

RESOLUTION NO.

Resolution

The Executive Director of the Illinois State Toll Highway Authority (“Tollway”) is authorized to proceed with public hearings to get public comment on the proposed capital plan and the toll rates and increases described below.

Pursuant to Resolution No. 18029, adopted on December 20, 2007, the Tollway has been evaluating potential future capital projects that may benefit the citizens and businesses of the State of Illinois. As part of its preparation of its ten-year capital plan required by section 23(e) of the Toll Highway Act (“Act”) the Tollway has been evaluating the capital investments needed to maintain its current system in a state of good repair. The Tollway has established and participated in various advisory committees focused on potential transportation projects in the region.

As a result of these activities and analysis the Tollway has determined that in addition to the capital investments necessary to preserve its current system in a state of good repair, the Tollway should proceed with planning for and/or construction of a variety of improvements, including but not limited to: (i) construction of the I-57/I-294 interchange; (ii) construction of a West Bypass around O’Hare Airport; (iii) construction of a Western Extension of the Bypass running from the West Bypass to I-290; (iv) reconstruction and eastward extension of the Elgin-O’Hare Expressway to I-290 (segments (ii) – (iv) collectively known as “Elgin O’Hare West Bypass”); (v) reconstruction of I-90, with such reconstruction to add a lane and support potential bus transit service and future rail service in the corridor; (vi) planning of the Illinois Route 53 North Extension; (vii) planning of the Illiana Expressway; and (viii) planning and possible construction of other projects as developed by the Tollway or brought to the Tollway’s attention by a metropolitan planning organization, another transportation agency or the public.

The Tollway has determined that despite its successful implementation of cost-saving measures, anticipated future toll revenue at its current toll rates for passenger vehicles--which are among the lowest in the country--will be insufficient to cover its current system needs and provide sufficient capital to fund needed expansions and improvements to the Tollway system. In compliance with the requirements of the Act the Tollway seeks to hold public hearings on the proposed capital plan and associated toll increase.

The proposed toll increases and rates are as follows:

Commencing on January 1, 2012, except with respect to Elgin O’Hare West Bypass, which shall commence no sooner than 2015:

Existing Tollway System (Passenger Vehicles)

Current I-PASS Rate	Current CASH Rate	Proposed I-PASS Rate	Proposed CASH Rate
\$0.15	\$0.30	\$0.30	\$0.60
\$0.25	\$0.50	\$0.45	\$0.90
\$0.30	\$0.60	\$0.55	\$1.10
\$0.35	\$0.70	\$0.65	\$1.30
\$0.40	\$0.80	\$0.75	\$1.50
\$0.50	\$1.00	\$0.95	\$1.90
\$0.55	\$1.10	\$1.05	\$2.10
\$0.65	\$1.25	\$1.20	\$2.40
\$0.75	\$1.50	\$1.40	\$2.80
\$0.80	\$1.60	\$1.50	\$3.00
\$0.95	\$1.90	\$1.80	\$3.60
\$1.00	\$2.00	\$1.90	\$3.80
Elgin - O'Hare West Bypass: Proposed Maximum Toll Rates per Mile-Through Trips			
Auto I-PASS Rate	Small Truck I-PASS Rate	Medium Truck I-PASS Rate	Large Truck I-PASS Rate
\$0.20	\$0.60	\$0.90	\$1.60
Auto Rate Non-I-PASS Rate	Small Truck Non-I-PASS Rate	Medium Truck Non-I-PASS Rate	Large Truck Non-I-PASS Rate
\$0.40	\$1.20	\$1.80	\$3.20

Future All-Electronic Road Segments-Vehicles without I-PASS: Tolls will be double the applicable I-PASS rate.

Copies of public statements made at these hearings shall be furnished to Board members promptly. The Executive Director shall make appropriate recommendations to the Board at its August 25, 2011 meeting with respect to the matters covered at the public hearings.

Approved by: _____

Chair