



ILLINOIS TOLLWAY UPDATE



INNOVATION AWARD RECOGNIZES PARTNERSHIP BETWEEN THE ILLINOIS TOLLWAY AND PACE



In recognition of a unique partnership between the Illinois Tollway and Pace which delivered expanded transit options, roadway improvements and overall mobility improvements on the Jane Addams Memorial Tollway, the collaboration was awarded the 2020 Innovation Award of the American Public Transportation Association.

"The partnership between the Illinois Tollway and Pace serves as a great example of what can be accomplished when transportation and transit agencies work together," said Illinois Tollway Executive Director José Alvarez.

The American Public Transportation Association represents public transit agencies and private firms across the national and international transportation industry. The APTA Innovation Award acknowledges public transportation systems that demonstrate

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2021 STUDENT ART CONTEST WINNERS ANNOUNCED

The grand prize winner of the Illinois Tollway 2021 Map Cover Art Contest highlighting Everyday Heroes is Samantha Cervantes, a sophomore at Thornton Fractional North High School in Calumet City.

The annual Tollway Map Cover Art Contest is sponsored by the Tollway, Blick Art Materials and MB Real Estate (MBRE). Students selected as runners-up include:

- First runner-up—Alison Tykane, junior, Bolingbrook High School
- Second runner-up—Bryanna Ibarra, junior, Horizon Science Academy McKinley Park, Chicago



High school artists from throughout Northern Illinois were invited to create works of art portraying everyday people doing extraordinary things to be featured on the cover of the Tollway's 2021 map.

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innovative concepts or effective problem-solving techniques not previously applied in the public transportation industry.

The partnership with the Tollway set a new standard for Pace and the 35 million passengers the agency serves in 200 municipalities across the Chicago area. While planning its I-90 Market Expansion Program, Pace worked in coordination with the Tollway as it was planning the \$2.5 billion rebuilding and widening of I-90 from Rockford to Chicago,

The many transit and transportation improvements delivered on I-90 resulted from multiple coordinated planning efforts not only between Pace and the Tollway, but also the Illinois Department of Transportation, Chicago Metropolitan Agency for Planning, Regional Transportation Authority, Cook and Kane counties and numerous municipalities, businesses and residents.

Improvements included six new bus routes, enhanced service on existing routes, 25 new buses, new transit facilities providing more than 500 free parking spaces, and the state's first highway-based bus rapid transit station at Barrington Road in Hoffman Estates.

The most significant innovation of the I-90 Project was the construction of flex lanes and technology to support a SmartRoad, enabling buses (and emergency vehicles) to travel on a dedicated lane of I-90. These flex lanes improve travel times on a network of a more than a dozen Pace bus routes.

With SmartRoad, the Tollway can take a data-driven approach to congestion management on I-90 and has been able to report to Pace (and to digital screens above the roadway) in real time when buses can use the Flex Lanes to avoid congestion. The Tollway is also able to continually monitor traffic incidents and travel times and communicate them to Pace's Operations team.

The collaboration between Pace and the Illinois Tollway marked a paradigm shift in highway and transit planning for Northern Illinois to deal with increasing travel demands. The improvements drove ridership, improved on-time performance, and increased visibility for the suburban bus division of the RTA. The Tollway's investments in a dedicated running way with real-time information provides Pace with an advantage over driving, guaranteeing reliable service for transit users.

As the transportation sector looks for ways to reduce congestion as development increases, and as the public sector more broadly looks to reduce carbon emissions and contain costs, this sort of partnership is not just innovative, but imperative.

"Collaboration was the key to this project's success," said Pace Executive Director Rocky Donahue. "Every partner involved in this project ultimately has the same goal, and that's to serve the people of this region. We worked together for the greater good and the result is better access for all to employment, medical care, education and all our region has to offer."



Student Art Contest, continued from page 2

Among those are the professionals at the Illinois Tollway who have worked throughout the COVID-19 pandemic to continue serving millions of customers daily traveling Tollway system while working closely with construction, design and engineering firms.

