



# ILLINOIS TOLLWAY UPDATE



## ILLINOIS TOLLWAY BREAKS NEW GROUND IN SUPPORT OF SMALL AND DIVERSE BUSINESSES

The Illinois Tollway Board of Directors has approved a new Rolling Owner Controlled Insurance Program (ROCI), continuing the agency’s commitment to breaking down the barriers that are impeding small and diverse businesses from participation on heavy highway construction projects in Illinois.

The new program secures a way to provide access to general liability insurance and coupled with ongoing unbundling of contracts to increase the number of bid opportunities available at \$5 million or less, is part of Tollway leadership’s promise to deliver a broader, more effective assistance for small businesses.

“Time and time again we have heard about the challenges faced by small businesses that want to join and compete in the heavy highway construction

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## TRAFFIC OPERATIONS WEATHERS THE STORM

Traffic operations technicians at the Illinois Tollway are accustomed to working independently in a fast-paced, high-pressure environment.

They serve on the front lines of providing safe, efficient travel for the motoring public, constantly monitoring traffic on the Tollway system and assisting roadway



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## ILLINOIS TOLLWAY ART CONTEST HONORS “EVERYDAY HEROES” IN COVID OUTBREAK

To mark the 10th anniversary of its annual Map Cover Art Contest, The Illinois Tollway this year is inviting high school students to submit original artwork honoring the “Everyday Heroes” who are doing extraordinary things to help their communities respond to the COVID-19 outbreak.

The winning entry in the contest, which the Tollway sponsors in partnership with Blick Art Materials and MB Real Estate (MBRE), will be featured on the Tollway’s 2021 map.

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industry, and now we are delivering easy solutions to help firms overcome these obstacles and move their businesses forward," said Illinois Tollway Executive Director José Alvarez. "Access to insurance, right-sized contracts, technical support, lines of credit and bonding are what stand in the way and we have successfully addressed three of these issues and will be working to deliver the final piece next."

The Tollway's first-of-its-kind self-insurance program focused on small and diverse business opportunities will fulfill the cost of construction contract requirements for commercial and general liability insurance coverage provided for on-site activities of prime contractors, subcontractors, vendors. In return, contractors will not include the insurance costs in the bids submitted on Tollway contracts.

A typical ROCIP is offered on a project basis, however, the Tollway will fund an insurance program with a minimum of \$75 million in ROCIP covered small business projects with the capacity to grow up to \$250 million in construction contracts for *Move Illinois* Program contracts over the next 3 years.

To date, more than \$8.3 billion has been invested by the Illinois Tollway since the \$14 billion *Move Illinois* Program began in 2012, with more than \$2 billion of that total committed to small, diverse and veteran-owned firms.

ROCIP will cover projects designated for certified small businesses bidding on upcoming *Move Illinois* contracts, including facilities, landscaping, roadway, bridges, noise and retaining walls, grading and drainage, lighting/fiber optic, demolition, as well as material fabrication and other categories of work.

Assisting contractors with general liability insurance goes hand-in-hand with the Tollway's ongoing efforts to support small and diverse firms that want to work for the Illinois Tollway, including unbundling larger construction contracts to ensure a greater number of right-sized contract opportunities for small businesses.

Nearly 80 percent of the total number of construction contracts advertised by the Tollway in 2020 are unbundled, accounting for nearly nine percent of the total value of capital program construction contract awards in 2020. The tollway will continue these unbundling efforts in 2021 through 2023.

By unbundling projects, the Tollway is creating new points of entry for various-sized firms to participate in contracting opportunities appropriate for the firm's business model, size, qualifications and capabilities. This process also provides a mechanism to grow and graduate existing firms from a sub assignment to a prime contracting position.

In addition, the Illinois Tollway's Technical Assistance Program is providing services for all types of transportation-related firms, including small, diverse and veteran-owned businesses, to participate on highway and vertical construction contracts. The program is comprised of six providers who offer a range of services for businesses at 10 locations across the Tollway system.

Technical Assistance Program providers offer firms comprehensive, customized business development assistance to build financial understanding and business plan development for increased business stability and growth in the transportation-related construction industry.

"During this pandemic, our team has worked hard to continue providing a safe travel experience for the millions of Illinois Tollway customers who use our roads daily, while also delivering meaningful toll reforms and continuing to invest in improving our system," said Illinois Tollway Executive Director José Alvarez. "The challenges of COVID-19 have led people from many different walks of life to step up and work harder than ever before for their communities – and this year we'd like to also honor those everyday heroes."

