

**THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY
MINUTES OF THE
REGULAR BOARD MEETING**

October 23, 2014

The Illinois State Toll Highway Authority (the “Tollway”) met in regular session on Thursday, October 23, 2014, at approximately 9:00 a.m. in the Board Room of the Tollway’s Central Administration Building, in Downers Grove, Illinois. The Meeting was held pursuant to By-Laws of the Authority upon call and notice of the Meeting executed by Chair Paula Wolff and posted in accordance with the requirements of the Open Meetings Act.

Bolded entries indicate issues which may require follow-up to present or report to the Board.

Chair Paula Wolff stated that this is the regularly scheduled meeting of the Board of the Tollway and asked the Board Secretary to call the roll. Those Directors present and absent were as follows:

Present:

Chair Paula Wolff
Director Jim Banks
Director Terry D'Arcy
Director Earl Dotson, Jr.
Director David Gonzalez
Director Mark Peterson
Director Jeff Redick
Director James Sweeney
Director Tom Weisner

Not Present:

Governor Pat Quinn
Acting Secretary Erica Borggren

PUBLIC COMMENT

Chair Wolff called the meeting to order and opened the floor for public comment. No public comment was offered.

[Public comment was received at the conclusion of the meeting. A continuation of the Public Comment section is included below.]

CHAIR'S ITEMS

Chair Wolff called for a motion to approve the minutes of the Regular Board Meeting held and Executive Session held on September 25, 2014. Director Peterson made a motion to approve; seconded by Director D'Arcy. The motion was approved unanimously.

STANDING COMMITTEE REPORTS

Chair Wolff asked the Chair of the following standing committee to provide a report on the committee's recent activities.

Finance, Administration and Operations Committee

Director Peterson updated the Board on the **Finance, Administration and Operations Committee** (“**FAO Committee**”) meeting held Wednesday, October 15, 2014.

FINANCE presented two items that were approved and placed on the consent agenda. The first item presented is the assignment of firms for underwriting services for a bond issuance to refund as much as \$292 million of Series 2006A bonds at an estimated present value savings exceeding \$20 million. The firms are selected from a previously approved pool of underwriters established pursuant to a Request for Proposal (“RFP”). The underwriting group of nine firms will be led by senior managing underwriters RBC Capital Markets, LLC and Siebert Brandford Shank & Co., LLC as well as co-senior managing underwriters Jefferies & Company, Inc. and J.P. Morgan Securities LLC. The percentage of compensation earned by certified Minority and Women-Owned Business Enterprises (“M/WBEs”) is estimated to be 31% for this transaction. The second item approved by the FAO Committee to be placed on the consent agenda is the 2015 Tentative Budget. The 2015 Tentative Budget includes the largest annual investment in infrastructure in the Tollway's history, maintains an affordable increase in the operating budget of 3.9% and allows for the issuance of \$800 million of bonds to help fund the capital program.

PROCUREMENT presented one item which was approved by the FAO Committee to be placed on the consent agenda. The item presented is a request to purchase roadway sweepings pickup and disposal services for nine Tollway maintenance sites.

BUSINESS SYSTEMS provided a presentation given by Shana Whitehead, Chief of Business Systems, on the benefits to entering into an Intergovernmental Agreement (“IGA”) with the Alliance for Toll Interoperability (“ATI”) to test the possibility of expanding interoperability between toll systems through participation in their “HUB”, a license plate database under development. Testing of the ATI database is expected to take approximately one year. If successful, Tollway participation could help more customers avoid toll violations. Benefits to the Tollway include potentially: avoiding costs associated with pursuing violators, jump-starting Tollway participation in federally mandated national toll road interoperability, and leveraging Tollway cutting-edge technology to conduct testing.

Business Systems presented one item, a one-year renewal of a State Use Program contract with Ada S. McKinley Community Services, Inc., a not-for-profit organization on the south side of Chicago that manages the fulfillment of Tollway transponder orders.

ENGINEERING placed 11 items on the Board agenda for consideration.

Of these, nine Engineering items were presented to the FAO Committee, reviewed and placed on the consent agenda.

One of these items presented by Engineering, an acceptance of proposal from Parsons Brinckerhoff, Inc., is a supplement for additional design services that represents an increased level of effort with respect to their original work including design of additional retaining wall to avoid additional right of way acquisitions and minimize utility impacts. The supplement also provides for design services required to upgrade work on 18 mainline bridges from the originally assumed rehabilitation to full reconstruction.

One of these items presented by Engineering is a supplement for additional construction management services that require additional staff to manage additional construction work performed under three contracts on the western segment of the Jane Addams Memorial Tollway (I-90) Rebuilding and Widening Project. An increased level of effort was necessary due to weather delays, construction schedule recovery efforts and construction re-sequencing. It should be noted for the record that at Committee the item description identified the Globetrotters Engineering Corporation work on I-90 using the broader range of the entirety of the corridor, but it is actually limited to the Milepost 17.4 to Milepost 56.1 between Genoa Road and Anthony Road. It should also be noted that at Committee, Engineering requested a supplement in an amount not to exceed \$1,992,882.00 but the supplement request has been modified to an amount not to exceed \$1,982,842.40, which is documented in the Globetrotters Engineering Corporation proposal.

Two of these items presented are construction change orders/extra work orders:

- One change order/extra work order to F.H. Paschen, S.N. Nielsen & Associates, LLC to add a southbound right-turn-lane and

realignment of the center concrete median on Meacham Road at Thoreau Drive. The Tollway is to be reimbursed for this work by the Village of Schaumburg pursuant to the terms of an IGA.

- One change order/extra work order to John Burns Construction Company for extra work required due to changed conditions in the field. The original contract specified that the Tollway would complete an agreement with Nicor allowing this vendor access to their work from adjacent Nicor right-of-way. However, the terms of this agreement could not be finalized in time to accommodate this contract's work. This contract has a Disadvantaged Business Enterprise ("DBE") shortfall that is under evaluation by the Diversity department. A report on the results of the evaluation will be provided before requesting final release of retainage.

Additionally, five items presented are final releases of retainage for completed contracts. All completed work on four of these items has been performed in accordance with Tollway contract requirements and has been accepted. Engineering will be requesting deferment of one of these final releases of retainage listed on the consent agenda.

Lastly, two items pertaining to land acquisition activities will be discussed in Executive Session prior to full Board consideration and action.

LEGAL presented 12 items to the FAO Committee, which were reviewed and approved to be placed on the consent agenda:

- An IGA with Riley Township. This agreement is a bridge reconstruction arrangement with Riley Township related to the

Getty Road and Anthony Road bridges over I-90 that establishes cooperative practices during construction and outlines maintenance responsibilities upon completion. A unique aspect of this arrangement is that the Tollway, instead of fully repairing Anthony Road approaches to that bridge, will pay Riley Township directly as part of broader construction by the Township after the bridge work with an estimated cost to the Tollway of \$10,000.

- An IGA with the County of DuPage. In connection with approximately \$38 million in modifications to I-290 as part of the Elgin O’Hare Western Access Project, and in order to leverage federal “Congestion Mitigation Air Quality Funds”, it is necessary for the County, as “Project Sponsor”, to enter one agreement with the State of Illinois (which will retain ownership of the specific portion of roadway being constructed), and this IGA with the Tollway to determine respective responsibilities toward the Project. The Illinois Tollway will act as “lead agency” in constructing the project and be responsible for financing the “local match” (20%), estimated to be \$7.6 million.
- An IGA with the Village of Green Oaks that enables the annexation of a small Tollway parcel (0.44 acres), near I-294 and Illinois Route 76, into Green Oaks’ municipal boundaries. The annexation is required for the Village to establish a contiguous boundary necessary for it to create a TIF District. The agreement has been prepared in a manner that disallows any actual control or ownership to be asserted over the Tollway parcel, including any development on the property without Tollway approval.

- An Addendum to IGA with the University of Illinois. An IGA entered in 2013 called for the University to create life cycle assessment tools to allow the Tollway to compare environmental impacts and measure the environmental efficiencies of its current construction projects. This addendum expands the scope of the project allowing the University to consider specific pay items in its computer modules that will provide more precise outputs for Tollway use. To accomplish this, the upper limit of compensation will be increased by \$69,772 (for a new upper limit of \$1,344,609) and the arrangement extended through 2015.
- An Addendum to IGA with the University of South Dakota that will provide limited increased funding of \$75,000 under the standing agreement with the University of South Dakota to complete study of the Hine's Emerald Dragonfly, required as a condition of the U.S. Army Corps of Engineers Permit to construct the Veterans Memorial Tollway (I-355) and an associated bridge. This Fourth Addendum will increase the upper limit of compensation to \$2,643,498 and extend the agreement from its current expiration date of December 31, 2014 to December 31, 2016.
- An IGA with Alliance for Toll Interoperability ("ATI"). As discussed in a broader presentation by the Chief of Business Systems, the ATI is an intergovernmental entity comprised of over 40 agencies that was created to promote and implement toll interoperability for the benefit of its member agencies. Through its membership in the ATI "HUB", the Tollway will be able to match license plates of vehicles not associated with an I-PASS account with vehicles that have established toll accounts with other

agencies. This agreement establishes electronic and business protocols. There will be a \$20,000 one-time start-up payment and monthly payments of \$1,667 to ATI for participation, which the Tollway intends to do on a trial basis at first.

