



ILLINOIS TOLLWAY UPDATE



ILLINOIS TOLLWAY SIGNIFICANTLY EXPANDS I-PASS ASSIST PROGRAM

Illinois Tollway aims to ensure everyone is able to attain and retain the benefits of I-PASS

The Illinois Tollway today opened enrollment to a significantly enhanced I-PASS Assist program to help customers realize the benefits of I-PASS. The program's aim is to ensure all Illinois residents are able to both attain, and more importantly retain, the financial benefits of using an I-PASS transponder when traveling on the Illinois Tollway system.



"Communities across Illinois rely on our roads and highways to get from point A to B safely every day, whether they are commuting to work, taking kids to school, or delivering goods and services," said Governor JB Pritzker. "Thanks to the new I-PASS Assist program, working families will receive critical financial relief that will remove barriers to access to the I-PASS system and offer all residents equal access to the Illinois Tollway System."

I-PASS customers save 50% on tolls and have the advantage of easily managing vehicles and travel costs online. As a condition of these benefits, customers are required to fund their accounts prior to incurring *continued on page 2*

AS SEEN ON THE TOLLWAY: LIGHTS OF DIFFERENT HEIGHTS

Cruising along the Jane Addams Memorial Tollway (I-90) at night, it's impossible to miss the brilliant LED lights that illuminate the road to make driving safe and easy.

What's less noticeable to drivers as they pass the evenly spaced light poles—all set about 75 yards apart—is that not all of the poles are the same height.

While virtually all of the light poles in the center median between Elgin and Rockford stand 50 feet tall—two in rural Boone County are dramatically shorter.

One light pole is 30 feet tall, while the one next to it is 20 feet high.

Why the miniature light poles?

It turns out the poles are in the flight path of United Acres Airport, a small grass airfield located off Spring Center



Road that is angled so planes landing and taking off there cross I-90 at low altitude.

When the Illinois Tollway started drafting plans for widening and reconstructing I-90 between Rockford and Elgin—a project that began in 2012 and included adding

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tolls, periodically replenish their accounts and maintain a transponder in their vehicle. Often times, economically disadvantaged customers are reluctant to sign up for I-PASS due to the deposit required on transponders as well as the initial minimum prepayment and minimum, ongoing auto-replenishment amounts when account balances become low.

“To complement the improvements made to our system, expanding the current I-PASS Assist program is critical to making sure customers have access to the benefits of I-PASS,” said Illinois Tollway Chairman and Chief Executive Officer Will Evans. “Through a partnership with the Illinois Department of Revenue, the Illinois Tollway is making it easy for customers to determine if they are eligible to join I-PASS Assist.”

“Our team has worked tirelessly on a plan to ensure our system is equitable and fair, and we’re now building on the success of our extensive violation relief efforts to eliminate the challenges many customers face in becoming regular Tollway customers,” said Illinois Tollway Executive Director José Alvarez. “By lowering the initial costs of enrollment and ensuring fees don’t have a disparate impact on working families, we’re building a network of support to ensure all families are able to access the same I-PASS rate that the vast majority of our customers already enjoy.”

Under the enhanced I-PASS Assist Program, the financial requirements associated with an I-PASS have been reduced across the board—for qualifying customers.

- ◆ No transponder deposit required (currently \$10 deposit)
- ◆ Open and fund an account with as little as \$4 in initial prepaid tolls (currently \$20)
- ◆ Automatic account replenishment on low balances, as little as \$4 (currently \$10 minimum)

In addition, to help income-eligible customers retain the benefits of I-PASS, invoice fees, if any, will be eligible for dismissal through customer service for accounts in good standing. Fee avoidance has been found to be critical to assisting customers keep accounts in good standing.

To promote the program and provide an incentive for enrollment, for a limited time the Illinois Tollway is also offering a financial incentive to new eligible customers who successfully enroll and create an account. The incentive, approved by the Illinois Tollway Board of Directors in April, will come in the form of a gift card of up to \$20 to be used at any retail store or grocery chain, certain restrictions apply.