Due to the pandemic, the entire contest was managed virtually via the Illinois Tollway's Official Facebook page, with the grand prize winner and runners-up selected by the number of "Likes" with the gallery.

This year, nearly 40 student artists from more than a dozen high schools throughout Northern Illinois submitted artwork in the contest, garnering a total of nearly 4,700 votes.

The contest offers young artists the chance to put their talents on display by developing artwork for the cover of the annual Tollway map. The grand prize winner and two runners-up are also featured in the Tollway's annual report and receive gift certificates from Blick Art Materials and MBRE to use at oases retail shops and restaurants.

*Grand Prize Winner—
Samantha Cervantes
Thornton Fractional North High School*

CREATIVE ENGINEERING OF A “SHOOFLY” ENSURES THE TRAINS RUN ON TIME



Working in coordination with the Burlington Northern Santa Fe Railway, the Illinois Tollway has completed construction of the temporary bridge – or shoofly bridge – to allow for uninterrupted commuter rail and freight operations during reconstruction of the BNSF Bridge over the Central Tri-State Tollway (I-294).

On October 19, track work was finished allowing BNSF to complete the routing of all freight and Metra commuter trains onto the temporary bypass bridge. On average, approximately 104 Metra and Amtrak trains cross this bridge daily, as well as 52 daily freight trains.

With train traffic shifted onto the temporary bridge, work is now beginning to remove the existing BNSF Bridge and begin construction of the new structure.

TOLLWAY EMPLOYEES EMBRACE CYBER SECURITY

There have been many changes in 2020, but one thing has remained the same: the need for continued vigilance against cyber security attacks.

The global coronavirus pandemic did nothing to slow down hackers from spreading their own viruses, spyware and other types of malware to take control of other people’s computers or steal financial information from any devices connected to the internet.

This year, the IT Department strengthened the Tollway’s computer network and systems defenses by reminding agency employee and consultants about the importance of everyone doing their part to protect their section of cyberspace through a series of informational exercises led by Deputy Chief of IT Security Asif Yousuf.

The programming included a series of webinars on cyber security best practices along with newsletters, trivia exercises and engaging content aimed at arming Tollway employees with information on how to avoid security incidents. Topics included tips on avoiding phishing attacks, creating more secure passwords and recognizing potential harmful web links.

The response to IT’s expanded outreach was tremendously positive, with many people reaching out to IT to ask follow-up questions or report potential phishing emails they had recently received.

About 800 people attended the webinars and participated in the trivia contest, demonstrating that Tollway employees take very seriously their responsibility to cyber security.

“The main purpose of cyber security awareness training is to help get everyone to familiarize themselves with IT security policies and procedures to reduce risks and incidents,” said Yousuf. “Security awareness training educates employees about the cyber security landscape and enhances security resilience against cyber threats.”

A REMARKABLE ROAD LED MO FARAJ TO THE ILLINOIS TOLLWAY

When Mo Faraj was a teenager growing up in Kuwait, he never dreamed of one day working for the Illinois Tollway.

"I wanted to be a car mechanic," says Faraj. "But my dad said no way."

The journey that brought Faraj to Downers Grove, Illinois was sparked by the invasion of his native country from Iraq in August 1990. A year later, after Kuwait was liberated by a coalition of international forces led by the United States, Faraj graduated from high school near the top of his class.

This qualified him to study abroad – a move his family supported due to lingering hostilities in the Gulf region. But there were a couple obstacles: one, Faraj didn't speak a word of English and, two, he had never traveled outside Kuwait before – let alone by himself more than 8,000 miles away to attend school in a foreign country.

His father encouraged Faraj to pursue civil engineering, like him. It came down to two choices: Florida State University and the University of Michigan. After looking into which state had weather similar to Kuwait's, he chose Florida.

Faraj arrived in Tallahassee in August 1992 at about the same time as Hurricane Andrew. Having survived the most destructive hurricane to ever hit Florida, he set his sights on conquering English. The task: learn English in six months in order to get accepted into Florida State.

"They told me through an interpreter that by May 1992, if I'm not at the college level in reading, writing and composition, we have to send you back," he said.

