

GET I-PASS AND GET GOING!

Illinois Tollway
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Downers Grove, IL 60515
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www.illinoistollway.com

IT'S ABOUT TIME

QUICKER COMMUTES,
CONSTRUCTION AND RESULTS



2005 ANNUAL REPORT

WHAT DOES CONGESTION RELIEF MEAN TO YOU?

Think of the time you spend in traffic.
Your morning commute, your evening commute.
Add it up.
What does it come to, each day?
Each week? Each year?
Now imagine you could have some of that time back.
Imagine someone handed you a box, and inside was time.
What would you do with it?

It is an unfortunate fact that metropolitan areas suffer from traffic congestion. Twice a day, millions of motorists pour onto a handful of highways that were carved out of the landscape decades ago, when urban planners could not have imagined the effects of sprawl and the explosion in automobile ownership. As a result, our roads—including the Illinois Tollway—are overcrowded. And so we sit in traffic. And so we wait. But there are things that can be done to alleviate the effects of these trends, and the Illinois Tollway is doing its part.

As part of the \$5.3 billion Congestion-Relief Program introduced by Governor Rod Blagojevich in 2004, we are taking bold steps to fulfill our stated mission, which is to “provide and promote a safe and efficient system of toll supported highways while ensuring the highest possible level of customer service.” Among these steps are the following:

OPENING: Converting 20 mainline toll plazas to Open Road Tolling

REBUILDING: Restoring 90% of the Tollway roads

WIDENING: Adding lanes to 117 miles of existing major roads

EXTENDING: Building the I-355 South Extension

This annual report documents the progress we made toward these goals in 2005, how this progress is improving the lives of motorists like you, our efforts to minimize the effects of construction, and the innovations being used to deliver results in record time.

Congestion relief is about time. And it's about time for congestion relief, don't you agree?

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GOVERNOR BLAGOJEVICH thanks workers at the Edens Spur Open Road Tolling debut.



JACK HARTMAN (left) and JOHN MITOLA at an Open Road Tolling debut.

LETTER FROM THE GOVERNOR

IT'S BEEN A LITTLE MORE THAN A YEAR SINCE I ANNOUNCED THE TOLLWAY'S CONGESTION-RELIEF PROGRAM and motorists are already enjoying the extra free time provided by nonstop Open Road Tolling and new lanes of highway.

Significant improvements were delivered in 2005, which is just the first year of a comprehensive \$5.3 billion capital program, *Open Roads for a Faster Future*. The investment being made in the Illinois Tollway has already yielded Open Road Tolling lanes at nine toll plazas as well as rebuilt and widened segments of I-88 and I-294.

When I became Governor, I said there would be a new and improved way of doing business at the Illinois Tollway and that agenda includes the construction process. The first year of the Congestion-Relief Program was completed on time and under budget. I commend the Tollway staff and contractors for working hard to construct at a record pace while at the same time minimizing the impact on traffic.

Work continues into 2006 to provide Open Road Tolling lanes at the remaining mainline toll plazas, rebuild and widen additional Tollway segments, and extend I-355 south into Will County.

These projects improve the quality of life in Illinois by reducing emissions, enhancing economic development, creating jobs and increasing safety. And even more important than these global benefits, they make a direct and positive impact on the daily lives of people like you who now have more time to spend with their families. This is why Open Road Tolling and congestion relief is at the top of my agenda for the Illinois Tollway. I appreciate your patience as we make Illinois' faster future a reality.

ROD R. BLAGOJEVICH
Governor

A MESSAGE TO MOTORISTS

THE TITLE OF THIS REPORT SUMMARIZES WHAT WE ARE TRYING TO ACHIEVE in the rebuilding of the Tollway system and why it matters. It's about time the Illinois Tollway started putting drivers first. In fact, saving time for drivers is top of mind as we implement the comprehensive \$5.3 billion Congestion-Relief Program that began in 2005.

The first section of this report, "Better Lives Through Quicker Drives," documents how the capital program was designed to not only rebuild aging roads but also to reduce congestion. And making it quicker to get from home to work or from home to your grandmother's house improves the lives of individuals as well as the Illinois economy as a whole.