“An expanded I-PASS Assist program is an important step toward making our transportation system more equitable,” said Erin Aleman, executive director of the Chicago Metropolitan Agency for Planning. “When transportation connects people to economic opportunities, jobs and amenities, our entire region prospers.”

To be eligible for enrollment in I-PASS Assist, household income cannot exceed 250% of Federal Poverty Guidelines as verified by the Illinois Department of Revenue. For reference, an individual making \$31,900/yr. and a family of four making \$65,500/yr. would be eligible to enroll in I-PASS Assist.

Customers interested in enrolling should visit illinoistollway.com for more details.

Lights, continued from page 1

new LED lighting along the road—designers realized they would have to accommodate the flight path of the single-runway, privately-owned airfield recognized by the Federal Aviation Administration.

To provide the FAA-required safety clearance for the small aircraft using the airfield, the Tollway design team lowered the height of the two light poles near the end of the runway to ensure they would not interfere with the airfield’s flight path. Lowering the light poles protect pilots using the airfield while still providing drivers with the light they need to travel safely.

A sharp-eyed driver recently noticed the difference, prompting Rockford TV station WTVO to run this story.

While shorter light poles are rare along the 294-mile

Tollway system, they’re not just confined to rural Boone County.

Several light poles along I-90 near Lee Street in Cook County are shorter for the same reason—to keep them out of the flight path of a runway at the better known, exponentially busier O’Hare International Airport.

“These are definitely unusual situations, but we’re always willing to make changes along our system that will enhance safety, not just for our customers but for everybody who lives or works near our roads—or flies over them,” said Illinois Tollway Executive Director José Alvarez.

On several other toll roads, including the Veterans Memorial Tollway (I-355) near North Avenue, and at

several other locations along I-90, light poles in the median stand noticeably lower than other nearby poles. The reason for the shorter light poles again is safety—

not for pilots, but to provide a safe margin for overhead electrical transmission lines that cross the roadways at those locations.

BUILDING BRIDGES BRINGS THE ILLINOIS TOLLWAY AND COMMUNITIES TOGETHER

At the Illinois Tollway, the start of every good construction project begins with coordination with local communities.

Reaching out to counties and communities when project planning begins provides the opportunity for the Tollway to ensure all are aware of potential impacts to local roads. It also opens the door to coordinate improvements and cost sharing, making public funds go farther.

This summer, the Tollway's work includes coordinated efforts to rebuild two local crossroad bridges – one in Gurnee crossing the Tri-State Tollway (I-94) and another in Oak Brook crossing ramps connecting the Reagan Memorial Tollway (I-88) and the Tri-State Tollway (I-294). Both bridges are scheduled to be complete by the end of 2021.

"More than ever, we – counties, communities and the state – are all working together to achieve shared goals: stimulate the economy, create jobs and improve mobility throughout the region," said Illinois Tollway Executive Director José Alvarez. "While these may be small projects, collaborating to build local bridges represents all that is right about investments in infrastructure – our commitment to smart transportation planning, our capacity to share funding and our ability to improve travel."



In Gurnee, the Tollway, Village of Gurnee and Lake County Division of Transportation are working together to replace the 70-year-old Stearns School Road Bridge over the Tri-State Tollway. The new bridge structure has been designed to provide for three lanes of traffic, wider shoulders, as well as additional bicycle and pedestrian access. Currently, up to 15,900 vehicles use the Stearns School Road Bridge daily.

Because the Illinois Tollway typically constructs new bridges with a 75-year service life, the new bridge is being built to accommodate future local roadway improvements anticipated by the village and the county, so the \$12 million project includes \$5.4 million in local cost participation from Village of Gurnee and Lake County for the extra improvements.