- An IGA with the Illinois Secretary of State (“SOS”). The Tollway has had an IGA with the SOS for many years pursuant to which the SOS provides driver and vehicle information as well as other services necessary for the Tollway’s violation enforcement system. This IGA will renew the current IGA that has expired. All terms and conditions, including the approximately \$50,000 annual fee, remain the same.
- Additional Funding of an IGA with the Illinois Department of Transportation (“IDOT”) and the Wisconsin Department of Transportation (“WDOT”). Under the existing IGA, WDOT agreed to relocate a Dynamic Message Sign (“DMS”) near the Wisconsin border along I-294. The final cost of the relocation was \$70,524.33 above the previously approved level of estimated funding. The Board is being asked to approve funding of the actual final costs which total \$284,427.59.
- A General Utility Agreement with Level 3 Communications. Level 3 Communications has installed communication cables on or near the Tollway right of way which must be relocated, protected or otherwise modified as a result of Tollway improvements. This agreement defines the processes and procedures to be followed to identify, design, construct and make payments for the relocation, removal or protection of the communication facilities.

- A Workers' Compensation Settlement. The Tollway's defense counsel has negotiated a proposed settlement of a workers' compensation claim involving an accepted injury to Mr. Victor Storino, sustained while performing his duties as an equipment operator/laborer. The Board is being asked to approve the settlement that was discussed in Executive Session.
- A Personal Injury Litigation Settlement. In Executive Session, the FAO Committee learned of a tentative litigation settlement with Mr. James Kroupa, whose vehicle was involved in an accident with a Tollway snowplow truck on February 1, 2011. The plaintiff has agreed to a settlement based on a judicially mediated conference that was attended by a Tollway Assistant Attorney General. The terms of the settlement, which are consistent with the judge's expressed view of Tollway responsibility, will cause the litigation to be terminated upon payment to the plaintiff.
- Bond Counsel Assignments. In connection with the Tollway's anticipated next bond refunding transaction, and consistent with Board practice of appointing law firms, from its previously approved pool of firms, on a rotating basis, General Counsel recommended Katten Muchin Rosenman LLP as bond counsel, Schiff Hardin LLP as issuer's counsel, and that the Tollway recommend to the underwriters that they retain Burke Burns & Pinelli, Ltd. (which is a certified Women-Owned Business Enterprise in the Tollway's counsel pool).

Chair Wolff thanked Committee Chair Peterson and the members of the Committee for their work.

Chair Wolff recommended an October 22nd *Wall Street Journal* article reporting on credit markets and the growing appeal of toll-road debt.

Chair Wolff stated that she has received favorable feedback regarding the Tollway's work with Ada S. McKinley Community Services and commended the Tollway's efforts to purchase products and services produced and provided by persons with significant disabilities through the State Use Program.

Chair Wolff commented on the deferment from the consent agenda of a request for final release of retainage (Engineering Item 5), expressing her appreciation for the amount of work involved in preparing items for Board action and commending staff for the careful evaluation and attention to detail given all items brought before the Board. Additionally, Chair Wolff thanked staff for their responsiveness to Directors' inquiries and requests made at Board and Committee meetings.

Chair Wolff noted that a special meeting is likely to be required in early January for consideration and action on a number of contracts necessary for the upcoming construction season and requested that Directors be flexible with regard to scheduling.

Chair Wolff then called on Kristi Lafleur, Executive Director.

EXECUTIVE DIRECTOR

Executive Director Lafleur stated that pursuant to the Toll Highway Act and the Trust Indenture entered into with bond holders, the Tollway is required in October of each year to develop, present and seek Board

recommendation on a tentative budget plan for the upcoming year. Executive Director Lafleur further stated the Tollway will seek public review and comment on the 2015 Tentative Budget in November and will then seek Board approval of the Final 2015 Budget in December. Executive Director Lafleur then introduced Mike Colsch, Chief of Finance, and Cathy Williams, Deputy Chief of Finance, to give a presentation of the 2015 Tentative Budget recommendation plan. [See attached presentation.](#)

Chair Wolff asked if the 2014 Budget amount of \$9.5 million listed for “Operational Materials and Supplies” includes the \$3.5 million supplemental requested for costs associated with the 2014 polar vortex. Mr. Colsch responded affirmatively.

Director Dotson inquired about the process for seeking public review and comment on the 2015 Tentative Budget. Mr. Colsch responded that a public hearing will be held at the Tollway’s Central Administration Building in Downers Grove on November 10th at 6:00 p.m. Mr. Colsch stated that, additionally, an open house is scheduled at the Lake Forest Oasis on November 17th. Mr. Colsch added that the 2015 Tentative Budget will be posted on the Tollway’s website, accompanied by an informational video. Executive Director Lafleur stated that the public is additionally able to submit online their comments on the 2015 Tentative Budget.

Director Dotson asked if Tollway staffing levels, experiencing no growth for five years in the number of funded positions, will be sufficient to facilitate the Tollway’s planned record-setting Capital Program investment. Executive Director Lafleur responded that current staffing levels are anticipated to be sufficient and that Tollway staff are

engaged and committed to the success of the Capital Program. Executive Director Lafleur added that the appropriateness of staffing levels will continue to be monitored and that the Board will be kept apprised of any changes.

Chair Wolff commended the 2015 Tentative Budget for being both aligned with the Tollway's five stated mission goals and consistent with the four year capital plan, as well as fulfilling requirements of the Trust Indenture entered into with bond holders.

Executive Director Lafleur stated that 98% of Tollway users pay on time to use the Tollway system. Ms. Lafleur added that the Tollway is committed to pursuing all those that have not made payment to ensure that all users pay their fair share. Executive Director Lafleur then re-introduced Mr. Colsch to provide a presentation updating the Board on Tollway debt collection efforts. [See attached presentation.](#)

Chair Wolff asked what portion of the overall violator debt is being pursued of commercial accounts versus individuals and, additionally, what the differences in commercial and individual debt collectability are. **Mr. Colsch replied that this information would be provided.**

Director Weisner expressed his support for the Chair's request for a breakout of commercial debt versus individual debt. Director Weisner then noted the reported decrease in commercial debt collectability after a year's time and inquired about the typical impediments to collection efforts that lead to debt outstanding after a year and what might be done to overcome those impediments. Executive Director Lafleur noted that the collectability rates reported in the presentation reflect industry averages and are not specific to the Tollway. Ms. Lafleur then

responded that a portion of the collection time from first violation notice is utilized to allow customers every opportunity to pay before referring to collection agencies. Mr. Colsch added that there are challenges to differing between commercial and individual accounts, but that an estimation of the breakout of commercial debt versus individual debt will be provided.

Chair Wolff stated that further discussion of this topic might be appropriate for the Customer Service & Planning Committee. Chair Wolff then noted that although there is a diminishing rate of collectability, there is no direct cost to the Tollway related to time of collection because the collection services engaged are compensated as a percentage of funds recovered. Shana Whitehead, Chief of Business Systems, added that the Tollway is proactive with collection efforts, pursuing payment within weeks of any violation.

Executive Director Lafleur reported that preliminary results of the I-PASS “Sale” initiated on October 1st and continuing through the end of the year have been positive. Ms. Lafleur further stated that the discounted cost structure offered seems to be appealing to an underserved customer segment. Executive Director Lafleur then introduced Ms. Whitehead to provide a presentation updating the Board on the I-PASS “Sale” initiative titled Expanding Access to I-PASS. [See attached presentation.](#)

Chair Wolff inquired whether programing changes needed as a result of the discounted cost structure were able to be implemented without issue. Ms. Whitehead responded that the cost structure changes have been implemented without significant issue to date. Executive Director Lafleur noted that the Tollway is proactive in locating issues but

encouraged customers and Directors to report to the Tollway any issues of which they become aware.

Director Redick inquired whether credit card transactions had increased due to the success of the I-PASS “Sale”. Ms. Whitehead responded that there has been a slight increase in the number of transactions, with no significant impact to costs.