Due to the pandemic, the entire contest will be managed virtually via the Illinois Tollway's Official Facebook page. Art contest entries will be accepted on Facebook through October 28.

Beginning Nov. 2, members of the public can view the art and cast their votes via Facebook to choose the top three entries within a gallery on the site. The grand prize winner and two runners-up will be selected strictly by the number of "Likes" within that gallery.

Awards for the grand-prize winner include a \$400 gift certificate from Blick Art Materials and \$200 in gift certificates from MBRE to use at oases retail shops and restaurants. Runners-up will each receive a \$200 gift certificate from Blick Art Materials and \$100 in gift certificates from MBRE.

The contest is open to students at more than 300 high schools in the 12 counties served by the Illinois Tollway.

Last year, more than 70 student artists from more than 20 high schools throughout Northern Illinois submitted artwork in the contest, and more than 17,000 votes by members of the general public were cast to help select the winners.

The Illinois Tollway launched the Map Cover Art Contest in 2011 to highlight the work of talented art students from the communities served by the Illinois Tollway.

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## ILLINOIS TOLLWAY REFORM AND RELIEF PACKAGE HAVING BIG IMPACT ON CUSTOMERS

Since the Illinois Tollway in June launched *TOLLING 2020*, a comprehensive tolling relief program, thousands of drivers have taken advantage of the changes to save nearly \$50 million by settling their unpaid toll violations at drastically reduced rates.

Through mid-September, Tollway customers had cleared more than 86,000 outstanding toll violation notices making it the most successful relief package in the Tollway's history.

An update presented to the Tollway's Board of Directors at its September meeting outlined the scope and success of the program, which also included a new invoice process and COVID-19 relief in addition to the violation relief for drivers with outstanding toll violations.

Through the end of 2020, the Tollway reduced all outstanding \$20 and \$50 fines per toll will to \$3 per toll, providing an opportunity for thousands of drivers to obtain relief.

In the first 60 days following the launch, the Tollway cleared about 65,000 outstanding violation notices--about 7 times the number cleared in a 2009 amnesty program and nearly 6 times as many notices as were resolved during a 2005 amnesty. The Tollway in September was continuing to average about 8,000 payments weekly, with the average payment being about \$60.



The total savings to customers in reduced fines so far amounts to almost \$50 million, and thanks to ongoing messaging and outreach efforts customers are continuing to realize savings.

A separate provision in this reform package allows drivers who accrued unpaid tolls at the start of the COVID-19 outbreak to avoid any fines and simply pay their missed tolls and a 1-cent invoicing fee. The Tollway invoiced about 4.7 million tolls accrued between March 9 and June 25, when the Tollway first switched to all-electronic tolling and closed cash lanes as a safety measure for customers and workers.

Also, moving forward as part of the reforms, customers are now are mailed an invoice with a \$3 fee per unpaid toll for passenger vehicles, a cost reduction of about 85 percent from the initial \$20 violation previously charged.

And as always, all fees can be avoided by paying online within 14 days of the violation.

Customers with outstanding toll violation notices should pay their balances by the end of the year to take full advantage of the financial savings offered by the reforms.

## MARTINEZ FROGS KEEPS GROWING THROUGH ILLINOIS TOLLWAY'S TECHNICAL ASSISTANCE PROGRAM

*Program helps small and diverse businesses gain opportunities to work on Tollway projects*

MELROSE PARK—Ricardo Martinez launched his business more than 20 years ago with one dump truck that he drove himself. Since that humble beginning, his company, Martinez Frogs Inc., has expanded to include about 15 employees and now takes on jobs involving excavation, demolition and concrete work.

Today, the firm is continuing its growth by working on a demolition project for the Illinois Tollway along the planned route of the new I-490 Tollway along the western edge of O'Hare International Airport.

Martinez credits his confidence to bid on that work to his participation in the Tollway's Technical Assistance program, which is specifically designed to help small, diverse firms compete for work on agency construction projects.

"The Technical Assistance program has been instrumental in helping us gain the skills needed to compete and win opportunities with the Tollway," Martinez said.

Barely a year after first taking part in the Technical Assistance program, Martinez Frogs will be doing demolition work on an old copper pipe factory that must be removed to help clear a path for the I-490 Tollway, which will provide western access to O'Hare Airport.

