



ILLINOIS TOLLWAY UPDATE



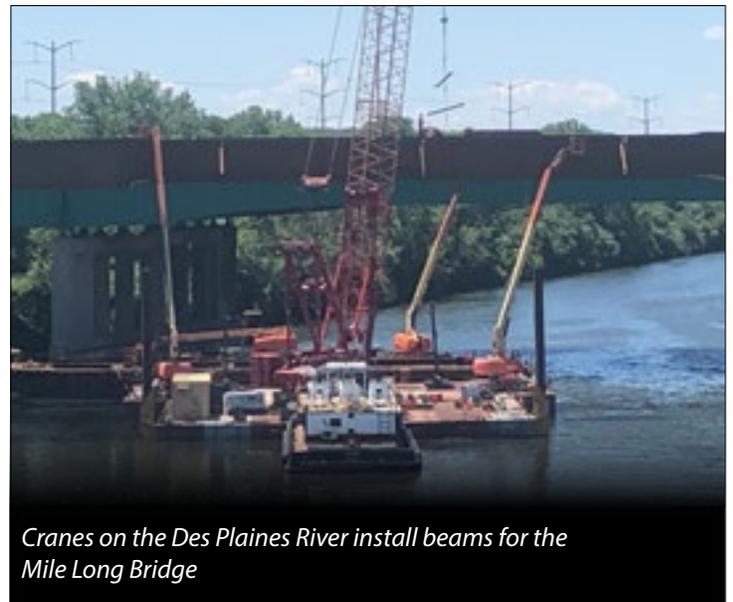
2020 CONSTRUCTION SEASON MARKED BY MILES OF ACCOMPLISHMENTS

The Illinois Tollway began wrapping up the 2020 construction season in time to deliver holiday benefits to its customers on the Central Tri-State Tollway (I-294) and the Edens Spur Tollway (I-94).

Completion of the new northbound Mile Long Bridge (right) on the Tri-State Tollway (I-294) provided the opportunity for drivers to travel over the Des Plaines River, railroads and canals for the Thanksgiving holiday weekend.

“The northbound bridge contract is the largest in the Illinois Tollway’s history, and we are pleased to deliver this first piece to our customers within budget and on schedule,” said Illinois Tollway Executive Director José Alvarez.

Opening the bridge to traffic on November 24, 2020, marked the halfway point in the \$500 million project



Cranes on the Des Plaines River install beams for the Mile Long Bridge

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TOLLWAY’S BALANCED 2021 BUDGET ALLOCATES MORE THAN \$1.4 BILLION FOR OPERATIONS, DEBT SERVICE AND SUPPORTS THE 10TH YEAR OF MOVE ILLINOIS

The Illinois Tollway Board of Directors has approved a balanced 2021 Budget with \$1.42 billion in revenue allocated to fund maintenance and operations, debt service transfers and capital investments for the 294-mile system.

The 2021 Budget allocates \$380 million for maintenance and operations—the same as budgeted in 2020, along with nearly \$1.04 billion for direct funding and debt service on capital investments.

“This balanced budget recognizes the economic challenges that are continuing with the COVID-19 pandemic and ensures we are spending our customers’ money wisely to maintain our system and services,” said Illinois Tollway Executive Director José Alvarez. “Simultaneously, our spending plan is supporting jobs throughout the region as we maintain top-quality infrastructure, improve service and advance diversity of businesses and workers.”

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delivering two new, wider bridge structures to serve up to 150,000 vehicles daily and a major milestone reconstruction and widening of the Central Tri-State Tollway (I-294).

“The Mile Long Bridge is an extraordinary project, and completion of the new northbound structure stands out due to the hard work and perseverance of the many engineering and construction firms continuing to move forward during the COVID-19 pandemic,” said Alvarez.

The construction project includes building two, new side-by-side 4,800-foot-long bridge structures designed to last 100 years and increasing capacity to five lanes in each direction.

The \$184.6 million contract to build the new northbound bridge structure began in summer 2019. Work will continue over the winter under a second \$182.6 million contract to remove the old northbound structure and construct the new southbound Mile Long Bridge beginning in spring 2021. The entire Mile Long Bridge Project is scheduled to be complete by the end of 2023.

In addition, reopening all lanes of traffic on the Edens Spur (I-94) was completed by November 20, 2020, bringing an end to work on the \$109.1 million improvement project begun in 2018. Connecting the North Tri-State Tollway (I-94/I-294) and the Edens Expressway, up to 57,000 vehicles use the Edens Spur daily.