The second section of this report, "Faster Gains with Fewer Pains," relays the efforts we are making every day to reduce the time you spend in construction and related delays. We know construction is inconvenient because it slows down traffic. So instead of putting the needs of the contractors first, we are designing projects to minimize the impact on drivers and providing the information you need to plan around construction.

The third section of this report, "Paving the Way for a Faster Finish," shares the innovative tactics we are using to save time in the construction process, which will deliver time savings for drivers that much sooner. After all, it's your money being spent on these roads and you've trusted us to spend it wisely. So, we are constantly re-evaluating our plans and designs to take advantage of market conditions as well as the latest construction materials and technologies.

We wish we could tell you that you'll never spend another moment stuck in traffic. Unfortunately, we can't make that promise. But we can tell you that we're working hard so you can spend less time getting where you're going, and more time being where you want to be.

Sincerely,

JACK HARTMAN
Executive Director

JOHN MITOLA
Chairman

REBUILD AND WIDEN POUNDING THE PAVEMENT ON I-294 AND I-88

THE SOUTH TRI-STATE from the Kingery Expressway (I-80/94) to 167th St. is being rebuilt and widened to four lanes. In 2005, four new northbound lanes were built from Markham Yard to 167th St. using continuously reinforced concrete to withstand heavy truck traffic for the next 30 years. The entire project will be completed in 2006.

WIDER BRIDGES on the first five miles of I-294 South.



THE "WASHBOARD" SECTION OF I-88 IS NO MORE since the Tollway built four new lanes from Route 59 to Washington St. in DuPage County. This is just the first section of the Reagan Memorial Tollway scheduled to be rebuilt and widened.

FOUR NEW LANES NOW OPEN from Route 59 to Washington Street.

RESTORE I-88 GETS A FACELIFT

ON THE WEST END OF I-88, the Tollway completely rehabilitated the 32-mile section from Route 251 to U.S. Route 30 in Lee and Ogle counties for a smoother and safer ride. The road was "rubblized," a money- and time-saving process that grinds existing pavement into rubble and uses it as the substrate for the new road surface.

ENHANCED SAFETY with new cable median barrier installed on western I-88 and I-90.



A GRADING MACHINE compacts and smoothes the rubblized concrete base of the road.



FAST FORWARD

IN RECORD TIME, THE CONGESTION-RELIEF PROGRAM IS ALREADY IMPROVING CUSTOMERS' LIVES BY REDUCING TRAVEL TIMES. THIS YEAR'S PROJECTS INCLUDE THE REBUILD & WIDEN ON SECTIONS OF I-294 AND I-88, OPEN ROAD TOLLING, AND COMMENCEMENT OF CONSTRUCTION ON THE I-355 SOUTH EXTENSION.



SENSORS ON OVERHEAD TUBES collect tolls electronically as customers drive through at highway speed.

OPEN TOLLBOOTHS COME DOWN AT NINE PLAZAS

MAINLINE TOLL PLAZAS ARE BEING CONVERTED TO OPEN ROAD TOLLING for nonstop I-PASS travel by the end of 2006. In 2005, Open Road Tolling lanes debuted at nine plazas: Boughton and Army Trail Rd. (I-355); 82nd St., 83rd St., Cermak Rd., Touhy Ave. and Irving Park Rd. (I-294); Aurora Rd. (I-88); and Edens Spur (I-94).



NON-STOP TOLL COLLECTION is now available at nine mainline toll plazas where drivers can stay on the thruway and pay tolls electronically.



THIS VISION OF THE FUTURE shows the interchange of the extension at I-55.

EXTEND I-355 GOES LONG

THE NORTH-SOUTH TOLLWAY IS BEING EXTENDED 12.5 miles from the Stevenson Expressway (I-55) to I-80 to provide mobility for growing Will County. Most of the earthwork began in 2005 and included embankment excavation, drainage work, and creating runarounds for bridges to be constructed in 2006.



A NEW ROAD EMERGES FROM THE EARTH. More than 9 million cubic feet of dirt will be moved to make way for the I-355 extension.



DOROTHY LAWSON

“My commute is 30 minutes shorter, which means I spend 30 minutes more with my kids. I don’t think you can put a price on that.”