The Melrose Park company began planning and securing permits in August for the project, with field work beginning in the fall.



*Juan David Lopez (left) and Ricardo Martinez of Martinez Frog at the company's offices in Melrose Park. Martinez Frogs participated in the Illinois Tollway's Technical Assistance program, learning skills to help them on Tollway projects.*

"We're proud that our Technical Assistance program, along with other development initiatives offered by the Tollway, is helping small firms grow," said Illinois Tollway Executive Director José Alvarez. "The program also creates a larger pool of qualified contractors to bid on projects, which ultimately provides better value to Tollway customers."

Martinez's firm was recruited to the program by the Hispanic American Construction Industry Association, a trade group and program partner that works to create diversity in the construction industry.

"The Illinois Tollway's program has opened opportunities for companies like ours that might not otherwise have them," Martinez said.

Attending night classes, Martinez gained skills in business administration and project management that have been instrumental in creating new opportunities for the company.

"The services were customized and helped assess our strengths, challenges and needs," he said. "The program equipped us with the information we needed to know to get started and take our business to the next level and successfully compete for Tollway work."

There are two levels in the program for participating companies: Level 1 is for companies with no experience bidding on Tollway projects, while Level 2 companies have some experience working with the Tollway but are looking to expand their partnerships with the agency.

The skills he gained through the Technical Assistance program have allowed Martinez Frogs to expand beyond Tollway projects, though Martinez says he will continue to participate in the program to gain additional skills that will help keep his company growing.

*"The Technical Assistance Program has helped our business grow," Martinez said. "I encourage other businesses to look into the program and take advantage of its development opportunities that will help your business achieve more opportunities."*

The Technical Assistance program from the Illinois Tollway helps both growing and established transportation-related construction firms—including disadvantaged, minority- and women-owned business enterprise (D/M/WBE), service-disabled veteran-owned small businesses (SDVOSB) and veteran-owned small businesses (VOSB)—participate in Tollway construction projects.

“The Technical Assistance Program has helped our business grow,” Martinez said. “I encourage other businesses to look into the program and take advantage of its development opportunities that will help your business achieve more opportunities.”

Since its inception, the Tollway’s Technical Assistance Program has provided support and training to more than 680 firms working to succeed and grow.

There are 12 locations providing technical assistance for emerging businesses in Chicago, Cook County, the south suburbs and Rockford.

As a result of the Tollway’s investment in the program, approximately 1,766 bids have been submitted by clients since 2017, including 377 on Tollway projects. In 2019, 167 of the bids submitted on Tollway projects resulted in 34 firms winning work as primes or subcontractors on 25 contracts.

Information on the Illinois Tollway’s Technical Assistance Program and how to get started can be found by visiting the Illinois Tollway’s website.

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*Traffic Operations, continued from page 5*

maintenance and emergency responders in mitigating the impacts of congestion and incidents.

But the coronavirus pandemic brought some additional challenges that these dedicated traffic professionals successfully surmounted to keep traffic operations running smoothly and Tollway customers safe.

“It’s a very stressful job under normal circumstances,” said Traffic Operations Center Manager Elyse Morgan. “But our team did an outstanding job taking care of customers during what has been an extraordinary situation.”

While many Tollway employees are experiencing their own unique challenges adapting to changes in their work environment, a small group of traffic operations technicians has continued coming in to Tollway headquarters every day under an alternative schedule and with social distancing restrictions and additional responsibilities.

Instead of two or three people working 8-hour shifts around the clock, there was one person working 12-hour shifts in order to reduce the risk for contracting or spreading the COVID-19 disease.

One traffic operations technician managed all the job responsibilities by themselves—monitoring traffic, communicating with contractors working on Tollway projects, gathering and disseminating information to roadway maintenance staff, Illinois State Police District 15, traffic reporters and the public via computer-aided dispatch, two-way radios, social media and roadway signage.

One of the ways traffic operations technicians make a difference for Tollway customers is by providing accurate location information so help can arrive at the scene quickly. Customers don’t always provide a precise location when they’ve been involved in a crash or need assistance. But traffic technicians can use their cameras to pinpoint the customer’s precise location.