The project included replacing all the existing mainline asphalt pavement, as well as rebuilding the Pfungsten Road Bridge and repairing the Waukegan Road Bridge over the Edens Spur, constructing the barrier separated median with stormwater improvements and upgrading ITS and roadway lighting. The project also delivered local improvements coordinated with the Villages of Northbrook and Deerfield.

Overall, the Tollway Board of Directors committed more than \$1.5 billion in 2020 approving contacts necessary to complete projects on schedule and continue work on ongoing projects including construction of the new I-490 Tollway and the Central Tri-State Tollway (I-294) Project.

2021 Budget, continued from page 1

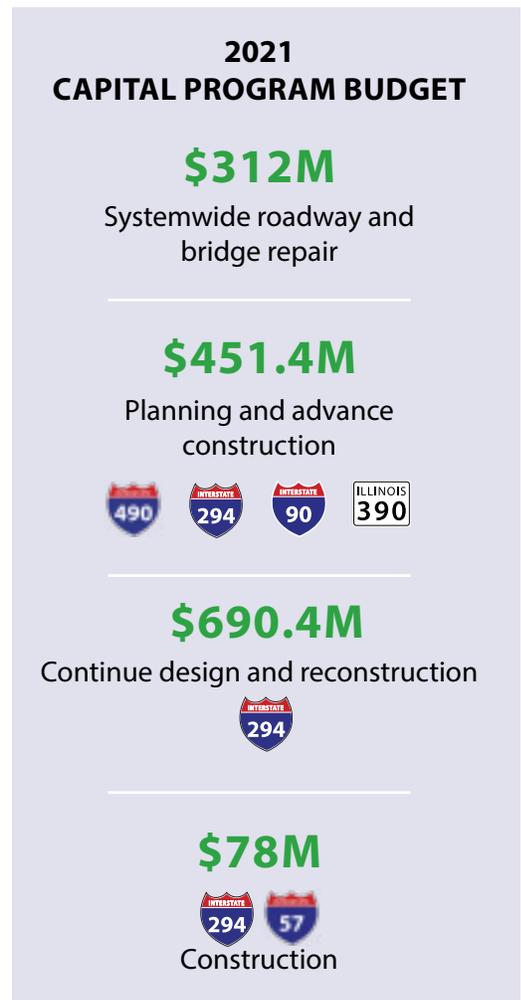
Funding for annual maintenance and operations activities includes \$104 million in Business Systems and Toll Operations to support and tolling and customer service, \$35.6 million in State Police for safety services, \$103.1 million in Engineering and Facilities and Fleet to support roadway maintenance and traffic operations, as well as \$26.8 million in Information Technology.

In addition, the new spending plan will support \$1.53 billion in capital spending in 2021 for the 10th year of the agency’s 15-year, \$14 billion *Move Illinois* capital program.

The Tollway’s 2021 Capital Program includes \$312.2 million for systemwide roadway and bridge repairs to keep the existing Tollway system in good repair, along with funding for key projects including:

- \$451.4 million to continue planning and advance construction for the new I-490 Tollway and new interchanges connecting to the Jane Addams Memorial Tollway (I-90), Tri-State Tollway (I-294), the Illinois Route 390 Tollway, as well as providing direct access in and out of O’Hare International Airport as part of the Elgin O’Hare Western Access Project
- \$690.4 million to continue design and reconstruction of the Central Tri-State Tollway (I-294) Project
- \$78 million for construction at the I-294/I-57 Interchange

The 2021 Budget’s estimated revenues include \$1.4 billion from tolls and evasion recovery, \$10 million from investment income and \$10 million from concessions and miscellaneous revenue. The Tollway also plans to issue \$600 million in new bonds in 2021 to provide funding for new and future capital program investments.



ILLINOIS TOLLWAY ISSUES \$500 MILLION IN NEW REVENUE BONDS FOR MOVE ILLINOIS CAPITAL PROGRAM

The Illinois Tollway has sold \$500 million in Toll Highway Senior Revenue Bonds to help fund the agency's ongoing *Move Illinois* Capital Program, with yields for the new bonds representing the lowest borrowing cost achieved for any of the nine bond issues offered by the Tollway since it launched *Move Illinois* in 2012.