BETTER LIVES THROUGH QUICKER DRIVES

FAMILY TIME LASTS A LITTLE LONGER for Dorothy Lawson, now that Open Road Tolling has taken effect on the main leg of her commute: the Tri-State. Before Open Road Tolling, Dorothy had to slow down or stop at three toll plazas—each way—between her home in Blue Island and her job in Park Ridge. She was so excited by her shorter commute, she accepted our invitation to attend the Open Road Tolling debut event at the Cermak Road Toll Plaza in December 2005, where she thanked Governor Blagojevich for giving her the best Christmas present ever: time.

THE ROAD BY ITSELF IS JUST PAVEMENT. It doesn’t think or feel. It doesn’t care where you’re going or how long it takes you to get there. When it cracks or erupts in potholes, you can repair it. When it reaches 45 years-old, you have to rebuild it. But you can’t make it care about the community it cuts through or the motorists who drive on it. For that, you need people, and that’s where the Tollway comes in.

As part of our plan for a comprehensive capital program to rebuild the Tollway system, we also thought about improvements we could make to the quality of life in Northern Illinois. In the two years leading up to the construction kick-off in 2005, we reached out to communities, held public meetings, and listened to what customers like you wanted.

And what did you want? Simple: to spend less time in traffic and more time living your life. So we developed a Congestion-Relief Program designed not only to rebuild our roads but also to reduce travel times.

And we have already made a difference. Seventy-one percent of drivers who responded to our eNewsletter survey said that Open Road Tolling has improved their trips on the Illinois Tollway.

DOWN COME THE TOLLBOOTHS, UP GO THE SPIRITS

IF YOU’RE LIKE MOST DRIVERS, you don’t hate paying tolls as much as you hate stopping to pay tolls. Tollbooths are chokepoints that slow traffic, cause congestion and increase travel times. Perhaps from time to time, stuck in tollbooth traffic, you’ve had fantasies of tearing them down. Well, we beat you to it.

In 2005, tollbooths at nine of the Tollway’s 20 toll plazas were torn down as we converted them to Open Road Tolling. Thanks to new technology and the increased use of I-PASS transponders, you can now pay tolls while traveling at highway speed. At these plazas, you no longer have to merge into a special I-PASS lane and slow down to 30 mph in order to use your I-PASS, so now there is less lane changing, less congestion and shorter travel times.

We are the first tollway in the nation to convert a traditional toll barrier system into Open Road Tolling. By the end of 2006, the remaining 11 toll plazas will also be converted to Open Road Tolling, which means you will be able to drive the entire mainline Tollway system without driving through a toll plaza—a mere two years after program initiation.