Director Redick inquired whether customers will need to be notified that the I-PASS cost structures will be returning to pre-sale levels upon conclusion of the initiative on December 31st. Executive Director Lafleur responded that the auto-replenishment and deposit options selected by those customers who took advantage of the I-PASS “Sale” will remain in effect for those accounts after the initiative concludes. She stated that after, or if, the discounted cost structure concludes as scheduled, the previous pricing will be offered to new customers. Chair Wolff added that further discussion may be needed at the Customer Service & Planning Committee.

Executive Director Lafleur stated that an Intergovernmental Agreement (“IGA”) to provide for continued study of the endangered Hine’s emerald dragonfly was approved at the FAO Committee meeting to be placed on the consent agenda. Ms. Lafleur noted that Committee members had expressed interest in learning more about the dragonfly and the research being conducted. Executive Director Lafleur then introduced Paul Kovacs, Chief of Engineering, to provide a presentation on the Hine’s Emerald Dragonfly Study. [See attached presentation.](#)

Director Weisner inquired about the life span of the Hine’s emerald dragonfly. Mr. Kovacs responded that immature dragonflies, called

nymphs, live in the water for two to four years then crawl out of the water and shed their skin a final time, emerging as a flying adult. Mr. Kovacs stated the adults may live only four to six weeks.

Director Weisner inquired regarding reproduction of the Hine's emerald dragonfly. Bryan Wagner, Environmental Program and Policy Manager, responded that reproduction occurs during the four to six week adult stage.

Director Weisner asked how the Tollway initially came to provide for the dragonfly research. Mr. Kovacs responded that during planning for the construction of the Veterans Memorial Tollway (I-355) southern extension, it was learned that the Des Plaines River Valley is one of the few habitats nationwide for the endangered Hine's emerald dragonfly. Mr. Kovacs added that providing for this research is a condition of the issuance of the U.S. Army Corps of Engineers' permit to construct the Veterans Memorial Tollway (I-355) and an associated bridge.

Chair Wolff asked if the federal government had previously identified the habitat area or whether it was brought to the Tollway's attention through environmental organizations. Mr. Wagner responded that the Des Plaines River Valley habitat was identified during review of the project's environmental impact conducted in preparation of the required Environmental Impact Statement. Mr. Wagner added that the Tollway then worked with the U.S. Fish and Wildlife Services and the Army Corps of Engineers on developing avoidance, minimization and mitigation plans.

CONSENT AGENDA

Chair Wolff reminded the Board and guests that items on the consent agenda were previously reviewed in detail in Committee.

Chair Wolff then began the consent agenda by calling for a motion to approve the following **Finance resolutions**:

Item 1: Approval of the assignment of financial firms to provide underwriting services for a refunding of Series 2006A Bonds.

Item 2: Approval of the fiscal year 2015 Tentative Budget.

Director Banks made a motion for approval of **Finance Items 1 and 2**; seconded by Director D'Arcy. The motion was approved unanimously.

Chair Wolff called for a motion to approve the following **Procurement resolution**:

Item 1: Award of Contract 13-0056 to Independent Recycling Services, Inc. for the purchase of Roadway Sweepings Pickup and Disposal Services in an amount not to exceed \$889,350.00 (Tollway Invitation for Bid).

Director Sweeney made a motion for approval of **Procurement Item 1**; seconded by Director Redick. The motion was approved unanimously.

Chair Wolff called on Shana Whitehead, Chief of Business Systems, to present the following **Business Systems resolution**:

Item 1: Approval of a Contract Renewal of Contract 11-0200 for Ada S. McKinley for Transponder Fulfillment Services in the amount of \$970,000.00 (State Use Program).

Director D'Arcy made a motion for approval of **Business Systems Item 1**; seconded by Director Banks. The motion was approved unanimously.

Chair Wolff called for a motion to approve the following **Engineering resolutions**:

Item 1: Acceptance of Proposal from Parsons Brinckerhoff, Inc. on Contract I-11-4015 for Supplemental Design Services for Reconstruction and Add Lane on the Jane Addams Memorial Tollway (I-90) Milepost 78.6 (Kennedy Expressway) to Milepost 72.7 (Oakton Street), in the amount of \$1,815,201.60 from \$23,400,000.00 to \$25,215,201.60.

Mr. Kovacs noted that at Committee, Engineering requested a supplement in an amount not to exceed 1,830,000.00 but the supplement request has been modified to an amount not to exceed \$1,815,201.60.

*Item 2: Acceptance of Proposal from Globetrotters Engineering Corporation on Contract I-12-4051 for Supplemental Construction Management Services for Reconstruction and Widening on the Jane Addams Memorial Tollway (I-90) from Milepost 17.4 (I-39) to Milepost 56.1 (Illinois Route 25), in the amount of \$1,982,842.40 from \$8,742,408.73 to \$10,725,251.13. **Recusal: Director Peterson.***

Mr. Kovacs noted that at Committee, Engineering requested a supplement in an amount not to exceed \$1,992,882.00 but the

supplement request has been modified to an amount not to exceed \$1,982,842.40.

Item 3: Change Order/Extra Work Order on Contract I-13-4168 to F.H. Paschen, S.N. Nielsen & Associates, LLC for Roadway and Bridge Reconstruction on the Jane Addams Memorial Tollway (I-90) at Milepost 67.4 (Meacham Road), in the amount of \$376,692.25.

Item 4: Change Order/Extra Work Order on Contract I-13-4159 to John Burns Construction Company for Fiber Optic Relocation on the Jane Addams Memorial Tollway (I-90) from Milepost 56.8 (IL 25) to Milepost 68.15 (I-290), in the amount of \$601,504.61.

Item 5: Final Release of Retainage on Contract I-12-4076 to F.H. Paschen, S.N. Nielsen & Associates, Inc. for Widening and Reconstruction on the Eastbound Jane Addams Memorial Tollway (I-90), from Milepost 45.5 (IL Route 47) to Milepost 49.7 (Union Pacific Railroad). Recusal: Director Sweeney.

Mr. Kovacs requested that this item be deferred until further review can be completed.

Item 6: Final Release of Retainage on Contract RR-12-4088 to F.H. Paschen, S.N. Nielsen & Associates, LLC for Ramp Reconstruction on the Tri-State Tollway (I-294) at Milepost 33.6 (US-20, Lake Street); Tri-State Tollway (I-94) at Milepost 11.2 (IL-120, Belvidere Road).

Item 7: Final Release of Retainage on Contract I-13-4127 to Illinois Constructors Corporation for Bridge Widening and Reconstruction on

the Jane Addams Memorial Tollway (I-90) at Milepost 20.8 (Irene Road over I-90) and at Milepost 21.8 (Stone Quarry Road over I-90).

Item 8: Final Release of Retainage on Contract RR-10-5619 to Natural Creations Landscaping, Inc. for Landscape and Improvements on the Tri-State Tollway (I-294) Milepost 30.5 (Roosevelt Road) to Milepost 52.0 (Sanders Road Overpass); and Tri-State Tollway (I-94) Milepost 0.0 (Wisconsin State Line) to Milepost 25.0 (Lake-Cook Road).

Item 9: Final Release of Retainage on Contract RR-13-5671R to Superior Paving Inc. for Parking Lot Rehabilitation on the Tri-State Tollway (I-294) at Milepost 19.3 (83rd Street Plaza 39), Milepost 19.7 (82nd Street Plaza 36), Milepost 29.9 (Cermak Plaza 35) and Milepost 38.7 (Irving Park Plaza 33); and on the Veterans Memorial Tollway (I-355) at Milepost 14.4 (Boughton Plaza 89) and Milepost 29.2 (Army Trail Plaza 73).

Director Peterson made a motion for approval of **Engineering Item 1**; seconded by Director Redick. The motion was approved unanimously.

Director Weisner made a motion for approval of **Engineering Item 2**; seconded by Director Banks. The motion was approved by all voting Directors with Director Peterson recusing himself.

Chair Wolff stated that **Engineering Item 5** would be deferred until a future meeting.

Director Banks made a motion to approve **Engineering Items 3, 4 and 6 through 9**; seconded by Director Sweeney. The motion was approved unanimously.

Chair Wolff stated that Engineering Items 10 and 11 would be deferred until after discussion in Executive Session.

Chair Wolff asked for a motion to approve the following **Legal resolutions**:

Item 1: An Intergovernmental Agreement with Riley Township. Cost to the Tollway: \$10,000.

Item 2: An Intergovernmental Agreement with the County of DuPage. Cost to the Tollway: \$ 0.

Item 3: An Annexation Agreement with the Village of Green Oaks. Cost to the Tollway: \$ 0.