The bonds were sold with fixed interest rates and maturities ranging from January 1, 2036 through January 1, 2045. The bonds were priced to produce yields to call ranging from 1.49 to 1.87 percent, and yields to maturity ranging from 2.40 to 3.28 percent, reflecting the Tollway's solid financial position despite the challenges created by the COVID-19 pandemic.

"We've worked hard to manage the economic impacts of the COVID-19 outbreak and have been able to continue on schedule with our *Move Illinois* Program, despite the reductions in traffic and revenues caused by the pandemic," said Illinois Tollway Executive Director José Alvarez. "We're pleased with the yields we obtained for this bond sale, which reduce the overall borrowing cost and also indicate the Tollway remains in a strong financial position as it moves forward with *Move Illinois*."

Proceeds from the Series 2020A revenue bonds will partially fund the Illinois Tollway's 15-year, \$14 billion capital program, *Move Illinois: The Illinois Tollway Driving the Future*, which includes reconstructing and widening 22 miles of the Central Tri-State Tollway (I-294) and constructing the new, all-electronic I-490 Tollway to connect the Jane Addams Memorial Tollway (I-90), the Illinois Route 390 Tollway and I-294 while also providing western access to O'Hare International Airport.

This is the Tollway's only new-money bond issue occurring in 2020.

The Tollway expects to issue a total of approximately \$5.6 billion in revenue bonds to help fund the *Move Illinois* Program, of which \$3.6 billion have been issued, while the remainder of the cost of the Program is expected to be financed by pay-as-you-go revenues.

The bonds were sold with fixed interest rates and maturities ranging from January 1, 2036 through January 1, 2045. The bonds were priced to produce a yield to call of 1.83 percent, and yield to maturity of 3.15 percent.

Fitch Ratings, S&P Global and Moody's Investors Service have assigned ratings of "AA-", "AA-" and "A1", respectively, to the agency's Series 2020A senior revenue bonds.

ILLINOIS TOLLWAY SHARES BEST PRACTICES ON WORK ZONE SAFETY WITH TRANSPORTATION PROFESSIONALS

Recently, the National Safety Council called upon the expertise of the Illinois Tollway and its industry-leading traffic management team to contribute to the national discussion on work zone safety.

A 2020 National Safety Council Green Cross for Safety Award finalist for its success in integrating smart work zones on its system for construction and roadway maintenance, the Tollway was invited to join the panel to speak to its proven success in reducing work zone speeding and enhancing safety for workers and drivers.

Steve Mednis (right), general manager of traffic and incident management, informed an online gathering of about 250 professionals interested in roadway safety about the many ways the Tollway anticipates, communicates and prepares for potential incidents in work zones. He also discussed some of the ways the Tollway uses technology to improve work zone safety through smart technologies.

"For the Illinois Tollway, ensuring that our work zones are safe for customers and workers is a critical part of every project," Mednis said. "Smart work zones allow us to use a variety of intelligent technologies so we can better monitor roadway conditions and communicate those conditions to drivers."

The December panel also included roadway safety experts from the American Road and Transportation Builders Association, AECOM and the Laborers Health and Safety Fund of North America.

Throughout its system, the Tollway uses intelligent transportation system technologies including traffic sensors, digital signage and CCTV cameras that are tied in to the agency's Traffic and



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Incident Management System software to detect and communicate roadway conditions to motorists.

In a well-defined work zone, these technologies can be customized with pre-selected safety messages that are triggered by real-time conditions, with additional sensors, cameras and portable changeable message signs added as needed.

Mednis detailed during the panel discussion how smart work zones can be used to inform drivers of what's ahead and how the Tollway keeps the public engaged by providing real-time information to drivers through roadway signage and social media.

Mednis emphasized that the Tollway takes work zone safety into consideration from the start for every project, long before construction work begins. The Tollway takes into consideration the area where construction is taking place, ingress and egress, proximity to interchange ramps and how stage changes will affect drivers.

Additionally, the Tollway holds pre-construction meetings with all involved parties – contractors, first responders, utilities, public agencies and others – to discuss every stage of a project and establish contingency plans to respond quickly should the need arise.

Asked what methods are effective in reducing speeding in work zones, Mednis pointed to enforcement and the presence of Illinois State Police District 15 troopers. The Tollway's smart work zones can identify specific areas and at what times speeds are excessively high so State Police can step up enforcement in those areas.