OPEN ROAD TOLLING (ORT) BY THE NUMBERS

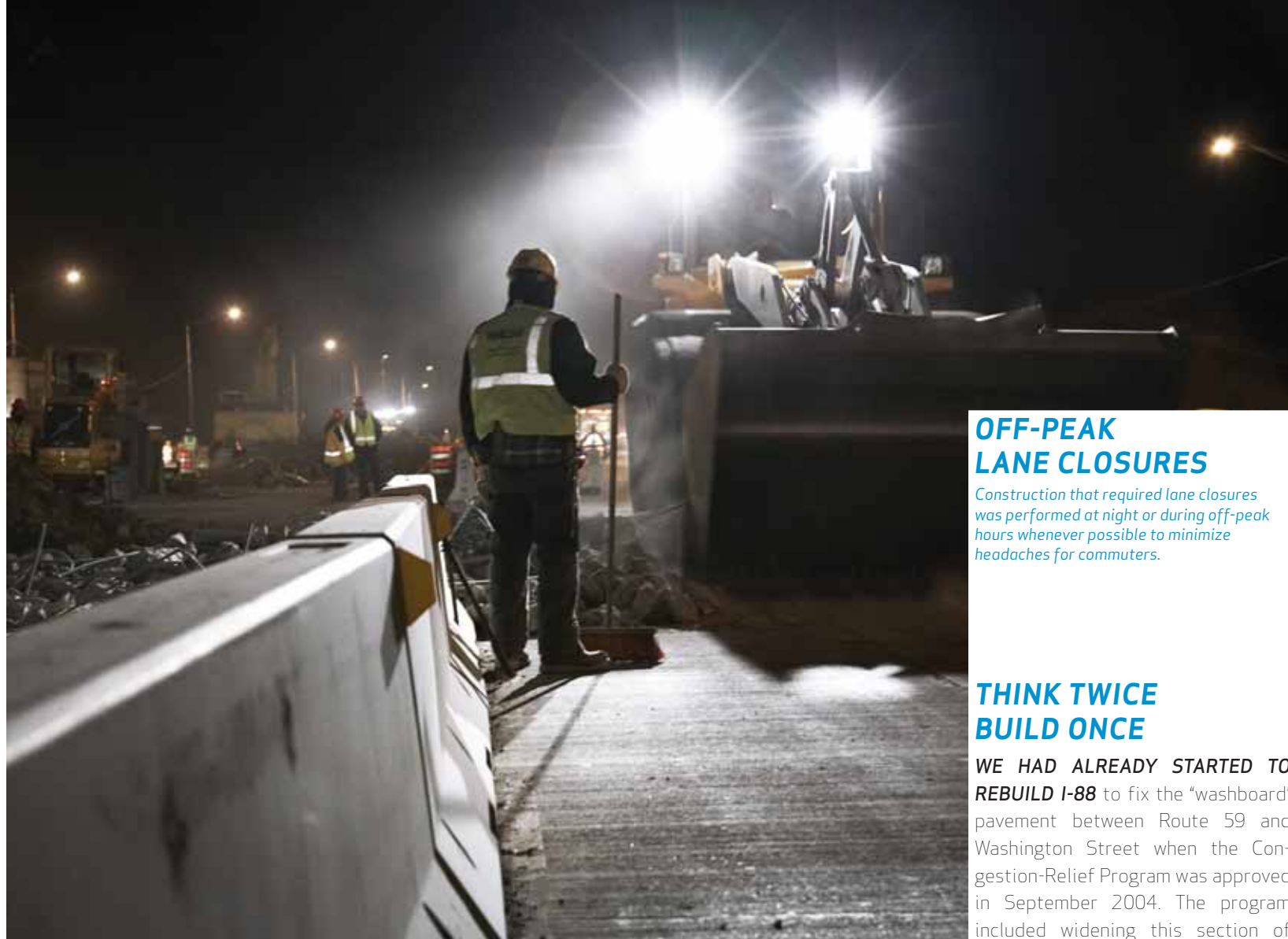
- 2,433,880 • THE NUMBER OF ACTIVE I-PASS TRANSPONDERS
- 9 • THE NUMBER OF TOLL PLAZAS CONVERTED TO ORT
- 20 • THE AVERAGE NUMBER OF MINUTES SAVED PER ROUND-TRIP COMMUTE
- 74 • PERCENT I-PASS USAGE



OUTWARD AND UPWARD MOBILITY

ACCORDING TO THE U.S. DEPARTMENT OF TRANSPORTATION, every \$1 billion invested in roads yields \$4 billion in economic benefits. By that math, the Tollway’s capital program should generate about \$20 billion in economic benefits for Northern Illinois. This includes about 252,000 jobs comprised not only of direct construction jobs but also of indirect jobs at the companies that make the products used in the construction process as well as goods and services that construction workers can now buy with the wages from their jobs. The improvements also attract new employers, since it is now easier for workers and customers to access businesses. This fact is most vividly demonstrated by the large number of corporate headquarters and plants already located along the Illinois Tollway as well as the new businesses now planned for Will County near the route of the I-355 South Extension.

OPEN ROAD TOLLING BENEFITS THE ENVIRONMENT by decreasing the amount of carbon monoxide emissions at toll plazas by about 41 percent. Since cars and trucks no longer have to slow down to pay the toll and then re-accelerate to highway speed, there is less air pollution in the area. Other efforts to be environmentally sensitive include the Tollway’s close work with the U.S. Army Corps of Engineers and U.S. Fish & Wildlife Service to mitigate any impact on wetlands and endangered species related to the construction and widening of roads. We continue to work with local communities to find context-sensitive solutions to construction challenges along the length of the Tollway system.



OFF-PEAK LANE CLOSURES

Construction that required lane closures was performed at night or during off-peak hours whenever possible to minimize headaches for commuters.