Item 4: A First Intergovernmental Addendum Agreement with the University of Illinois (Life-Cycle). Cost to the Tollway: \$69,772.00. Recusal: Director Redick.

Item 5: A Fourth Intergovernmental Addendum Agreement with the University of South Dakota. Cost to the Tollway: \$75,000.

Item 6: An Intergovernmental Agreement with the Alliance for Toll Interoperability (ATI). Cost to the Tollway: Estimated at \$300,000.

Item 7: An Intergovernmental Agreement with the Illinois Secretary of State. Cost to the Tollway: Estimated at \$100,000.

Item 8: Approval of Additional funding for an Intergovernmental Agreement with the Wisconsin Department of Transportation. Cost to the Tollway: \$70,524.33.

Item 9: A General Utility Agreement with Level 3 Communications. Cost to the Tollway: \$ 0.

Item 10: A Workers Compensation Settlement – Victor Storino. Cost to the Tollway: As discussed in Executive Session.

Item 11: A Litigation Settlement – James Kroupa. Cost to the Tollway: As discussed in Executive Session.

Item 12: Assignment of Bond Counsel. Recusal: Director D’Arcy

Director Redick made a motion to approve **Legal Items 1 through 3**; seconded by Director Banks. The motion was approved unanimously.

Director Banks made a motion to approve **Legal Item 4**; seconded by Director Peterson. The motion was approved by all voting Directors with Director Redick recusing himself.

Director D’Arcy made a motion to approve **Legal Items 5 through 11**; seconded by Director Weisner. The motion was approved unanimously.

Director Weisner made a motion to approve **Legal Item 12**; seconded by Director Redick. The motion was approved by all voting Directors with Director D’Arcy recusing himself.

At approximately 10:15 a.m., David Goldberg, General Counsel, indicated the need to discuss Tollway matters related to personnel matters, real property acquisition, sale of securities, and litigation matters, pursuant to Sections 2(c)(1), 2(c)(5), 2(c)(7) and 2(c)(11) of the Illinois Open Meetings Act. Director Weisner made the motion to enter into Executive Session; seconded by Director Banks. The motion was approved unanimously.

At approximately 11:12 a.m., the Board re-entered the public session of the Board meeting.

Chair Wolff asked for a motion to approve the following **Engineering resolutions**:

Item 10: Amended DiBenedetto (Identification of Real Estate Parcels associated with the Elgin O’Hare Western Access Project (EOWA)). Cost to the Tollway: N/A.

Item 11: Amended DiBenedetto (Identification of Real Estate Parcels associated with the Jane Addams Memorial Tollway (I-90)). Cost to the Tollway: N/A.

Director Banks made a motion to approve **Engineering Items 10 and 11**; Director Peterson seconded. The motion was approved unanimously.

..PUBLIC COMMENT (continued)

Chair Wolff called for public comment.

Mr. Bob Israel, President of Save our Communities Coalition, addressed the Board and thanked Gustavo Giraldo, Chief of Diversity and Strategic Development, for previously meeting with his organization. Mr. Israel noted the Tollway's substantial Capital Program investment and expressed his desire to increase access to contract opportunities for African American contractors.

Director Gonzalez stated that during his tenure on the Board there has been an active effort to increase the budget allocated for the Tollway's Diversity Program. Director Gonzalez noted a 100% increase to the Diversity department allocation in the Final 2014 Budget and additional 29% increase in the 2015 Tentative Budget, including \$300,000 to consulting services for outreach to communities and \$135,000 for software for improved efficiencies in managing Disadvantaged Business Enterprise program goals. Director Gonzalez expressed his pleasure that Tollway contractors have consistently been meeting Diversity Program goals placed on contract awards and that the Tollway's budget allocation for the Diversity department has been expanding jointly with the increases to Capital Program investment.

Executive Director Lafleur responded that the Tollway is sympathetic to the issues raised and is committed to providing resources to perform outreach and offer technical assistance to DBE's that may need extra assistance in the bid process.

[Director Weisner departed at 11:15 a.m.]

Chair Wolff expressed her appreciation for Mr. Israel's comments and confirmed the Board's commitment to increase access to economic

opportunities for disadvantaged, minority- and women-owned business enterprises.

There being no further business, Chair Wolff requested a motion to adjourn. Motion to adjourn was made by Director Sweeney; seconded by Director Gonzalez. The motion was approved unanimously.

The meeting was adjourned at approximately 11:22 a.m.



Minutes taken by: _____

Christi Regnery
Board Secretary
Illinois State Toll Highway Authority

STUDENT ART CONTEST

TIRED DRIVING



BLICK
art materials

CBRE

U.S. Equities Realty is now part
of CBRE, Inc.