*“It’s a very stressful job under normal circumstances,” said Traffic Operations Center Manager Elyse Morgan. “But our team did an outstanding job taking care of customers during what has been an extraordinary situation.”*

Although there were far fewer than the average 1.6 million daily drivers on the Tollway system, those who were on the roads were oftentimes driving much faster. The higher speeds led to more severe crashes, especially during inclement weather in the spring.

What may be one of the most difficult parts of the job is staying aware and being prepared for the next event. Elyse Morgan and TOC Supervisor Mike Burden often called the technicians to help them stay on task and make sure they had all the tools necessary to do their jobs effectively.

With traffic numbers climbing back to pre-pandemic levels, staffing the Traffic Operations Center has returned to normal. These men and women demonstrated a profound commitment to the safety of the motoring public during an unprecedented time. Technicians include: Nicholas Benish, Yakira Carroll, Deborah Koladycz, Sarah Micetich, Beth Richardson, Pam Rissman, Eric Tsang and Paul Wakulinski.

## FINAL DECK POUR COMPLETE ON THE NEW NORTHBOUND MILE LONG BRIDGE

Construction crews completed the 32nd concrete pour Friday, October 2, for the new 4,800-foot-long, five-lane northbound Mile Long Bridge on the Central Tri-State Tollway (I-294).

In total, nearly 16,000 cubic yards of concrete was needed for the bridge deck and walls, an amount equal to about 1,760 fully-loaded concrete-mixing trucks. Along with the concrete, the bridge deck contains about 5.2 million pounds of stainless-steel rebar, which are being used here because it resists corrosion and helps extend the life of the bridge.

To support this weight, the new bridge includes 273 precast concrete beams and 52 steel beams to build the new bridge. The largest concrete beams measured 187 feet long and 8 feet tall, with each weighing nearly 125 tons. They are the heaviest concrete beams ever used by the Tollway, and the heaviest ever produced or shipped in the Midwest.

The new bridge has 27 spans supported by 26 piers—fewer than half the number of piers supporting the existing bridge. The smaller number of piers will reduce the environmental impact on the waterways and industrial areas underneath the bridge.



Before traffic can be shifted to the new bridge, additional drainage, pavement and lighting work must be completed, along with roadway construction at the north and south end of the new bridge to tie it into the existing I-294 roadway.

The Illinois Tollway anticipates that the new northbound bridge will open to traffic in December. Construction on the new southbound Mile Long Bridge will get underway next year.

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## MOVE ILLINOIS QUARTERLY MEETING CONNECTS TOLLWAY LEADERS WITH CONTRACTORS AND CONSULTANTS

The Illinois Tollway hosted its first virtual *Move Illinois* Quarterly meeting, with about 250 construction and engineering professionals joining remotely to receive important safety messages and updates on the Tollway's 2020 Capital Program and ongoing diversity efforts.

The September 30 meeting was the first MIQ for the 2020 construction season for firms doing business with the Tollway since the coronavirus pandemic safety precautions restricted large gatherings.

"We have successfully worked together to keep our workforce safe and engaged, and I'd again like to thank you all for your efforts," Illinois Tollway Executive Director José Alvarez told attendees.

"At this time, critical investments in our regional economy are needed now more than ever, which is why despite these challenges we are staying the course on our capital investment this year and next," Alvarez said.

*Move Illinois* Quarterly meetings provide an important forum for Tollway leadership to connect and continue its partnership with the members of the heavy-highway construction industry, keeping everyone informed—which due to COVID-19 is more critical than ever.

In 2020, the Tollway and industry partners have augmented employee and job site safety plans, considering changing conditions to ensure *Move Illinois* projects remain on schedule and within budget.

To date, the Tollway has committed \$9.3 billion and awarded 605 contracts to thousands of firms.

This has resulted in creating or sustaining up to 86,670 total jobs (as of August 2020). Even during the pandemic, on average 515 people have been working on jobsites across the Tollway system each day.

More information about the *Move Illinois* Quarterly meetings, along with information and resources shared at the event are available on the Illinois Tollway's *Move Illinois* Quarterly page.