In Oak Brook, the Tollway is contributing \$7.5 million to rebuild the Windsor Drive Bridge carrying local traffic over the Tollway ramps connecting I-88 and I-294. The new, wider bridge will provide four lanes on Windsor Drive along with a 10-foot-wide landscaped median and sidewalks in both directions and is needed to accommodate work underway by the Village of Oak Brook to widen Windsor Drive, Swift Road and Cermak Road.

Currently, up to 6,500 vehicles use the Windsor Drive Bridge daily, which includes some of the heaviest volumes of passenger and truck freight traffic in the Village of Oak Brook. The Tollway's work to replace the bridge, supports work by Oak Brook to improve the frequently congested area and allow drivers to travel more safely, reliably and efficiently in DuPage County.

ILLINOIS TOLLWAY 2021 STAKEHOLDER SITE VISITS

In an effort to showcase the amazing work our agency is doing to improve and build new roadways, bridges, interchanges and buildings systemwide, the Illinois Tollway recently developed a series of tours hosting Board Members, senior staff and other stakeholders.

The sites that were selected provided a well-rounded glimpse at the substantial investments our agency is making in our regional infrastructure, which include both vertical and horizontal construction sites, as well as a mix of projects that represent the Tollway's systemwide renewal and expansion.

The staff, board and project team members who hosted and attended these visits benefited from getting "out into the field," seeing our work firsthand and having the opportunity to talk with project and construction managers on site to make the connection with the contracts, intergovernmental agreements and procurement needed to be coordinated by other departments.

Each on-site tour lasted a total of one hour, providing access to Tollway planning and engineering staff, as well as key design and construction personnel responsible for delivering the projects.

First, the new Aurora M-8 Maintenance Facility tour offered an in-depth look at the construction of one of our newest maintenance facilities that is being relocated from Naperville to Aurora. These state-of-the-art, LEED-certified facilities are replacing the Tollway's aging M-sites across the system, and will serve our roadway teams into the next century.

Next, the Mile Long Bridge Construction Site tour showcased this incredibly complex project to replace the existing Mile Long Bridge on the Central Tri-State Tollway (I-294) spanning multiple waterways, railroads and a city of freight and industry below. Adding in the nearby dismantling of half of the bridge originally built in the 1950s, while the second new bridge structure is construction, walking the amazing work site provided a ground up view of the Mile Long Bridge Project in full swing.



Then, the Tri-State Tollway (I-294)/I-57 Interchange Construction Site tour provided a look at one of the few places in the nation where two interchanges previously weren't connected. Phase One completed in 2014 provided access to and from Champaign, while Phase Two currently underway is providing access to and from Chicago. Stops at construction on I-294, on I-57 and on the ground under the new ramps provided a view of the enormous fly-over ramp completing the connection between two heavily traveled interstates in Chicago's Southland.

Finally, the I-490/I-90 Interchange Construction Site tour allowed for the chance to look down into a 60-foot-deep stormwater detention basin serving the Metropolitan Water Reclamation District of Greater Chicago, travel in the footprint of the former Des Plaines Oasis on I-90 that is the future home to the interchange and stand on the new ramp bridges that will link I-90 to I-490, providing for western access and the new I-490 Tollway.

The Tollway plans to use these visits as a template in the future to bring to life the critical work of the agency. For more information on any Tollway design and construction project, including information, fact sheets, pictures, and live cameras, visit illinoistollway.com and click Projects. There's you'll find a wealth of resources on all the amazing work the Illinois Tollway is doing to improve our regional infrastructure and economy.

FHWA INVITES THE ILLINOIS TOLLWAY TO DETAIL THE NEXT BIG THING IN ROADWAY SAFETY

The Federal Highway Administration invited the Illinois Tollway to share its experiences using the next big thing in roadway safety: mobile work zone barriers.

The Tollway's use of mobile work zone barriers was showcased as part of the FHWA's virtual roundtable discussion on "Positive Protection Strategies in Work Zones." The June 3 webinar attracted an audience nearly 200 roadway maintenance professionals from across the country to learn about the use of mobile barrier systems.