THINK TWICE BUILD ONCE

WE HAD ALREADY STARTED TO REBUILD I-88 to fix the “washboard” pavement between Route 59 and Washington Street when the Congestion-Relief Program was approved in September 2004. The program included widening this section of road in 2006-7, but that would mean inconveniencing drivers in this area two times in less than five years. To avoid this, the Tollway quickly expanded the project under way to include the addition of a fourth lane to avoid repeat impact on drivers. Drivers in the Naperville area are now enjoying four new lanes of pavement and won't see construction on this section again for a long time.

FASTER GAINS WITH FEWER PAINS

TRADITIONALLY, THERE HAVE BEEN TWO WAYS TO DO ROADWAY CONSTRUCTION. The first way is to work incrementally, closing one lane at a time, which causes less inconvenience for motorists, but slows down construction to a snail's pace. The second way is to close multiple lanes at the same time, wreaking havoc with motorists' commutes, but getting the project done as quickly as possible. As you might imagine, neither of these options was acceptable to us.

Instead, we developed a multi-departmental approach that involves planners, engineers, traffic coordinators and communications staff. Together, this team evaluates construction zones on a daily basis to see if any improvements can be made to reduce delays. In many cases, work is done at night or during off-peak daytime hours when traffic is lighter, in order to keep as many lanes open as possible during the morning and evening commutes. This concern for traffic flow has not impeded construction as most projects are on schedule.

KEEP 'EM MOVING

HOW DO WE KEEP SO MANY LANES OPEN during construction projects? Whenever possible, we shift traffic to the right or left shoulder to compensate for a lane closure. In some cases, we use a crossover lane to separate traffic from the active work zone. While this configuration usually requires a work zone speed limit of 45 mph, it prevents the major backups created by removing a lane entirely.

INTERAGENCY COORDINATION IN THE SOUTHLAND

SINCE DRIVERS DON'T KNOW WHERE THE TOLLWAY ENDS AND OTHER HIGHWAYS BEGIN, we worked with the Illinois and Indiana Departments of Transportation to coordinate our work on the South Tri-State with their work on the contiguous Kingery Expressway and into Indiana. The three agencies took a comprehensive approach to plan the timing of our construction and related lane closures to reduce the impact on drivers in the Southland Corridor.

GETTING CONSTRUCTION INFO

WWW.ILLINOISTOLLWAY.COM
CONSTRUCTION SECTION
WWW.GCMTRAVEL.COM
FOR TRAVEL TIMES
**ELECTRONIC & STATIC SIGNS
ON THE ROAD**
NEWSLETTER
SIGN UP ON WEBSITE
WWW.NBC5.COM
SIGN UP FOR REAL-TIME
TRAFFIC E-MAILS
FLYERS FROM TOLL COLLECTORS
1-800-TOLL-FYI



INFORMATION IS (HORSE) POWER

DMS signs help motorists plan their trip.

WHETHER YOU ARE AT HOME, ON THE WEB, OR IN YOUR CAR, the Tollway is talking to you. We have enhanced our communications to include a variety of ways to share information with the motoring public. In 2005, we launched *Open Roads Ahead*, an electronic newsletter that provides important construction updates to more than 750,000 I-PASS customers. The most up-to-date information, including project maps, photographs and work zone details, can be found in the Construction section of illinoistollway.com. A list of daily lane closures is also posted on the website and available as a recorded message that can be accessed at 1-800-TOLL-FYI.

Since we know many of you get your traffic information from the media, our outreach to reporters includes almost daily press releases, editorial board meetings and press conferences. In addition to the signs detailed below, flyers with information about construction projects are distributed at toll plazas.

REAL-TIME TRAFFIC INFO

Traffic conditions change quickly. To help you find the least congested route to your destination, we provide real-time traffic status reports at illinoistollway.com and gcmtravel.com. Through a partnership with NBC 5, we can also send up-to-the-minute traffic updates to your PDA. To register for this free service, go to nbc5.com.

“BRIGHTER” SIGNS

Tollway construction signs are smarter than your average sign. They tell you the purpose, length and duration of construction projects. Some include “after” visuals that show you the improvements to come. We also use Dynamic Message Signs (DMS) to warn you of upcoming lane closures and to direct you through new work zone configurations.