## ILLINOIS TOLLWAY'S MOVE ILLINOIS PROGRESS DURING PANDEMIC HIGHLIGHTED BY IBTTA

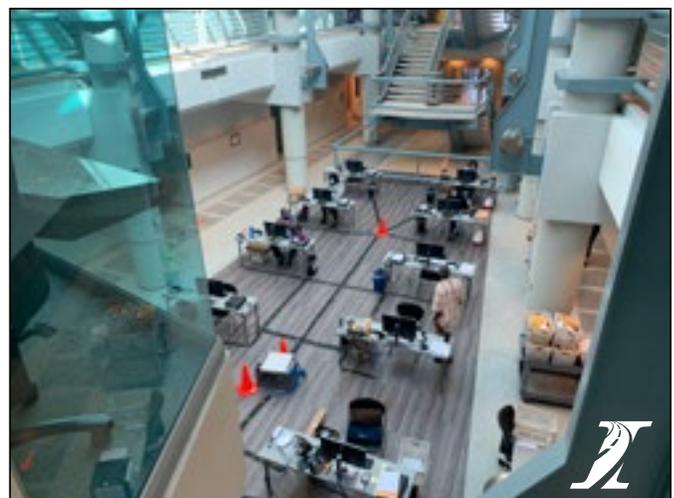
The Illinois Tollway's successful efforts to keep our *Move Illinois* program on track during the COVID-19 outbreak were highlighted this month by the International Bridge Turnpike and Tunnel Association as part of its Bounce Back Better series.

Executive Director José Alvarez outlined the actions and technologies used by the Tollway to continue operating at full speed even as the pandemic reduced our traffic volumes and toll revenues—and curtailed activities at many other transportation agencies across the country.

Among the key points made by Executive Director Alvarez:

- “Tollway leadership knew customers would return to our roads as the outbreak eased and wanted them to see the agency had continued working to honor its commitment made in the *Move Illinois* to modernize and expand its system. It also was important that the agency continue this work to help create and sustain jobs and support the economy, which has been shaken by the pandemic.”
- “Construction work continued on major projects that include the \$4 billion widening and rebuilding of the 22-mile Central Tri-State Tollway (I294) and the construction of the new I-490 Tollway along the western edge of O’Hare International Airport. A key feature of the Central Tri-State Tollway Project, the construction of the new, \$184 million northbound Mile Long Bridge, will be completed as scheduled by the end of the year.”
- All that work continued, Alvarez noted, as safety precautions were rapidly implemented, including establishing procedures so many agency staffers could work remotely:
  - “Tollway engineering staff updated safety protocols for contractors, requiring them to include provisions to protect their workers at Tollway construction sites from the spread of COVID-19. The Tollway also took immediate action to convert its Central Administration building into a safe workspace for essential workers and a tech hub for remote workers.
  - “Inside Tollway headquarters, halls and stairways were designated for one-way use to help maintain social distancing, sanitizing stations with soap, cleaning sprays and gloves were added and entry and exit procedures were implemented to limit contact between essential workers. An improvised call center with socially distanced work stations was created to add critical customer service capacity to accommodate calls regarding I-PASS accounts, tolls and billing. High efficiency air filters were installed to improve air quality and ventilation in heavily used areas.”

If you'd like to read the whole interview, go to [www.ibtta.org](http://www.ibtta.org)



# MOVE ILLINOIS CAPITAL PROGRAM UPDATE

The Tollway's 15-year, \$14 billion capital program, Move Illinois, is improving mobility, relieving congestion, reducing pollution, creating as many as 120,000 jobs and linking economies throughout the region. The program is scheduled from 2012-2026.

## MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH SEPTEMBER 2020

### MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

**\$9.5 billion** or 67.1% of the program budget committed

- **\$5.2 billion**, or approximately 37.0%, in construction work
- **\$2.6 billion**, or approximately 18.0%, in consultant services
- **\$1.7 billion**, or approximately 11.6%, in other costs (utilities, ROW, misc.)
- **\$173.9 million** in reimbursement agreements has been approved; reducing overall program costs by 1.2%

