain compared to many other consumer goods.

- When adjusted for inflation, 40 cents in 1983 is equivalent to 90 cents today, and the proposed new rates are still lower than if they had kept pace with inflation

	1958	1983	2011
First-class postage stamp	.04	.20	.44
White bread per pound	.19	.54	\$1.59
Full-size car	\$2,200	\$10,627	\$35,655
Average home	\$36,500	\$86,200	\$126,100
McDonald’s hamburger	.15	.50	\$1.00
Daily Herald	.10	.25	1.00
Chicago Tribune	.07	.25	1.00
Chicago Sun-Times	.07	.25	.75
Rockford Register Star	.10	.25	1.00
SouthtownStar	.10	.25	.75

Comparison of Toll Rates - I-PASS Car

The plan includes a toll rate increase of 35 cents at a typical mainline toll plaza. With this increase, the average car trip on the Tollway system for an I-PASS customer would be \$1.18 - up from today's average of 63 cents per trip.

Car Published Toll Rates by Agency		
Agency	\$/ Mile (Road Length Veiqht/d	Last Toll Rate Change
Skyway Concession Company (PPP) (Chicago, IL)	0.449	January 1, 2011
California Transportation Ventures, Inc. (PPP) (South Bay Expressway, San Diego, CA)	0.366	June 1, 2011
Transurban (PPP) (Pocahontas Parkway, Richmond, VA)	0.341	February 7, 2011
Metacore (PPP) (Dulles Greenway, Washington DC)	0.321	July 1, 2010
Northwest Parkway LLC (PPP) (Denver, CO)	0.310	January 1, 2010
Transportation Concor Agencies (Orange County, CA)	0.283	July 1, 2011
E-470 Public Highway Authority (PPP) (Denver, CO)	0.250	January 1, 2011
Richmond Metropolitan Authority (Richmond, VA)	0.237	September 8, 2008
Beaon Express (Private) (Gulf Coast Region, AL)	0.222	January 1, 2010
Fort Bend County Toll Road Authority (Houston, TX)	0.201	January 1, 2009
City of Chesapeake (VA)	0.188	May 1, 2011
Central Texas Regional Mobility Authority (Austin, TX)	0.172	January 1, 2010
Tampa-Hiilseboough Expressway Authority	0.167	September 17, 2010
Miami Dade Expressway Authority	0.165	July 17, 2010
Harris County Toll Road Authority (Houston, TX)	0.162	February 26, 2011
Metropolitan Washington Airports Authority (Dulles Toll Road, Washington DC)	0.149	January 1, 2011
North Texas Tollway Authority (Dallas, TX)	0.145	July 1, 2011
Osceola County (Orlando, FL)	0.141	April 1, 2009
Texas Tollways (Texas Department of Transportation (Laredo, TX and Tyler, TX)	0.127	June 1, 2009
Connector 2000 Association, Inc. (PPP) (Greenville Southern Connector, Greenville, SC)	0.125	November 1, 2009
Orlando-Orange County Expressway Authority	0.121	April 8, 2009
Central Texas Turnpike System (Austin, TX)	0.117	May 7, 2009
Virginia Transportation Authority	0.116	May 1, 2009
South Carolina DOT	0.100	March 30, 2008
Delaware DOT	0.096	October 1, 2007
Pennsylvania Turnpike Commission	0.088	January 2, 2011
South Jersey Transportation Authority	0.080	November 18, 2008
Georgia State Road and Tollway Authority	0.079	
Virginia DOT	0.075	
Florida Department of Transportation (includes Florida Turnpike Enterprise)	0.066	March 4, 2004
Oklahoma Turnpike Authority	0.053	August 4, 2009
New Jersey Turnpike Authority	0.048	December 1, 2008
Massachusetts Department of Transportation	0.046	January 1, 2008
West Virginia Parkway's Authority	0.044	August 1, 2009
Maine Turnpike Authority	0.044	February 1, 2009
New Hampshire DOT	0.043	July 1, 2009
New York State Thruway	0.043	January 3, 2009
Ohio Turnpike Commission	0.042	October 1, 2009
Kansas Turnpike Authority	0.039	October 1, 2009
Illinois State Toll Highway Authority	0.200	January 1, 2005
Indiana Toll Road Concession Company (PPP)	0.010	July 1, 2011
National Average	0.072	

In 2012



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2

Comparison of Toll Rates - Trucks

The commercial vehicle increase previously approved by the Tollway Board in 2008 will remain. Commercial rates are scheduled to increase a total of 60 percent between 2015 and 2017 and are tied to the Consumer Price Index beginning in 2018.