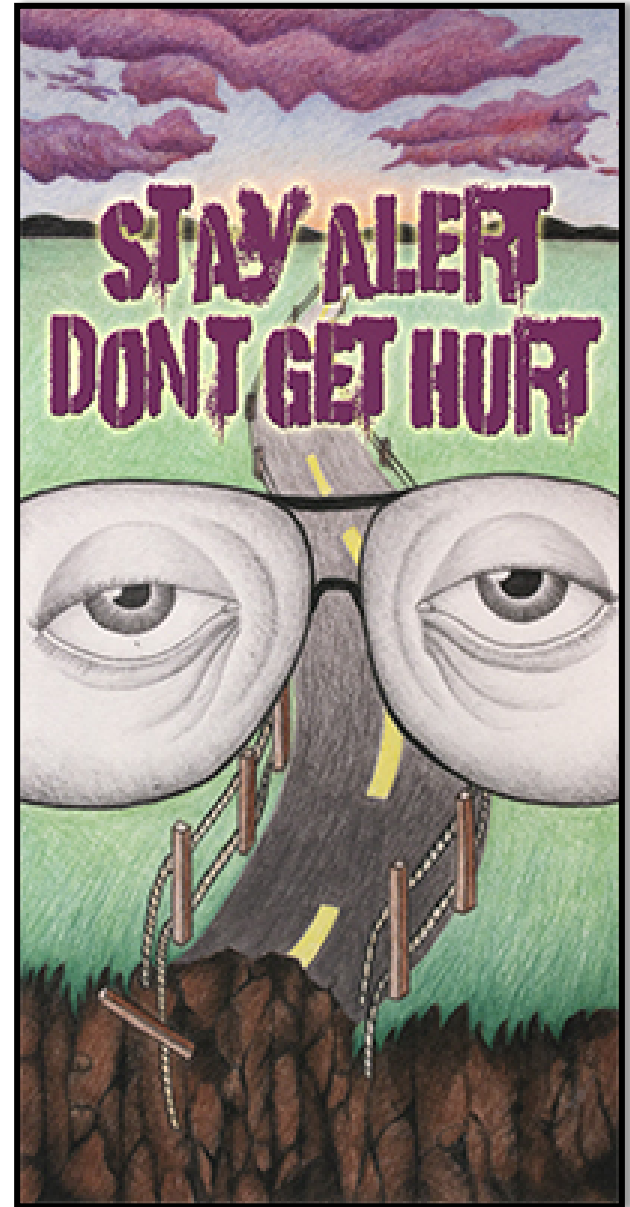
**STUDENT
ART
CONTEST**

Third Runner-Up

Kevin McDonald

Reavis High School

Burbank, Illinois

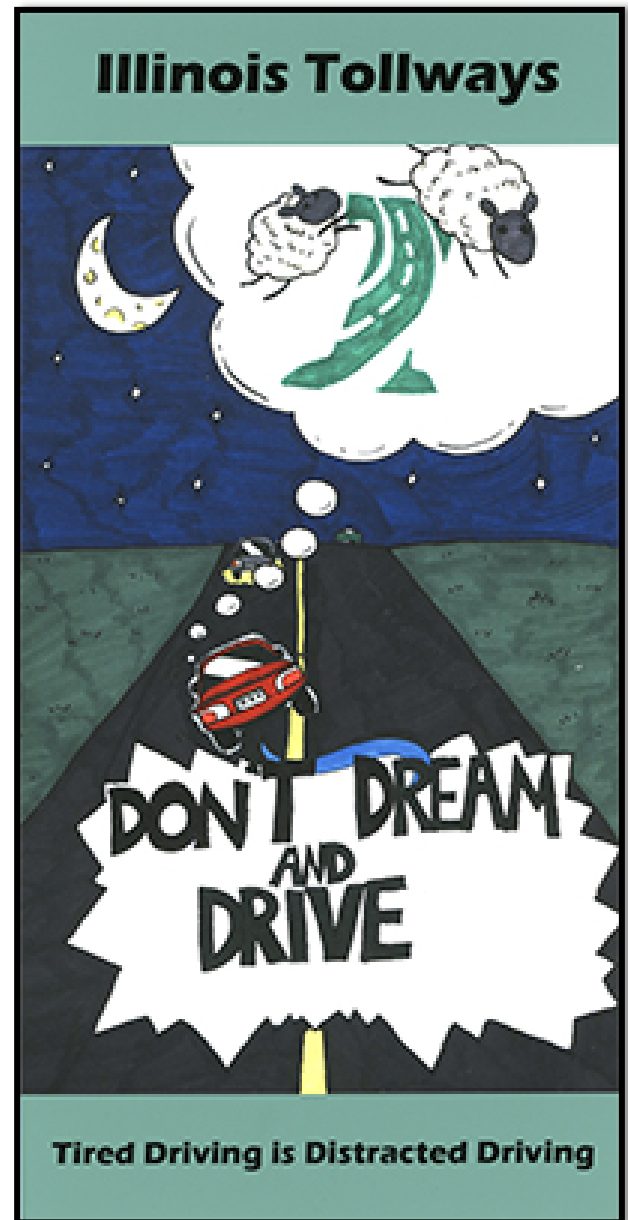


**STUDENT
ART
CONTEST**

Second Runner-Up

Claire Kozik

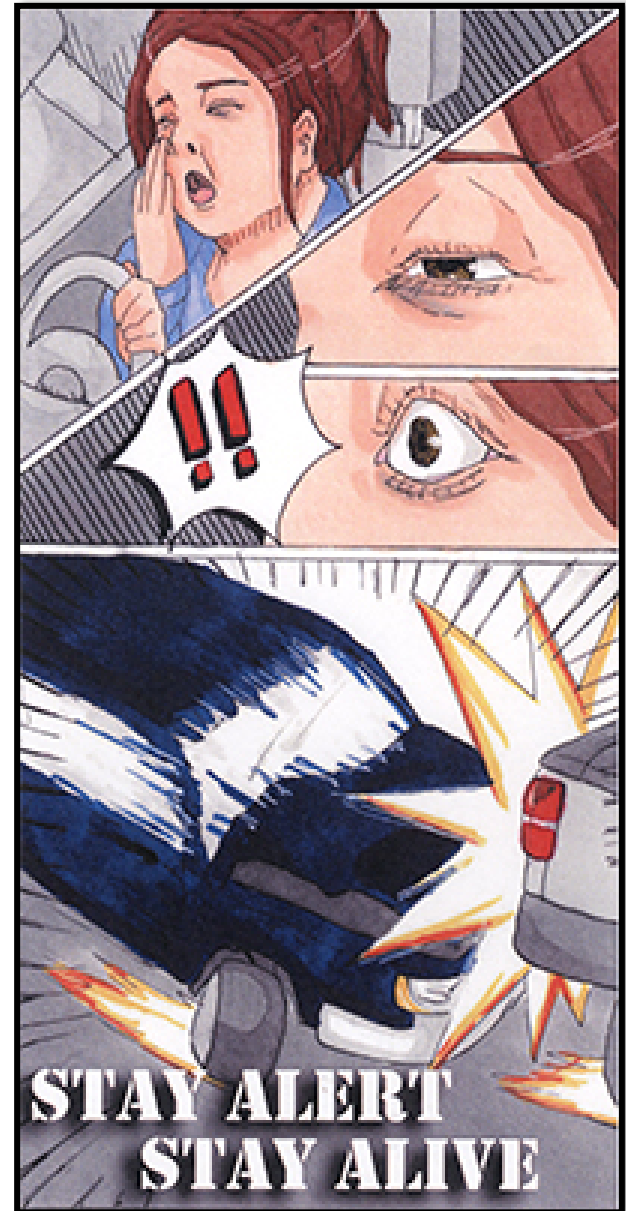
Downers Grove North High School
Downers Grove, Illinois



First Runner-Up

Cassandra Flick

James B. Conant High School
Hoffman Estates, Illinois



**STUDENT
ART
CONTEST**

Grand Prize Winner

Jessica Karlic

Lincoln-Way West High School
New Lenox, Illinois



STUDENT ART CONTEST

Thank you
to all participants



**2014 Third Quarter
Budget to Actual Review**
(Preliminary and Unaudited)

November 20, 2014

2014 Year-to-Date Highlights

Original Budget to Actual Comparisons

Strong second and third quarter revenues offset winter impact

Revenue - \$773.1 million

- ***\$9.4 million more than budget***

- ✓ Toll revenue and evasion recovery 1 percent more than budget
 - ***Commercial vehicle transactions 2.2 percent higher than projection***
 - ***Passenger vehicle transactions 0.5 percent lower than projection***
- ✓ Miscellaneous revenue \$3.9 million more than budget

Maintenance and Operations

- ***\$945 thousand less than budget***

- ✓ 2014 revised annual M and O budget includes a supplemental increase of \$3.5 million for winter-related payroll, materials and fuel

Capital Program - \$816.4 million

- ***Highest year-to-date spending in Tollway history***

Note: Revenue estimates for 2014 increased by \$7 million in the 2015 Tentative Budget

Year-to-Date 2014 – Revenue

Total revenue was \$9.4 million greater than the 2014 year-to-date budget

<i>(\$ millions)</i>	<u>Budget</u>	<u>Actual</u>	<u>\$ Var.</u>	<u>% Var.</u>
Toll and Evasion Recovery	\$756.3	\$762.7	\$6.5	0.9%
Concessions	1.6	1.6	0	-2.4%
Investment Income	1.5	0.7	(0.8)	-56.0%
Miscellaneous	4.3	8.1	3.9	90.6%
Total Revenue	\$763.7	\$773.1	\$9.4	1.2%

Note: Numbers may not add to totals due to rounding.

During the 3rd Quarter

- ✓ **Commercial vehicles**
 - Grew 6.1 percent year-over-year
 - 2.5 percent greater than budget
- ✓ **Passenger vehicles**
 - Grew 2.4 percent year-over-year
 - 0.4 percent greater than budget

Year-to-Date 2014 – Maintenance and Operations

Year-to-date budget does not reflect a supplemental increase of \$3.5 million, approved in October 2014, for winter-related costs

<i>(\$ millions)</i>	<u>Budget</u>	<u>Act.</u>	<u>\$ Var.</u>	<u>% Var.</u>
Payroll and Related Costs	\$119.1	\$119.8	\$0.8	0.6%
Group Insurance	22.1	22.3	0.2	0.7%
Contractual Services	42.7	39.8	(2.9)	-6.8%
Materials/Oper. Supplies	4.3	3.9	(0.4)	-8.8%
Utilities	4.3	5.1	0.8	19.4%
All Other Insurance	7.9	8.1	0.2	3.2%
Parts and Fuel	4.5	5.8	1.3	28.9%
Equip. Rental/Maintenance	11.9	11.4	(0.5)	-4.4%
Other Misc. Expenses	0.8	0.5	(0.3)	-38.5%
Recovery of Expenses	(1.9)	(2.0)	(0.1)	-6.4%
Total	\$215.6	\$214.7	(0.9)	-0.4%

Note: Numbers may not add to totals due to rounding.

Key Drivers

- ✓ **Winter related payroll costs**
- ✓ **Timing of purchases/payments**
 - Contractual services and Equip. maintenance
- ✓ **Utilities rates and new locations**

Year-to-Date 2014 – Capital Program

Capital Program spending at record level

(\$ millions)	<u>Proj.</u>	<u>Act.</u>	<u>\$ Var.</u>	<u>% Var.</u>
Tri-State Tollway	\$8.7	\$3.6	(\$5.1)	-58.7%
Reagan Memorial Tollway	7.9	9.5	1.6	20.0%
Jane Adams Memorial Tollway	542.2	455.5	(86.7)	-16.0%
Veterans Memorial Tollway	9.8	2.3	(7.5)	-76.8%
Open Road Tolling	3.6	1.3	(2.3)	-63.9%
Systemwide Improvements	196.8	116.9	(79.9)	-40.6%
Tri-State Interchange I-294/I-57	68.4	34.9	(33.5)	-49.0%
Elgin O'Hare Western Access	184.8	165.6	(19.1)	-10.4%
Illinois Route 53/120	3.8	1.1	(2.7)	-70.6%
Move Illinois and CRP	\$1,025.9	\$790.7	(\$235.2)	-22.9%
Other Capital Projects	38.5	38.5	0	0%
Capital Program Subtotal	\$1064.4	\$829.2	(\$235.2)	-22.1%
IGA Reim. and Other Adjust.	0	(12.8)	(12.8)	N/A
Total Capital Program	\$1,064.4	\$816.4	(\$248.0)	-23.3%

Note: Numbers may not add to totals due to rounding.