Mobile barriers provide protection that's on par with temporary concrete barriers, but quicker and easier to deploy and remove.

"The barriers place a significant mass between passing traffic and workers," explained Steven Mednis, the Tollway's general manager of traffic and incident management. "This provides roadway workers a safe work zone for prolonged exposure to live traffic during maintenance and repair activities."

The Illinois Tollway purchased two mobile work zone barriers in 2016 and uses them on a daily basis. These trailers are gaining in popularity with other toll agencies and state departments of transportation in Texas, California and other states as a way to protect workers.

The Tollway's mobile barriers can be configured to protect the right side or left side of a work area or incident depending on the circumstances. They include 20-foot section walls that can be removed or shortened when necessary and can stretch up to 102 feet long.

The barriers feature an integrated, rigid wall trailer that can be towed by a standard semi-tractor to any location. They can be deployed quickly to the scene of incidents and removed immediately after an incident is cleared or maintenance is completed, allowing the free flow of traffic to resume. Because the barriers can be moved in and out so quickly, they are much less disruptive to drivers than setting up a series of cones or barrels.

Safety features on the barriers include: a rear-mounted LED arrow board, elevated front and rear corner-mounted LED flashing beacons, reflective red and white tape on both sides and the rear of the trailer and LED stop, tail, turn and marker lights. High-powered lights make the barriers especially useful at night. They also include crash attenuators mounted on the back to provide impact protection from the rear of the work zone. Side impacts are protected by heavy metal barrier walls.

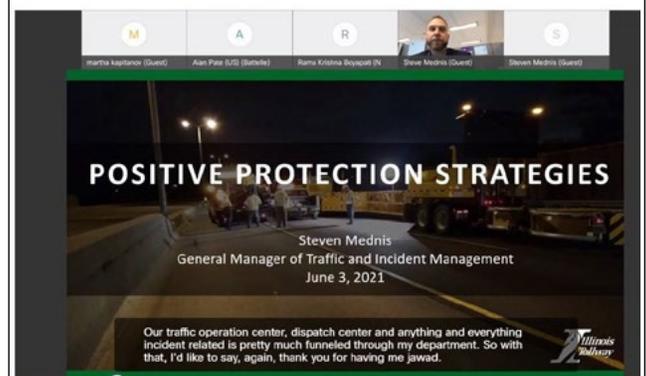
The Tollway uses the barriers for a variety of roadway maintenance activities, including pavement repairs, rolling lane closures, IT/camera work, roadway lighting repairs and maintenance of traffic assistance for contractors. The barriers are also used to assist Illinois State Police when conducting incident investigations.

The results have been overwhelmingly positive, says Mednis.

"Roadway maintenance crews that have used the mobile work zone barriers have expressed feeling safer and more confident while working within the unit," said Mednis. "Traffic seems to slow down significantly in areas where the trailers are used. That is something our roadway maintenance staff appreciates."



Positive Protection Strategies in Work Zones-2... [↓](#)



CERTIFIED WORLD CLASS TECHNICIANS HELP KEEP TOLLWAY FLEET ON THE ROAD



(left to right)
Mark Fera (M-2), Joe Indurante (M-2), Steve Vezensky (M-4), Ted Zubek Fleet District Manager, Angel Velazquez (M-4),
Matt Heller (M16)

Operating the 294-mile Illinois Tollway system requires a fleet of hundreds of trucks and other vehicles to perform roadway maintenance, plow snow and assist stranded drivers. Keeping that fleet operating around the clock requires World Class vehicle technicians.

This year, two Tollway vehicle technicians, Mark Fera and Joe Indurante, earned World Class Technician certification from the National Institute for Automotive Service Excellence and Auto Care Association. Nationwide, only 42 vehicle technicians earned that certification this year.

In 2020, three other Tollway vehicle technicians, Matt Heller, Angel Velazquez and Steve Vezensky received this award, the industry's most advanced certification.