Truck (Five-Axle) Published Toll Rates by Agency		
Agency	\$/ Mile (Facility Veiqht/d	Last Toll Rate Change
Skyway Concession Company (PPP) (Chicago, IL)	2.154	January 1, 2011
Harris County Toll Road Authority (Houston, TX)	1.698	February 26, 2011
Northwest Parkway LLC (PPP) (Denver, CO)	1.240	January 1, 2010
Transportation Concor Agencies (Orange County, CA)	1.146	July 1, 2011
Virginia Transportation Authority	1.052	May 1, 2009
E-470 Public Highway Authority (PPP) (Denver, CO)	1.001	January 1, 2011
Metacore (PPP) (Dulles Greenway, Washington DC)	0.964	July 1, 2010
Fort Bend County Toll Road Authority (Houston, TX)	0.837	January 1, 2009
California Transportation Ventures, Inc. (PPP) (South Bay Expressway, San Diego, CA)	0.770	June 1, 2011
Miami Dade Expressway Authority	0.718	July 17, 2010
Central Texas Regional Mobility Authority (Austin, TX)	0.690	January 1, 2010
Transurban (PPP) (Pocahontas Parkway, Richmond, VA)	0.682	February 7, 2011
Tampa-Hiilseboough Expressway Authority	0.667	September 17, 2010
Central Texas Turnpike System (Austin, TX)	0.602	May 7, 2009
North Texas Tollway Authority (Dallas, TX)	0.597	July 1, 2011
Osceola County (Orlando, FL)	0.565	April 1, 2009
South Carolina DOT	0.500	March 30, 2008
Delaware DOT	0.478	October 1, 2007
Beaon Express (Private) (Gulf Coast Region, AL)	0.444	January 1, 2010
Connector 2000 Association, Inc. (PPP) (Greenville Southern Connector, Greenville, SC)	0.438	November 1, 2009
Texas Tollways (Texas Department of Transportation (Laredo, TX and Tyler, TX)	0.415	June 1, 2009
Orlando-Orange County Expressway Authority	0.393	April 8, 2009
Pennsylvania Turnpike Commission	0.358	January 2, 2011
Georgia State Road and Tollway Authority	0.358	
Illinois State Toll Highway Authority	0.545	January 1, 2005
Richmond Metropolitan Authority (Richmond, VA)	0.347	September 8, 2008
South Jersey Transportation Authority	0.316	November 18, 2008
Florida Department of Transportation (includes Florida Turnpike Enterprise)	0.290	March 1, 2004
Metropolitan Washington Airports Authority (Dulles Toll Road, Washington DC)	0.281	January 1, 2011
City of Chesapeake (VA)	0.250	May 1, 2011
Indiana Toll Road Concession Company (PPP)	0.230	July 1, 2011
New Hampshire DOT	0.209	July 1, 2009
Massachusetts Department of Transportation	0.202	January 1, 2008
New Jersey Turnpike Authority	0.201	December 1, 2008
Oklahoma Turnpike Authority	0.196	August 4, 2009
West Virginia Parkway's Authority	0.184	August 1, 2009
Maine Turnpike Authority	0.176	February 1, 2009
New York State Thruway	0.173	January 3, 2009
Virginia DOT	0.150	
Ohio Turnpike Commission	0.133	October 1, 2009
Kansas Turnpike Authority	0.120	October 1, 2009
National Average	6.505	

In 2015



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1



A Toll Increase is Necessary

The proposed capital plan is financed by bonds backed by a toll increase for passenger vehicles, including those with I-PASS, and a previously approved commercial toll rate increase beginning in 2015.

The Illinois Tollway is a user-fee system

- No state or federal tax dollars are used to support the maintenance and operation of the Tollway system
- Only drivers who choose to use the Tollway pay for the Tollway

A gas tax increase would be needed without the Tollway

- Without the Illinois Tollway, the state would need to raise the gas tax by about 9 cents a gallon statewide to pay for maintenance and operation of existing Tollway roads – or 11-12 cents a gallon if the tax was only applied to the Tollway’s 12-county service area
- To fund the infrastructure improvements included in this capital plan, the state would need to raise the gas tax by more than 20 cents a gallon

The proposed toll increase offers a fair and reasonable balance for customers

- Preliminary plan includes a toll rate increase of 35 cents at a typical mainline toll plaza
- With this increase, the average car trip on the Tollway system for an I-PASS customer would be \$1.18 – up from today’s average of 63 cents per trip – an increase of \$2.75 a week or \$11 a month.
- Seventy-five percent of the Tollway’s customers have not had a toll increase since 1983 – 28 years ago
- The last time the Tollway adjusted toll rates was 2005, doubling cash tolls for cars, while leaving the price of electronic tolls unchanged. This successfully induced electronic toll payments and, today, more than 83 percent of the Tollway’s transactions are electronic

I thought the Tollway would be free one day?

- The Illinois Tollway was created by the state legislature in 1953
- A promise was made that once the bonds used to build the original 187 miles of the Illinois Tollway were paid off, the roads would become freeways
- Promise was well-intentioned, but shortsighted
- Promise did not consider the need to maintain the system or need to answer future demands for new roads
- Maintenance and expansion of our roadway infrastructure must be paid for one way or another

Illinois Tollway Toll Rate History