That gave Faraj all the incentive he needed. He immediately enrolled in an English-intensive program and in his free time watched TV to continue learning the language.

The only thing he didn't succeed at while at Florida State was a tryout playing football for the Seminoles. He thought he was trying out for the soccer team, since football is what the sport is called everywhere else in the world. Although Faraj kicked a 30-yard field goal on his first attempt, his 119-lb. frame got him booted off the field quickly.

He moved on to pursue his master's degree in Civil Engineering at the University of Illinois at Chicago in 1999. His master's thesis on the durability of high-performance concrete made with new additives wound up being implemented by the Chicago Department of Transportation on the viaduct reconstruction on Wacker Drive. The experimental program was designed to speed up the processing of "cooking" the concrete so contractors didn't have to wait 28 days for the concrete to fully cure.

Upon graduating from UIC, his first job was with Bascor – the same engineering firm where Chief Engineering Officer Paul Kovacs got his start. Faraj worked for several other private firms, working on projects including the replacement of the east span of the Bay Bridge connecting San Francisco and Oakland, reconstruction of South Lake Shore Drive and reconstruction on the Jane Addams Memorial Tollway (I-90) at Mosquito Creek, Coon Creek and U.S. Route 20.

Then Faraj came to another decision: go to work for the Illinois Tollway or take a job with Canadian National Railway. Again, it came down to weather. With the railroad, he'd be spending a lot of time traveling to Edmonton. Being familiar with the climate of the Province of Alberta from his experience working on the Sharkbite Bridge in Calgary, Faraj chose the Tollway.

At the Tollway, Faraj has served as a senior project manager on several major projects, including rehabilitation and reconstruction of the Edens Spur (I-94) and rehabilitation and reconstruction of the Mile Long Bridge and the Burlington Northern Santa Fe Bridge on the Central Tri-State (I-294).

One of the more interesting projects he's been assigned is the Illinois Prairie Path Underpass Improvements on the Reagan Memorial Tollway (I-88) near Aurora. He learned that one of the recurring issues was flooding caused by beaver engineering activities – specifically, dams and lodges built on a nearby creek. He conducted extensive research on beavers to come up with possible solutions, ultimately accepting a recommendation from the Environmental Unit to relocate the flat-tailed rodents.

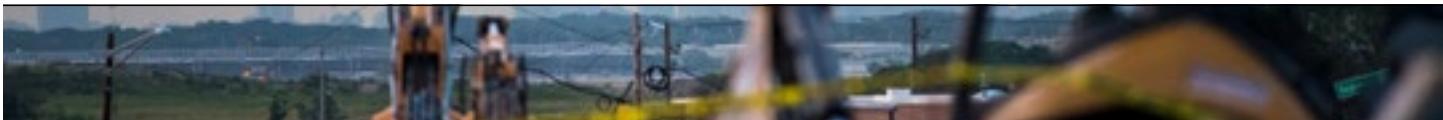
Faraj is now the Tollway's self-proclaimed beaver expert. His take on the beavers?

"I wish I could hire them," said Faraj, now the at the Tollway. "They can take down trees in 24 hours, no contracts necessary!"





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.

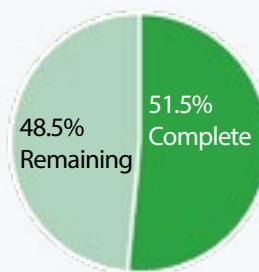
MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH OCTOBER 2020

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2020)

\$9.5 billion or 67.3% of the program budget committed

- \$5.3 billion, or approximately 37.2%, in construction work
 - \$2.6 billion, or approximately 18.1%, in consultant services
 - \$1.6 billion, or approximately 11.9%, in other costs (utilities, ROW, misc.)
 - \$180.9 million in reimbursement agreements has been approved; reducing overall program costs by 1.3%

51.5% of the *Move Illinois* Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2020)