Third Quarter 2014 – Budget vs. Actual

Summary

- ❑ Revenue - \$7.8 million above target
 - *Increased traffic and miscellaneous revenue*
- ❑ Maintenance and operations - \$76 thousand more than budget
- ❑ Debt Service transfers - \$2.3 million less than budget
- ❑ Capital Program - \$393.8 million
 - *Highest quarterly spending in Tollway history*

Year-to-Date 2014 – Budget vs. Actual

Summary

- ❑ Revenue - \$9.4 million above target
 - *Strong second and third quarters offset negative impact from first quarter severe winter conditions*
- ❑ Maintenance and operations - \$945 thousand below budget
- ❑ Debt service transfers - \$14.7 million less than budget
- ❑ Capital Program - \$816.4 million
 - *Highest year-to-date spending in Tollway history*

Bond Pricing – Series 2014C Bonds

- **2014 Series C is the third new-money bond issuance to finance a portion of the *Move Illinois* Capital Program**
- **Rating agencies confirmed Tollway ratings in late October**
 - Fitch: "AA-" with stable outlook
 - Moody's: "Aa3" with stable outlook
 - S&P: "AA-" with stable outlook
- **\$400 million bond issue led by two senior managing underwriters on behalf of a ten-firm underwriting group**

Series 2014C Bonds (*continued*)

- **Bonds sold October 30th with 5 percent interest payments**
 - Settlement/funding expected December 4
- **Bond yield 3.4 percent to call date; 4.1 percent to maturity**
 - Call date January 1, 2025
 - Maturity dates January 1, 2027 – January 1, 2039
- **\$452 million of proceeds for *Move Illinois* project costs (\$424 million) and deposit to Debt Reserve (\$28 million)**
- **The three *Move Illinois* bond issuances have raised \$1.46 billion for project costs at average yields of 3.6 percent to call date and 4.2 percent to maturity**

Appendix

Revenue – Third Quarter 2014

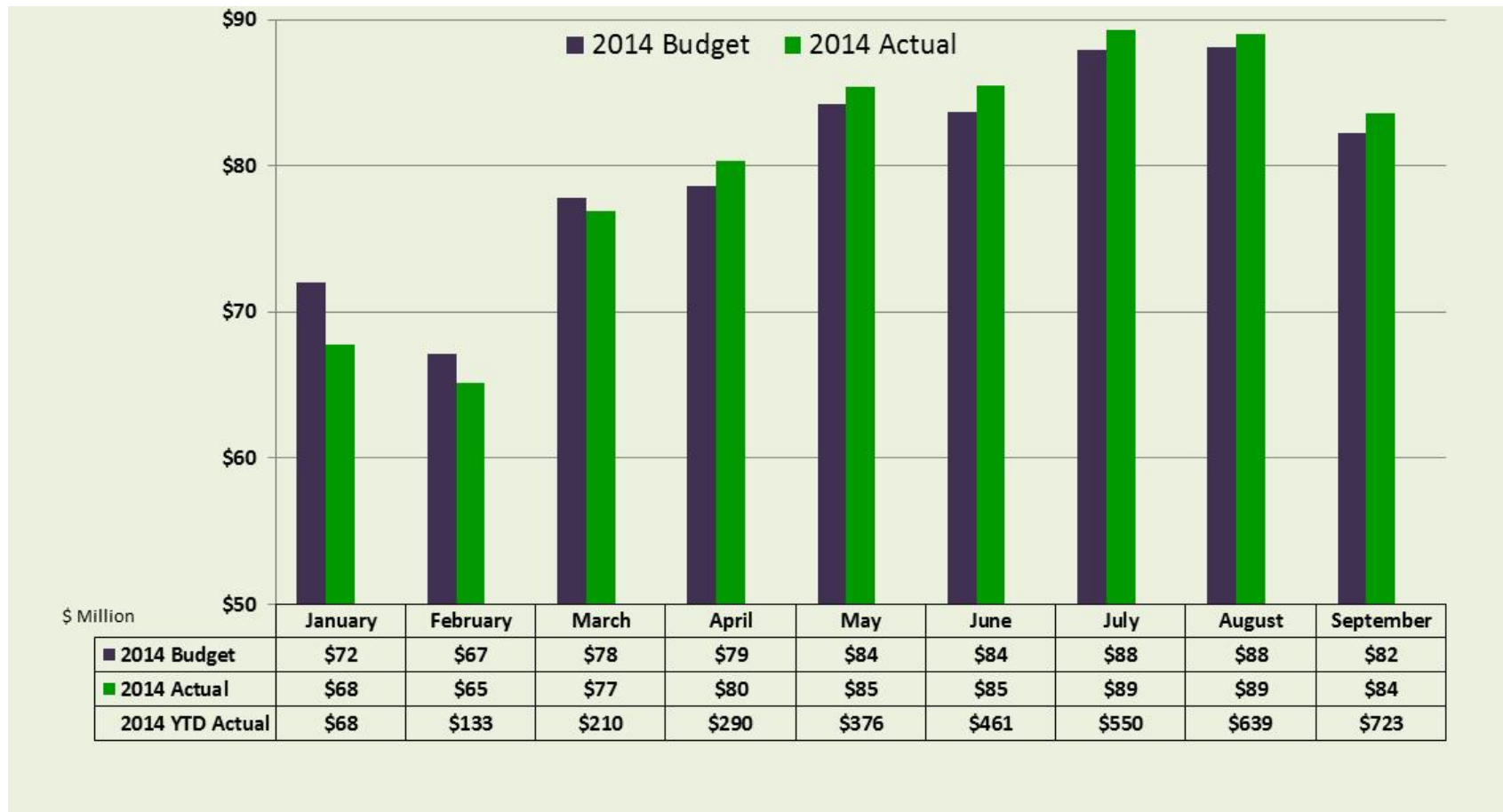
Budget vs. Unaudited Actual
Third Quarter 2014
(\$ thousands)

	3rd Qtr		Variance	
	Budget	Actual	\$	%
Toll Revenue and Evasion Recovery	\$269,814	\$276,841	\$7,027	2.6%
Concessions	560	542	(18)	-3.2%
Investment Income	500	333	(167)	-33.4%
Miscellaneous	1,569	2,509	940	59.9%
Total Revenue	\$272,443	\$280,225	\$7,782	2.9%

Note: Numbers may not add to totals due to rounding.

2014 Monthly Toll Revenue

Year-to-date toll revenue exceeded projections



Maintenance and Operations - Third Quarter 2014

Budget vs. Unaudited Actual

Third Quarter 2014

(\$ thousands)

	3rd Qtr		Variance	
	Budget	Actual	\$	%
Payroll and Related Costs	\$39,161	\$39,704	\$543	1.4%
Group Insurance	7,134	7,832	698	9.8%
Contractual Services	16,762	14,770	(1,992)	-11.9%
Materials/Operational Supplies/Other Expenses	860	902	41	4.8%
Utilities	1,420	2,012	592	41.7%
All Other Insurance	2,725	3,130	405	14.9%
Parts and Fuel	1,805	1,925	121	6.7%
Equipment/Office Rental and Maintenance	3,824	3,601	(223)	-5.8%
Other Miscellaneous Expenses	217	122	(95)	-43.9%
Recovery of Expenses	(592)	(604)	(13)	-2.2%
Total Maintenance and Operations Expenditures	\$73,316	\$73,393	\$76	0.1%

Note: Numbers may not add to totals due to rounding.

Capital Program - Third Quarter 2014

Budget vs. Unaudited Actual

Third Quarter 2014

(\$ thousands)