The World Class Technician award requires recipients to be master certified in automobile repair, heavy truck repair, collision repair, and to possess advanced certificates in gas and diesel engine performance. To earn this certification, technicians have to pass a series of 22 tests that assesses their skills.

"We're proud of the outstanding work done by these colleagues to keep our fleet out on the road to maintain

our roads and assist our customers," said Illinois Tollway Executive Director José Alvarez. "The Tollway works to provide the highest quality service and value to its customers and these certifications reflect the agency's commitment to excellence."

The agency encourages its technicians to obtain ASE certifications and they receive additional compensation for having earned up to two master certifications. As part of this effort, the Tollway pays for the required exams needed for certification and technicians are able to use paid work hours to take those exams.

The Tollway has been recognized as a member of the ASE's Blue Seal program for 18 years. The Blue Seal program requires that at least 75 percent of the technicians in an organization to have at least one certification.

At the Tollway, 54 of our 56 technicians—or 96 percent—have at least one certification. Of that number, 31 have master certifications for automobiles and trucks.

"We believe these certifications indicate the Illinois Tollway fleet is serviced by one of the most skilled groups of technicians in the country," Alvarez said.

YOU CAN NOW USE I-PASS ON ALL FLORIDA TOLL ROADS

Things just got brighter for I-PASS customers heading down to Florida: I-PASS is now accepted on all toll roads in the Sunshine State.

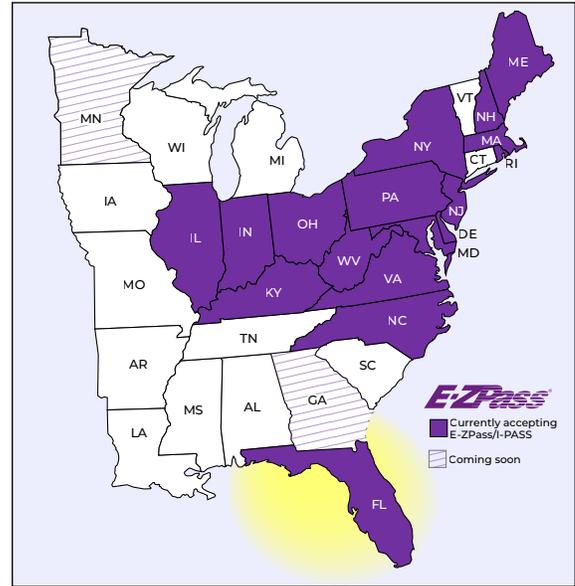
The Florida Turnpike joins the Central Florida Expressway Authority as part of the E-ZPass Group.

So, whether you're driving down to visit a theme park in Orlando, go fishing or golfing along the Gulf coast in the Tampa/St. Petersburg area, lie on a beach in Miami or watch a rocket launch from Cape Canaveral, you can take I-PASS with you on all your Florida travels.

If flying down to Florida and renting a vehicle, I-PASS customers can add the rental plate number and the start and end dates for the rental period to their I-PASS account.

The addition of Florida toll roads to the E-ZPass network makes paying tolls more convenient for I-PASS customers driving east and south. I-PASS can now be used in 17 states where E-ZPass is accepted and includes the Chicago Skyway and Indiana Toll Road.

Georgia and Minnesota are poised to soon come on board with the E-ZPass Group, moving the toll industry closer to seamless travel nationwide using a single transponder.



Before any trip, I-PASS customers should make sure their transponder is properly mounted to ensure proper payment of tolls.

See the [E-ZPass website](#) for details on where you can use I-PASS.

CONSTRUCTION INDUSTRY BUILDING CONNECTIONS BY PARTNERING FOR GROWTH

Building on an already successful mentorship program for professional engineering firms, the Illinois Tollway and its Technical Assistance Program providers are working with industry leaders to increase participation among construction firms in its Partnering For Growth Program.