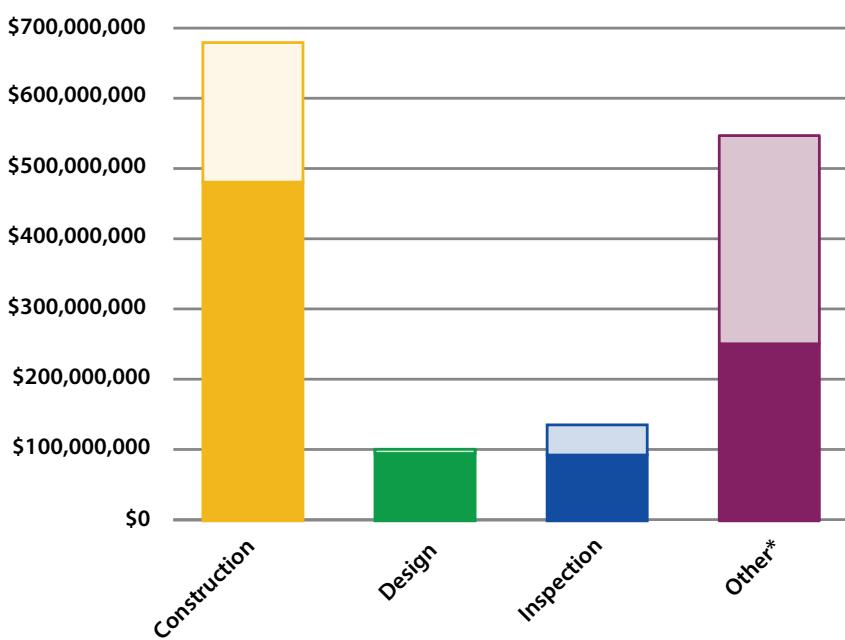
PROGRAM BUDGET BY CORRIDOR (2012-2020)

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	\$2,316.9	\$105.9	\$2,422.9	\$1,957.4
I-88	\$360.3	\$299.3	\$2.2	\$301.5	\$58.8
I-90	\$2,359.4	\$2,236.5	\$81.9	\$2,318.4	\$41.0
I-355	\$265.7	\$147.4	\$14.9	\$162.3	\$103.4
SW	\$3,188.3	\$1,247.3	\$208.4	\$1,455.7	\$1,732.6
I-294/I-57	\$331.7	\$274.8	\$7.1	\$281.8	\$49.8
EOWA	\$3,266.4	\$2,415.9	\$139.8	\$2,555.7	\$710.7
Other emerging projects	\$121.1	\$40.2	(\$0.1)	\$40.0	\$81.1
Totals	\$14,273.0	\$8,978.2	\$560.0	\$9,538.2	\$4,734.8

*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-OCTOBER 2020)

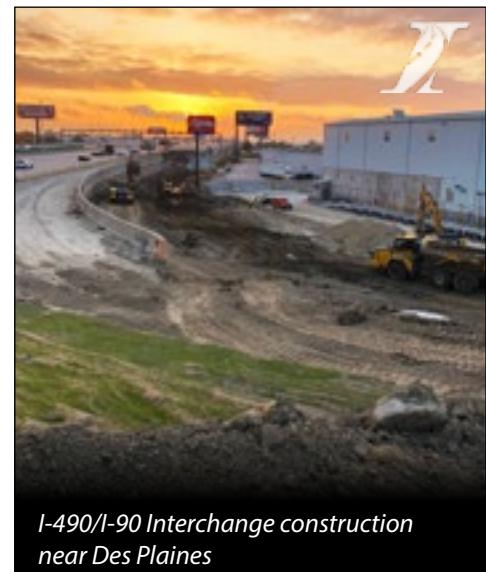


2020 PROGRAM METRICS (January-October 2020)

Awarded **62** construction and professional services contracts

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

Closed out **54** construction and professional services contracts



2020 YTD	2020 Estimated Expenditures	Progress Through October 2020**	Percent Complete
Construction	\$677,785,117	\$479,318,876	71%
Design	\$101,208,737	\$98,850,216	98%
Inspection	\$136,054,475	\$92,978,559	68%
Other*	\$546,484,531	\$250,316,204	46%
Total	\$1,461,532,860	\$921,463,855	63%

*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.

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