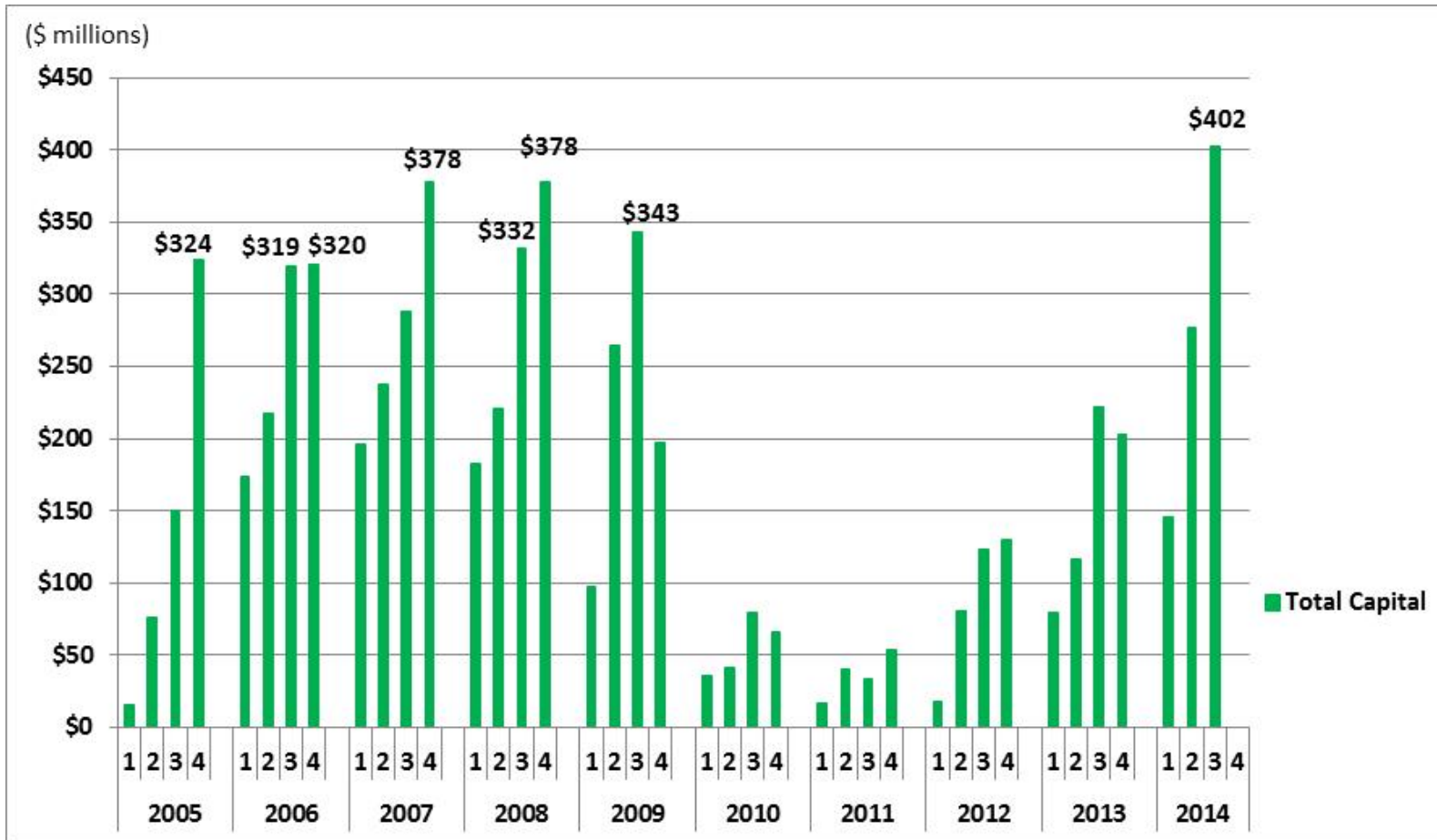
	3rd Qtr		Variance	
	Projection	Actual ⁽¹⁾	\$	%
Tri-State Tollway (I-94/I-294/I-80)	\$905	\$73	(\$833)	-92.0%
Reagan Memorial Tollway (I-88)	2,670	4,547	1,877	70.3%
Jane Addams Memorial Tollway (I-90)	264,986	232,107	(32,879)	-12.4%
Veterans Memorial Tollway (I-355)	633	805	172	27.1%
Open Road Tolling (ORT)	1,612	860	(752)	-46.7%
Systemwide Improvements	101,570	57,766	(43,804)	-43.1%
Tri-State Tollway (I-294)/I-57 Interchange	24,740	17,638	(7,101)	-28.7%
Elgin O'Hare Western Access	102,557	72,875	(29,681)	-28.9%
Illinois Route 53/120/Other Planning Studies	1,286	480	(806)	-62.7%
Move Illinois and CRP Subtotal	\$500,959	\$387,151	(\$113,807)	-22.7%
"Other" Capital Projects	13,750	14,853	1,103	8.0%
Capital Program Subtotal	\$514,709	\$402,004	(\$112,704)	-21.9%
Intergovernmental Agreement Reimbursement and Other Adjustments ⁽²⁾	-	(8,224)	(8,224)	N/A
Total Capital Program Expenditures	\$514,709	\$393,781	(\$120,928)	-23.5%

⁽¹⁾ Capital Program Actual included accrued expenses for which payments have not been made as of September 30, 2014.

⁽²⁾ Intergovernmental Agreement Reimbursements were for work performed in prior periods.

Note: Numbers may not add to totals due to rounding.

Capital Program – Historical Spending by Quarter 2005-2014



Note: Numbers may not add to totals due to rounding.

Capital Program - Third Quarter 2014

Projections vs. Actual

Key variance highlights

<input type="checkbox"/> Systemwide Improvements	
▪ schedule changes	(\$42.4) million
▪ project cost savings	(\$ 1.5)
<input type="checkbox"/> Jane Addams Memorial Tollway (I-90)	
▪ project cost savings	(\$36.6)
▪ schedule changes	\$ 3.7
<input type="checkbox"/> Elgin O'Hare Western Access	
▪ schedule changes	(\$29.7)
<input type="checkbox"/> Tri-State Tollway (I-294)/I-57 Interchange	
▪ schedule changes	(\$ 7.0)
▪ project cost savings	(\$ 0.1)

Capital Program - Third Quarter 2014

Projections vs. Actual

Key variance highlights

<input type="checkbox"/> Open Road Tolling	
▪ schedule changes	(\$ 0.8) million
<input type="checkbox"/> Illinois Route 53/120 Extension	
▪ schedule changes	(\$ 0.8)
<input type="checkbox"/> Tri-State Tollway (I-94/I-294/I-80)	
▪ schedule changes	(\$ 0.8)
<input type="checkbox"/> Reagan Memorial (I-88)	
▪ schedule changes	\$ 1.9
<input type="checkbox"/> Veterans Memorial (I-355)	
▪ schedule changes	\$ 0.2

Revenue

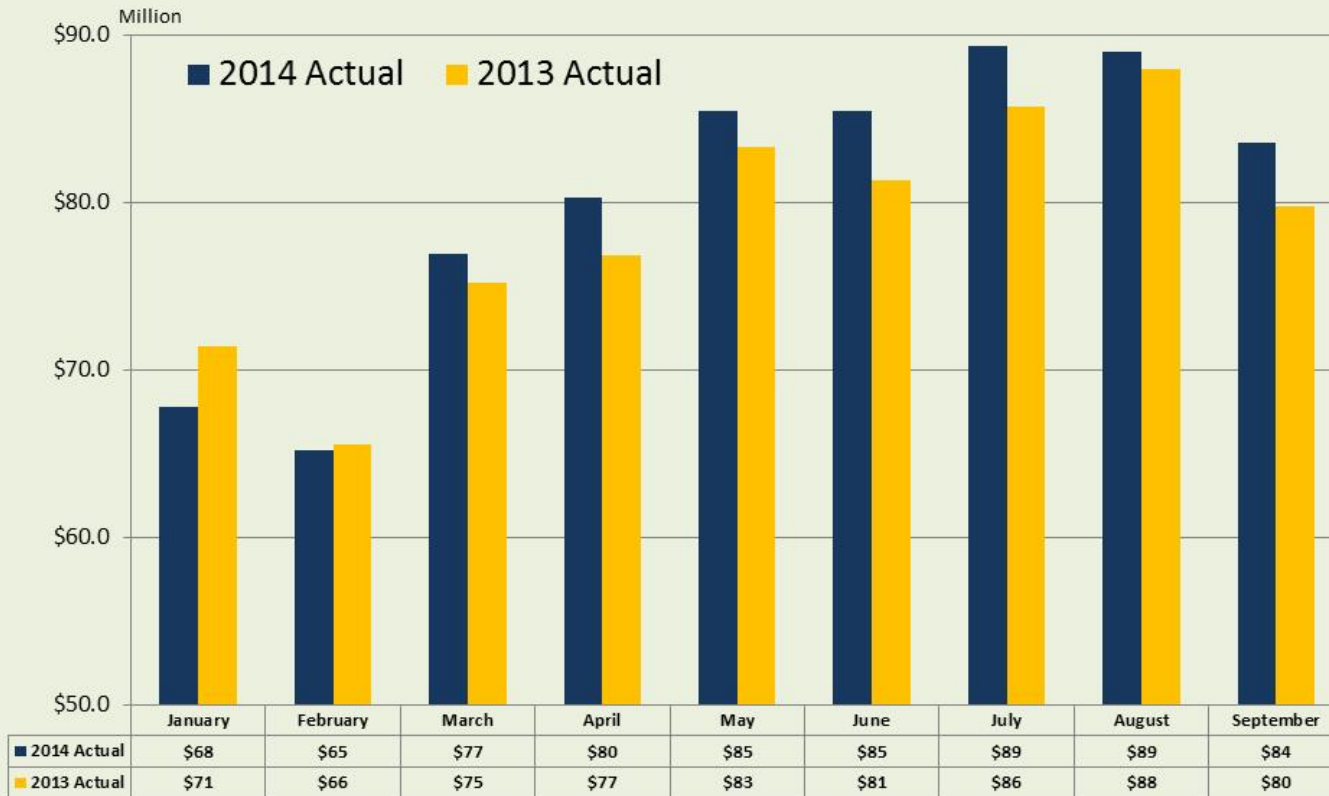
2014 vs. 2013 Year-to-Date Actual

(\$ thousands)

	YTD		Variance	
	2013	2014	\$	%
Toll Revenue and Evasion Recovery	\$747,333	\$762,724	\$15,391	2.1%
Concessions	1,737	1,602	(135)	-7.8%
Investment Income	719	660	(59)	-8.2%
Miscellaneous	2,912	8,103	5,191	178.3%
Total Revenue	\$752,701	\$773,089	\$20,389	2.7%

Note: Numbers may not add to totals due to rounding.