"The ultimate goal is to protect the safety of the motoring public and workers in work zones at every stage of every project," Mednis said. "It's important to keep our roadways safe so that we can keep traffic flowing smoothly and protect the workers who are building our roadways."

TOLLWAY ROADWAY WORKER IS THANKFUL HE ASSISTED AILING DRIVER ON THANKSGIVING DAY

Illinois Tollway roadway maintenance worker Brian Bamonti had just started his shift on Thanksgiving Day when he stopped to assist a driver pulled over on the shoulder of the Jane Addams Memorial Tollway (I-90) near South Barrington.

The driver said he had just changed a flat tire and was catching his breath before resuming his trip, but Bamonti, who was conducting motorist aid patrols that afternoon, quickly became concerned about the man's health. "He was breathing heavy, and coughing," said Bamonti. "I said, 'do you need an ambulance?' He said, 'I hope not.'"

Bamonti, an Equipment Operator/Laborer based at the M-5 maintenance site in Schaumburg, wasn't convinced. After conferring briefly with another Tollway worker, Bamonti called for an ambulance and waited with the driver until medical help arrived. It turned out to be the right call: The driver was having a heart attack and received intensive medical attention in the ambulance on the way to the hospital, a family member said later in a social media message, thanking roadway workers for saving his life by promptly providing help.

Bamonti said he's glad he called for medical assistance, despite the driver's insistence that he was fine. "I know it can be taxing changing a tire, but after a few minutes he was still breathing heavy. I didn't want to take any chances," said Bamonti, who while working at

a previous job had been trained as an emergency medical technician.

But it wasn't the long-ago training that made him decide to call for medical help, it was something much simpler, Bamonti said. "He just wasn't looking so good," Bamonti said of the driver.



That common-sense, no-nonsense attitude is what makes Bamonti so good at his job, his supervisor said. "Brian's very hard-working, very respectful. He's a pleasure to work with because he takes his job seriously and wants to do it right," said Matt Carter, his supervisor at M-5.

And Bamonti has good judgment and good instincts when it comes to working with customers—even the ones who say they don't need any help. "I tell my guys all the time, 'trust your gut,'" Carter said. "I'm glad he trusted his. He saved a life."

Bamonti said reacting to unexpected situations is just part of his job, but he's thankful he made the right call by calling for help. "I've had a few different medical issues with drivers, but nothing that drastic," he said. "I'm just glad he got the help he needed."

LIFE WITH A “45-MPH COUCH POTATO”

Known as “the champion sprinter of dogdom,” the greyhound often gets a bum rap from those who perceive the breed as high-strung, anxious and anti-social.

But GIS Project Manager Brad Will knows better.

In the past 15 years, he and his wife Amy have rescued several greyhounds – all retired from life in the dog racing industry after they became too slow or injured to compete. They also have fostered greyhounds to help them adjust from track life to domestic life before they find their forever home.

“They have a unique personality,” said Will. “They’re very docile and non-territorial. They prefer the company of people over being around other dogs.”

Family life suits the greyhound. They are typically raised in crates on concrete floors and move between concrete kennels and dirt tracks for the first several years of their lives. A pet greyhound can usually be found lounging on a comfy couch or bed.

In 2005, the Wills adopted their first greyhound, Mitch, from a local rescue event. Mitch taught them the charming, gentle and affectionate ways of the greyhound.

Despite its reputation as an athlete, greyhounds are one of the laziest hounds in the canine community – earning the nickname, “the 45-mph couch potato.”

Greyhounds look sleek and agile running on a dirt track. Around the house, however, their natural enemies include hardwood floors, stairs and even sliding glass doors.

“We had to put Post-It Notes on the glass so Mitch could see there was something there,” said Will.

In 2014, the Wills welcomed their second greyhound, Cooper, knowing the 1-year-old pup had terminal cancer.



“Big Boy” Cooper and Brad

Sadly, Cooper crossed over the Rainbow Bridge within four months. There were many challenges dealing with Cooper’s failing health, but Cooper taught them that that greyhounds are very sensitive, loyal and loving toward their humans.

The greyhound’s skin is every bit as tender as its emotions.

When the Wills adopted their next greyhound, Jack, the dog was covered with cuts, scars and a broken tail. The Wills thought at first it was from fighting other dogs, but they quickly learned that greyhounds are natural-born hunters – “sighthounds” – who will chase after squirrels, rabbits and other small animals.