THE RUBBLIZER



USING NEW EQUIPMENT allowed us to rehabilitate 32 miles on the west end of I-88, which was the largest continuous rubblization project in the nation. The rubblization process involves breaking the existing concrete pavement slabs into smaller pieces, which then become an aggregate foundation for the new road surface. This saves time and money by eliminating the need to remove and haul away old pavement and transport new material to the site.

PAVING THE WAY FOR A FASTER FINISH

IT'S NOT JUST MUSCLE AND MACHINERY that make our progress swift. A lot of brainpower is involved too. While the rubblizer (see photo and description above) allowed us to rehab 32 miles of road in only 5 months, we also created performance-based specifications for the construction project that allowed the contractor to reduce his design time from the standard one year to a mere 45 days. This is part of the Design-Build approach that resulted in a record pace of construction in 2005 that we plan to build on in years to come.

ON TIME, UNDER BUDGET

ISSUED \$1.4 BILLION IN CONSTRUCTION & ENGINEERING CONTRACTS
KEPT PROGRAM ON SCHEDULE & UNDER BUDGET
IMPLEMENTED 40 PROJECTS IN ONE YEAR; COMPLETED 11 PROJECTS
BORROWED \$770 MILLION IN BONDS AT LOWER-THAN-BUDGETED INTEREST RATES

THE BENEFITS OF DESIGN-BUILD



WE TOOK THE FAST TRACK TO OPEN ROAD TOLLING. Typical road construction projects take a long time to complete because they are usually designed by one group of engineers and built by another – a recipe for miscommunication and delays. In order to introduce Open Road Tolling at nine toll plazas in less than a year, Tollway staff, designers and contractors worked as a team to design and build the conversions. This teamwork continued during the construction process as lessons learned at one plaza were worked into the plans for the next plaza. For instance, some of the bids for the first few plaza conversions came in higher than expected so we did research to find out what we could do to bring costs down. We found that completing the entire project in a short time was very expensive, so we broke up the schedule to ensure delivery of the Open Road Tolling lanes that reduce travel times first and allowed more time for completion of the cash lanes and plaza buildings.

SETTING INDUSTRY STANDARDS

We are the first tollway in the nation to earn the International Organization for Standardization's ISO 9001:2000 Certification for Management Services, which includes project development, planning, design management and construction management. This means we have the staff and procedures in place to help ensure quality standards and successful completion of the Congestion-Relief Program.

INCLUDING DISADVANTAGED BUSINESS ENTERPRISES IS A MAJOR FOCUS in the awarding of contracts under the Congestion-Relief Program. In order to increase participation by minority- and women-owned businesses (M/WBE), the Tollway has created a Joint Venture/Partnership – Mentor-Protégé Program to facilitate our professional service consultants in meeting our contract-specific DBE goals and to assist DBE firms to build their capacity through participation in a prime consultant role. We have also established a M/WBE Advisory Council to guide our DBE efforts and have increased outreach and transparency by posting all contract information on the Tollway's website.

DESIGNERS AND CONSTRUCTION PROJECT MANAGERS WORKED CLOSELY to help guarantee speedy delivery. The team effort begins during the design phase of a project when all-day value engineering sessions are held to conduct a rigorous analysis of all possible designs. These sessions allow those involved to take a corridor-wide perspective to apply economies of scope and scale, add value and control budget. Projects are often advertised with performance-based specifications that allow contractors to use their expertise and market knowledge to keep costs down. For instance, the Tollway specifies the desired performance such as pavement life or bridge load capacity, and the contractor identifies the materials and schedule needed to meet these specifications. The Tollway has also standardized its specifications and streamlined its process to attract more bidders, which leads to more competitive pricing. Once construction begins, the construction managers are empowered to make decisions in the field to keep projects moving.

FAST TRACK TO THE FUTURE

REBUILD AND WIDEN

PHASE I OF SOUTH TRI-STATE continues from Kingery (I-80/94) to 167th St. with all lanes scheduled to be completed by Fall 2006.

CENTRAL TRI-STATE will be rebuilt and widened from Balmoral to Dempster St. with four new northbound lanes scheduled to be completed in 2007 and the entire project completed by the end of 2008.

Preparatory work (mostly off-system) will be done on I-88 from Washington St. to Finley Rd. (Just west of I-355).