In June, 15 firms interested in becoming protégés to work on Illinois Tollway construction projects met virtually with potential mentor firms sharing capability statements and then spending some time in breakout rooms to network and make connections. Each of the interested protégés had previously met with a Tollway Technical Assistance Program provider to have an assessment completed and qualifying them for participation in a Partnering for Growth relationship.

Following the online meet-and-greets, Tollway Technical Assistance Program providers are collecting comment cards from all of the participants interested in taking the next step to make their Partnering For Growth relationships official.

The interested mentor firms were recruited with help from the Illinois Road and Transportation Builders Association, which hosted a roundtable meeting in May with the goal of encouraging more experienced prime contractors to take part in the Tollway's program. The event brought together both past Partnering For Growth

mentor firms and new firms interested in mentoring other firms on Tollway construction projects.

The Partnering for Growth Program for Construction encourages contractors and subcontractors to assist disadvantaged, minority and women-owned business enterprise (D/M/WBE) firms and veteran-owned small businesses (VOSBs) in remaining self-sufficient, competitive and profitable.

Partnering for Growth is advantageous for both protégés and mentors - since the launch in November 2017, the Tollway has added 14 Partnering for Growth Construction agreements and have awarded approximately \$758,000 in bid credits.

Partnering for Growth for Construction offers participating contractors the opportunity to earn up to \$100,000 per year in bid credits that may be applied toward future Tollway construction bids to lower the bid amount and increase the chances of winning the contract as the low bidder. Contractors have the flexibility to determine areas of assistance including business planning, project management, financial counseling and bonding, equipment utilization and submitting quotes.

Illinois Tollway Technical Assistance Program providers are available to assist partnering firms at every step. More information is available on the Tollway's [website](#).

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.

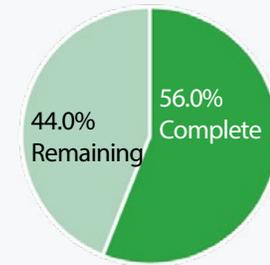
MOVE ILLINOIS PROGRAM STATUS - DATA THROUGH MAY 2021

MOVE ILLINOIS PROGRAM BUDGET OVERVIEW (2012-2021)

\$10.0 billion or 70.6% of the program budget committed

- **\$5.7 billion**, or approximately 40.0%, in construction work
- **\$2.6 billion**, or approximately 18.1%, in consultant services
- **\$1.7 billion**, or approximately 12.0%, in other costs (utilities, ROW, misc.)
- **\$190.2 million** in reimbursement agreements has been approved; reducing overall program costs by 1.3%

56.0% of the Move Illinois Program is complete (work in place)



PROGRAM EXPENDITURES (2012-2021)



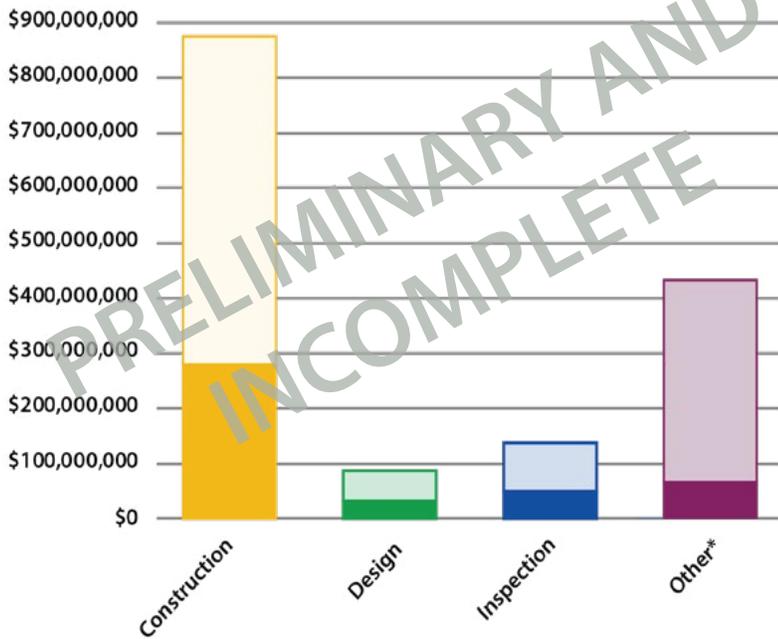
PROGRAM BUDGET BY CORRIDOR (2012-2021)

