

How New Toll Rates Were Established

Financing Open Roads for a Faster Future

The Tollway has reviewed and analyzed capital needs of the system, and has produced a long-term capital plan: *Open Roads for a Faster Future*. This 10-year capital plan to fix the existing system and build I-355 South costs about \$5.3 billion. The Tollway must also continue to fund ongoing operating costs and non-roadway capital investments.

Tollway staff, traffic consultants and financial advisors evaluated numerous toll rate scenarios and capital financing plans. We assessed the impact on the system of not raising tolls, and reviewed the impact of imposing multiple rate changes over time. We evaluated scenarios that raised tolls to rates as high as \$1.00 for passenger vehicles and \$5.00 for large trucks at typical mainline plazas. We discussed the importance of mitigating congestion, reducing emissions, encouraging use of the system during off-peak hours, and simplifying the vehicle classification system while generating revenues necessary to rebuild and enhance the system.

In order to finance operating costs, non-roadway capital investments, and the 10-year capital plan, the Long-Range Plan is based on revenues totaling \$650 million in 2005, growing to more than \$850 million in 2014. The plan includes revenues from the south extension of I-355 to I-80 beginning in 2008

This financial plan minimizes the impact of toll increases on Illinois commuters using I-PASS, streamlines the toll classification system, and maintains a manageable debt burden for the system.

Rate Simplification

The new rate structure includes simplification of the classification system. The new classification system is reduced from ten classes to four categories.

Class 1 includes motorcycles, automobiles, and other two-axle passenger vehicles.

Class 2 includes two-axle commercial vehicles, primarily single unit trucks and buses.

Class 3 includes three and four axle vehicles.

Class 4 includes vehicles with five or more axles.

New Toll Rates - Autos

Typical Plaza Rates			
Autos	Current	New	
I-PASS ¹	\$ 0.40	\$	0.40
Cash ¹	\$ 0.40	\$	0.80
I-PASS / I-355 and I-355 Extension ²	\$ 0.50	\$	0.50
Cash / I-355 and I-355 Extension ²	\$ 0.50	\$	1.00

¹ Average rate on all Illinois Tollroads (excluding I-355)

² I-355 extension is a higher rate, like the existing I-355 (since both built later at higher cost)

New Toll Rates - Trucks

Typical Plaza Rates		
Trucks	Current	New Peak /Non Discount Rate
Small - 2 axles	\$0.50	\$1.50
Medium - 3 & 4 axles	\$0.75 - \$1.00	\$2.25
Large - 5+ axles	\$1.25 - \$1.50+	\$4.00

Congestion Pricing - Typical Plaza Rates				
	Daytime Non-Peak*		Overnight	Peak
	I-PASS Weekday Non-Peak & Daytime Weekends	Cash	I-PASS & Cash 10PM-6AM	I-PASS & Cash 6AM-9AM & 3:30PM-6:30PM
Small Truck	\$1.00	\$1.50	\$1.00	\$1.50
Medium Truck	\$1.75	\$2.25	\$1.75	\$2.25
Large Truck	\$3.00	\$4.00	\$3.00	\$4.00

*The daytime non-peak discounted rate for I-PASS will sunset on December 31, 2008 when most construction will be finished, and the peak rates will then apply to the daytime non-peak periods. The non-peak rates apply from 9AM - 3:30PM & 6:30PM - 10PM on weekdays, and on weekends.

The new rate structure reduces the number of truck categories from 7 to 3.

PROPOSED NEW VEHICLE CLASSIFICATIONS	
Category	Description
Auto	2 axles; auto, motorcycle
Small Truck	2 axles/6 tires; single unit trucks, buses
Medium Truck	3 & 4 axles; trucks, buses, autos with 1-2 axle trailers
Large Truck	5+ axles; trucks, autos with 3+ trailers

In total, these rates are estimated to generate \$626 million in 2005, and toll revenues are projected to grow at an average annual rate of 2.8 percent from 2005 through 2014. These revenues along with other revenues of the Tollway will fund operating costs and other non-roadway capital investments, finance an additional \$2.8 billion of bond proceeds, and generate \$2.5 billion of current revenues for capital improvements and repairs to roadway infrastructure.