**50.5%** of the Move Illinois Program is complete (work in place)



### PROGRAM EXPENDITURES (2012-2020)



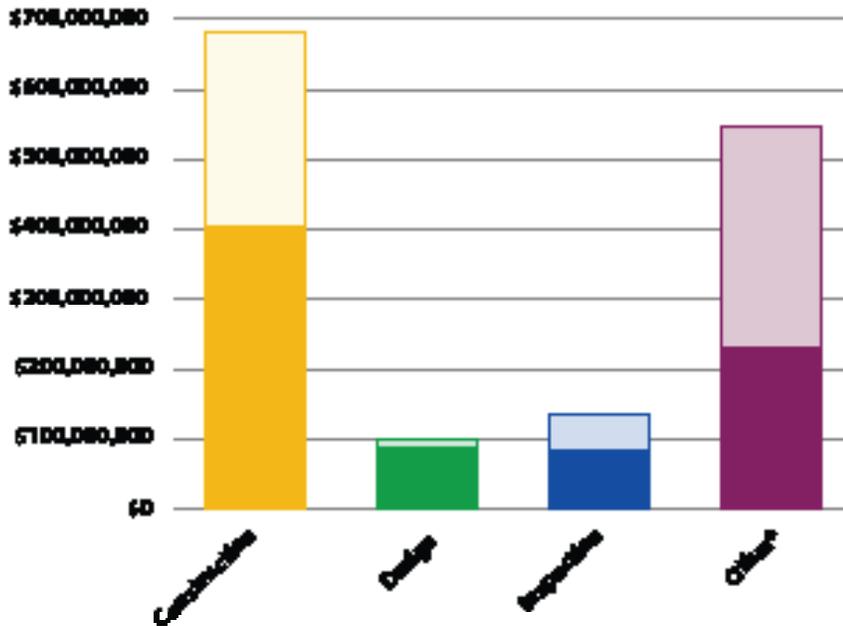
### PROGRAM BUDGET BY CORRIDOR (2012-2020)

Program Element	Current Budget (millions)	Original Awards to Date (millions)	Contract Changes (CO/EWO/Supp.) (millions)	Total Obligations* (millions)	Budget Remaining (millions)
I-94/I-294/I-80	\$4,380.2	\$2,316.1	\$105.9	\$2,422.1	\$1,958.1
I-88	\$360.3	\$294.5	\$2.1	\$296.7	\$63.6
I-90	\$2,359.4	\$2,236.5	\$81.9	\$2,318.3	\$41.1
I-355	\$265.7	\$147.4	\$14.8	\$162.3	\$103.4
SW	\$3,188.3	\$1,245.2	\$208.4	\$1,453.6	\$1,734.7
I-294/I-57	\$331.7	\$274.8	\$7.6	\$282.4	\$49.3
EOWA	\$3,266.4	\$2,415.9	\$139.4	\$2,555.3	\$711.1
Other emerging projects	\$121.1	\$40.2	(\$0.1)	\$40.0	\$81.1
<b>Totals</b>	<b>\$14,273.0</b>	<b>\$8,970.6</b>	<b>\$560.0</b>	<b>\$9,530.6</b>	<b>\$4,742.4</b>

\*Total Obligations = Original Awards to Date + Contract Changes (CO/EWO/Supplements)

NOTE: \$572.2 million of additional Right of Way and Utility Authorizations reclassified from Contract Changes to Original Awards to Date

## 2020 PROGRAM PROGRESS (JANUARY-SEPTEMBER 2020)



## 2020 PROGRAM METRICS (January- September 2020)

Awarded **58** construction and professional services contracts

Awarded **17** construction contracts less than \$10 million

Closed out **52** construction and professional services contracts

2020 YTD	2020 Estimated Expenditures	Progress Through September 2020**	Percent Complete
Construction	\$677,785,117	\$403,884,022	60%
Design	\$101,208,737	\$87,057,501	86%
Inspection	\$136,054,475	\$82,601,841	61%
Other*	\$546,484,531	\$230,138,655	42%
<b>Total</b>	<b>\$1,461,532,860</b>	<b>\$803,682,020</b>	<b>55%</b>

\*Other includes non-roadway, right-of-way, utilities and third-party payments.

\*\*Financial data presented is preliminary, unaudited and subject to change.

Preliminary financials are provided, as end-of-year data will be confirmed with the closing of the general ledger.



*I-294 Mile Long Bridge Project progress near Willow Springs*

## MOVE ILLINOIS PROGRAM PROGRESS MAP



### COMPLETED

- Jane Addams Memorial Tollway (I-90) Rebuilding and Widening
- Illinois Route 390 Tollway Construction
- Existing System Needs—Reagan Memorial Tollway (I-88), Veterans Memorial Tollway (I-355)
- Tri-State Tollway (I-294)/I-57 Interchange—Phase 1

### CONSTRUCTION UNDERWAY

- I-490 Tollway Construction
- Central Tri-State Tollway (I-294) Reconstruction
- Tri-State Tollway (I-294)/I-57 Interchange—Phase 2
- Existing System Needs—Edens Spur Tollway (I-94), I-88