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	\$2,688.1	\$129.7	\$2,817.8	\$1,562.4
I-88	\$360.3	\$304.0	\$3.8	\$307.9	\$52.4
I-90	\$2,359.4	\$2,236.5	\$82.0	\$2,318.5	\$40.9
I-355	\$265.7	\$150.7	\$14.8	\$165.5	\$100.1
SW	\$3,188.3	\$1,274.4	\$209.8	\$1,484.3	\$1,704.0
I-294/I-57	\$331.7	\$295.5	\$7.6	\$303.1	\$28.5
EOWA	\$3,266.4	\$2,424.6	\$146.6	\$2,571.2	\$695.2
Other emerging projects	\$121.1	\$40.2	(\$13.5)	\$26.7	\$94.4
Totals	\$14,273.0	\$9,414.0	\$580.9	\$9,995.0	\$4,278.0

*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

2021 PROGRAM PROGRESS (THROUGH MAY 2021)



2021 PROGRAM METRICS (THROUGH MAY 2021)

Awarded **24** construction and professional services contracts

Awarded **19** construction contracts less than \$10 million

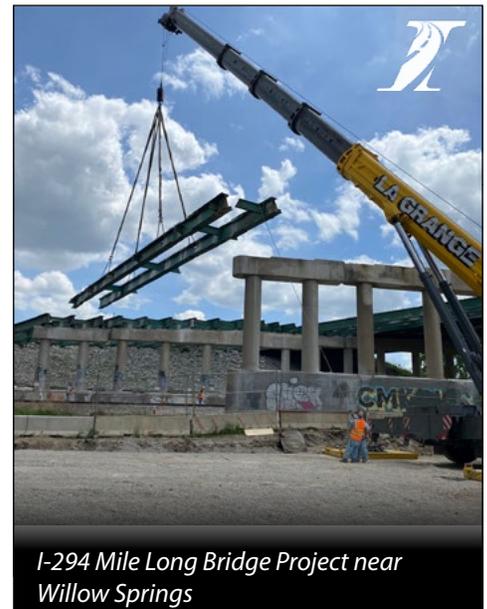
Closed out **40** construction and professional services contracts

2021 YTD	2021 Estimated Expenditures	Progress Through May 2021**	Percent Complete
Construction	\$875,274,678	\$281,006,834	32%
Design	\$86,967,410	\$32,502,985	37%
Inspection	\$138,102,465	\$49,621,497	36%
Other*	\$433,731,030	\$64,853,691	15%
Total	\$1,534,075,583	\$427,985,008	28%

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

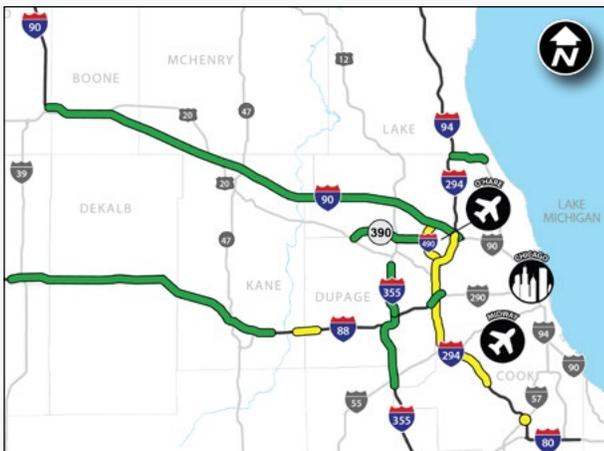
**Financial data presented is preliminary, unaudited and subject to change.

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 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), 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)