ALTHOUGH THE CONGESTION-RELIEF PROGRAM WILL TAKE 10 YEARS TO COMPLETE, a significant number of construction projects will be completed by the end of 2007—a mere three years after the plan was introduced.

In 2006, the second full year of Congestion-Relief construction, you will experience additional reductions in travel times. Open Road Tolling will be completed, which means that if you have an I-PASS transponder, you will be able to travel the entire length of the Tollway system at highway speed. No more toll booths. Additionally, we will complete the rebuilding and widening of the first five miles of the South Tri-State.

We will begin to rebuild and widen the Central Tri-State as well as additional sections of I-88 and the South Tri-State. Work will continue on the I-355 Extension, including commencement of the Des Plaines River Valley Bridge construction (see an artist's rendering of the bridge on the right-hand page).

By the end of 2006, your commute will be even shorter and safer than it is today.

OPEN

The 11 remaining mainline toll plazas will be converted to provide nonstop OPEN ROAD TOLLING by the end of 2007, including Devon, 163rd St., Belvidere, Marengo, DeKalb, Dixon, South Beloit, Waukegan, Meyers/York Rd., River Rd. and Elgin.

EXTEND

THE SOUTH EXTENSION OF I-355 continues with the construction of the 1.3-mile Des Plaines River Valley Bridge.



THE 1.3-MILE DES PLAINES RIVER VALLEY BRIDGE on I-355 South will be the longest on the Tollway system.

I-PASS



I-PASS WENT NATIONAL IN 2005, thanks to new partnerships between the Tollway and 22 other toll agencies. Now you can use your I-PASS to pay tolls on the Chicago Skyway and in the 10 states that make up the E-ZPass system: Maine, New Hampshire, Massachusetts, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia and West Virginia.

Online I-PASS account management also increased to over 750,000 users, thanks to a public awareness campaign about its benefits, which include lower toll costs and automated replenishment for you, and reduced administration costs for the Tollway.

THE TOLLWAY THAT NEVER SLEEPS

SERVICE 24-7-365

OASES OF CONVENIENCE



GET WHAT YOU NEED WITHOUT GETTING OFF TRACK at one of the Tollway's newly redeveloped pavilions at the Hinsdale, Lake Forest, DeKalb, and Des Plaines oases completed in 2005. There are now seven of these convenient facilities located throughout the Tollway system. They feature a more open design, clean bathrooms and a wider variety of restaurants and services. New tenants include McDonald's; Tropicana Smoothies, Juices and More!; Auntie Anne's; Starbucks; Krispy Kreme; Subway; Famous Famiglia Pizza; Panda Express; Stonebridge Gyros & Café; Massage-in-a-Minute; Foto Fantasy; Fifth Third Bank ATM; Illinois Lottery; Travel Mart; Connexus; The Dog House; Nickels and Dimes; Mrs. Fields Cookies; Music Recyclery; Oasis Cellular; and the Tobacco Room.



ON PATROL

STATE TROOPERS ENFORCE SPEED LIMITS AND PROMOTE SAFETY along the entire length of the Tollway. Hailing from Illinois State Police District 15, these troopers—some now on motorcycles to better navigate tight spaces in congested areas and construction zones—work around the clock to enforce the law and keep you and our construction workers safe.

To help crack down on reckless speeding in construction areas, District 15 now conducts Operation Hard Hat. As part of this important safety program, a trooper dressed as a construction worker uses a radar gun to tag speeders, then radios ahead to troopers in a vehicle, who in turn pursue and cite the offending lead-foot.

H.E.L.P. IS ON THE WAY

IF YOUR CAR EVER BREAKS DOWN ON THE TOLLWAY, you can get assistance quickly by calling *999 from your cell phone, which connects you to a service that will dispatch one of our H.E.L.P. trucks (seen below). Our truck operators will change a flat, recharge a dead battery, add coolant, fill an empty fuel tank, call for a tow or transport you to safety. In 2005, we increased the number of trucks, particularly in work zones, to help clear incidents more quickly and reduce related traffic delays.