It became clear to the Wills at this point that greyhounds aren’t the most graceful dogs.

“Jack has ended up slamming into trees and fences while chasing squirrels around the yard,” said Will, explaining the scrapes.

The cause of the broken tail? Aggressive tail wagging.

Interested in rescuing a greyhound? Visit [Midwest Greyhound Adoption in Sugar Grove at \[midwestgreyhound.org\]\(http://midwestgreyhound.org\)](http://MidwestGreyhoundAdoption.org) for information.



Shera and Jack share the couch

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 NOVEMBER 2020

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

\$9.6 billion or 68.0% of the program budget committed

- **\$5.5 billion**, or approximately 38.5%, in construction work
- **\$2.6 billion**, or approximately 18.1%, in consultant services
- **\$1.6 billion**, or approximately 11.6%, in other costs (utilities, ROW, misc.)
- **\$181.1 million** in reimbursement agreements has been approved; reducing overall program costs by 1.3%

52.1% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2020)



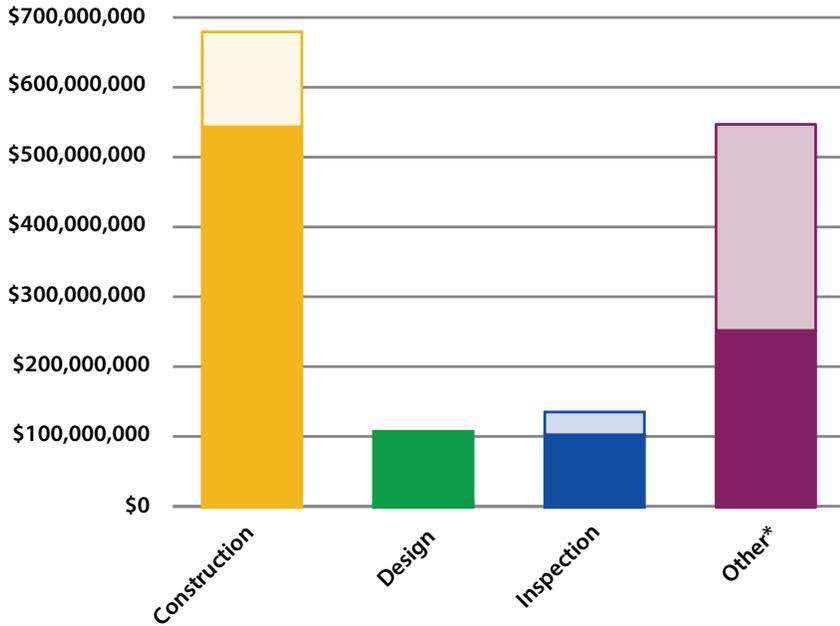
PROGRAM BUDGET BY CORRIDOR (2012-2020)

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	\$2,420.0	\$107.4	\$2,527.5	\$1,852.7
I-88	\$360.3	\$299.3	\$2.3	\$301.6	\$58.7
I-90	\$2,359.4	\$2,236.5	\$81.7	\$2,318.2	\$41.2
I-355	\$265.7	\$147.4	\$14.9	\$162.4	\$103.3
SW	\$3,188.3	\$1,253.7	\$207.5	\$1,461.2	\$1,727.1
I-294/I-57	\$331.7	\$274.8	\$7.3	\$282.1	\$49.6
EOWA	\$3,266.4	\$2,416.1	\$140.6	\$2,556.7	\$709.6
Other emerging projects	\$121.1	\$40.2	(\$0.9)	\$39.3	\$81.8
Totals	\$14,273.0	\$9,088.0	\$560.8	\$9,648.8	\$4,624.2

*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-NOVEMBER 2020)



2020 PROGRAM METRICS (January-November 2020)

Awarded **68** construction and professional services contracts

Awarded **21** construction contracts less than \$10 million

Closed out **59** construction and professional services contracts

2020 YTD	2020 Estimated Expenditures	Progress Through November 2020**	Percent Complete
Construction	\$677,785,117	\$542,229,637	80%
Design	\$101,208,737	\$108,477,437	100%
Inspection	\$136,054,475	\$103,330,120	76%
Other*	\$546,484,531	\$252,627,346	46%
Total	\$1,461,532,860	\$1,006,664,541	69%

*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 Archer Avenue Interchange Project near Justice

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), Edens Spur Tollway (I-94)
- 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 – Reagan Memorial Tollway (I-88)