TOLLWAY LEADERSHIP



BOARD OF DIRECTORS

TOP ROW FROM LEFT: James M. Roof, Betty-Ann Moore, Chairman John Mitola, James J. Banks, Steven Harris. **BOTTOM ROW FROM LEFT:** Carl Towns, George Pradel, David R. Andalcio. **NOT PICTURED:** Governor Rod R. Blagojevich, Ex-officio; Secretary Timothy W. Martin, IDOT, Ex-officio; Ronald Materick.



EXECUTIVE STAFF

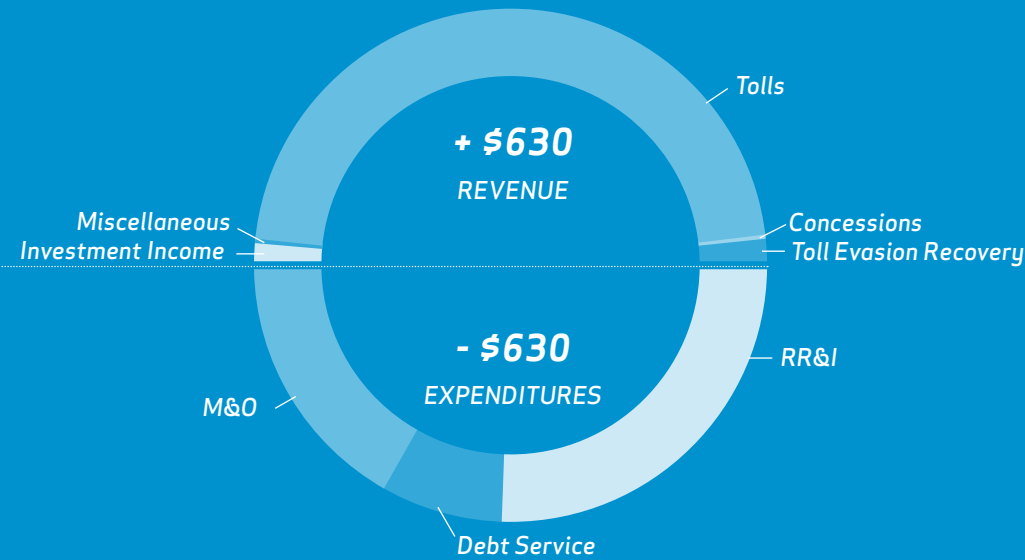
TOP ROW FROM LEFT: Jeff Dailey, Engineering; Matthew Beaudet, Open Road Tolling; Kathleen Cantillon, Communications & Marketing; Marilyn F. Johnson, Chief of Staff; Jack Hartman, Executive Director; Brian J. McPartlin, Administration; Capt. Tami Haukedahl, Illinois State Police District 15. **BOTTOM ROW FROM LEFT:** Thomas Bamonte, General Counsel; Tracy Smith, Inspector General; Ted Young, Information Technology; Karen Burke, Operations; Michael Colsch, Finance. **NOT PICTURED:** Leanne Redden, Planning.

ILLINOIS TOLLWAY BUDGET

The Illinois Tollway is a user-funded system—only those who use it pay for its construction, operations, maintenance and debt repayment. The Tollway receives no state or federal funding for road construction.

2005 REVENUE SOURCES

Tolls	\$ 592 million	94.0%	Collections via cash or I-PASS
Toll Evasion Recovery	17	2.7	Collections of violation payments
Concessions	2	0.3	Oases fuel, food and retail sales
Investment Income	17	2.7	
Miscellaneous	2	0.3	Permits, grants, fiber optics, etc.
Total Budgeted Revenues	\$ 630 million	100.0%	



2005 EXPENDITURES

Maintenance & Operations (M&O)	\$ 211 million	33.5%	Related to toll collection, traffic control, safety administration and insurance
Debt Service	99	15.7	Principal and interest payments on outstanding tollway bonds
Renewal, Replacement and Improvement (RR&I)	320	50.8	Capital expenditures for system-wide maintenance and expansion
Total Budgeted Expenditures	\$ 630 million	100.0%	

The Congestion-Relief Program is funded by a combination of tolls and bonds financed by tolls. In June 2005, the Tollway issued the first series of bonds to finance the Congestion-Relief Program – \$770 million par amount issued at a true interest cost of only 4.2 percent. We then hedged future interest costs on \$700 million of additional debt at about 4.2 percent, which was also below the assumption of 5.25 percent.

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