Monthly Toll Revenue – 2014 vs. 2013



Maintenance and Operations

2014 vs. 2013 Year-to-Date Actual

(\$ thousands)

	YTD		Variance	
	2013	2014	\$	%
Payroll and Related Costs	\$110,686	\$119,813	\$9,127	8.2%
Group Insurance	20,811	22,257	1,445	6.9%
Contractual Services	35,304	39,771	4,466	12.7%
Materials/Operational Supplies/Other Expenses	3,566	3,944	379	10.6%
Utilities	4,186	5,111	925	22.1%
All Other Insurance	10,069	8,124	(1,946)	-19.3%
Parts and Fuel	5,367	5,779	412	7.7%
Equipment/Office Rental and Maintenance	11,222	11,400	178	1.6%
Other Miscellaneous Expenses	631	503	(129)	-20.4%
Recovery of Expenses	(1,853)	(2,044)	(192)	-10.3%
Total Maintenance and Operations Expenditures	\$199,989	\$214,657	\$14,667	7.3%

Note: Numbers may not add to totals due to rounding.

Capital Program 2014 vs. 2013 Year-to-Date Actual

(\$ thousands)

	YTD		Variance	
	2013	2014	\$	%
Tri-State Tollway (I-94/I-294/I-80)	\$36,472	\$3,582	(\$32,890)	-90.2%
Reagan Memorial Tollway (I-88)	7,470	9,492	2,023	27.1%
Jane Addams Memorial Tollway (I-90)	210,704	455,502	244,798	116.2%
Veterans Memorial Tollway (I-355)	11,739	2,276	(9,464)	-80.6%
Open Road Tolling (ORT)	3,202	1,292	(1,910)	-59.6%
Systemwide Improvements	67,853	116,907	49,054	72.3%
Tri-State Tollway (I-294)/I-57 Interchange	31,718	34,870	3,152	9.9%
Elgin O'Hare Western Access	31,223	165,648	134,425	430.5%
Illinois Route 53/120/Other Planning Studies	143	1,119	976	N/A
Move Illinois & CRP Subtotal	\$400,524	\$790,688	\$390,164	97.4%
"Other" Capital Projects	26,374	38,493	12,120	46.0%
Capital Program Subtotal	\$426,897	\$829,181	\$402,284	94.2%
Intergovernmental Agreement Reimbursements and Other Adjustments	(\$9,827)	(12,766)	(\$2,939)	-29.9%
Total Capital Program Expenditures	\$417,070	\$816,415	\$399,345	95.8%

Note: Numbers may not add to totals due to rounding.

2014 Transactions - *Projection vs. Actual*

2014

Transactions (millions)

	Projections	Actual	Variance	Variance %
PASSENGER VEHICLES				
January	55.4	51.7	(3.7)	-6.6%
February	51.8	50.6	(1.2)	-2.4%
March	60.1	59.4	(0.7)	-1.2%
April	60.5	61.0	0.6	0.9%
May	64.9	65.4	0.5	0.8%
June	64.0	64.7	0.8	1.2%
July	66.6	67.5	0.8	1.3%
August	67.7	67.1	(0.6)	-0.8%
September	62.0	62.5	0.5	0.8%
	553.0	550.1	(3.0)	-0.5%
2014 ALL COMMERCIAL VEHICLES (TIER 2-4)				
January	7.5	7.4	(0.1)	-1.9%
February	7.0	7.1	0.1	0.8%
March	7.8	8.0	0.2	2.3%
April	8.2	8.4	0.3	3.2%
May	8.5	8.8	0.3	3.5%
June	8.5	8.8	0.3	3.7%
July	8.8	9.1	0.3	3.1%
August	8.7	8.9	0.2	2.1%
September	8.7	8.9	0.2	2.3%
	73.8	75.4	1.6	2.2%
2014 ALL VEHICLES				
January	62.9	59.1	(3.8)	-6.0%
February	58.8	57.7	(1.2)	-2.0%
March	67.9	67.4	(0.6)	-0.8%
April	68.7	69.5	0.8	1.2%
May	73.5	74.3	0.8	1.1%
June	72.4	73.5	1.1	1.5%
July	75.4	76.6	1.1	1.5%
August	76.4	76.1	(0.4)	-0.5%
September	70.7	71.4	0.7	1.0%
	626.8	625.4	(1.4)	-0.2%

Note: Numbers may not add to totals due to rounding.

2014 vs. 2013 Transactions

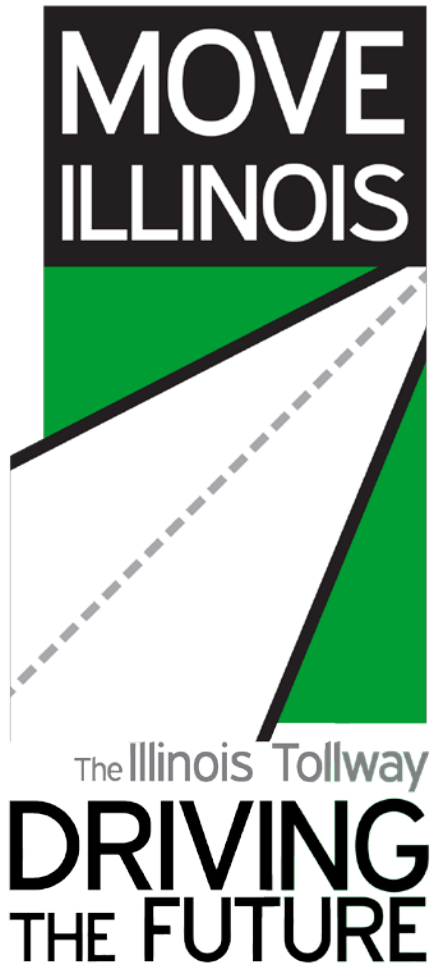
(millions)

	2014 Transactions	% Change 2014 to 2013	2014 Transactions	% Change 2014 to 2013
	PASSENGER VEHICLES (TIER 1)		LARGE COMMERCIAL VEHICLES (TIER 4)	
January	51.7	-5.2%	5.3	0.0%
February	50.6	0.6%	5.1	3.9%
March	59.4	2.0%	5.7	6.5%
April	61.0	3.8%	6.0	6.8%
May	65.4	2.8%	6.1	4.2%
June	64.7	4.0%	6.0	9.6%
July	67.5	3.5%	6.2	7.9%
August	67.1	0.5%	6.1	2.5%
September	62.5	3.2%	6.2	9.9%
	550.1	1.8%	52.7	5.7%
	ALL COMMERCIAL VEHICLES (TIER 2-4)		ALL VEHICLES	
January	7.4	1.2%	59.1	-4.5%
February	7.1	4.0%	57.7	1.0%
March	8.0	6.9%	67.4	2.5%
April	8.4	6.5%	69.5	4.1%
May	8.8	4.3%	74.3	2.9%
June	8.8	9.0%	73.5	4.5%
July	9.1	7.5%	76.6	4.0%
August	8.9	2.1%	76.1	0.7%
September	8.9	9.0%	71.4	3.9%
	75.4	5.7%	625.4	2.2%

Note: Numbers may not add to totals due to rounding.



THANK YOU



Elgin O'Hare Western Access (EOWA) Project Illinois Route 390 Tolling Plan

November 20, 2014

EOWA Project Progress

- ▶ **Beam placement westbound I-290 to Illinois Route 390**



EOWA Project Progress

▶ Illinois Route 390 bridge over Mittel Boulevard



EOWA Project Progress

▶ Rohlwing Road Bridge over Illinois Route 390



EOWA Project Progress

► Elmhurst Road Interchange at I-90

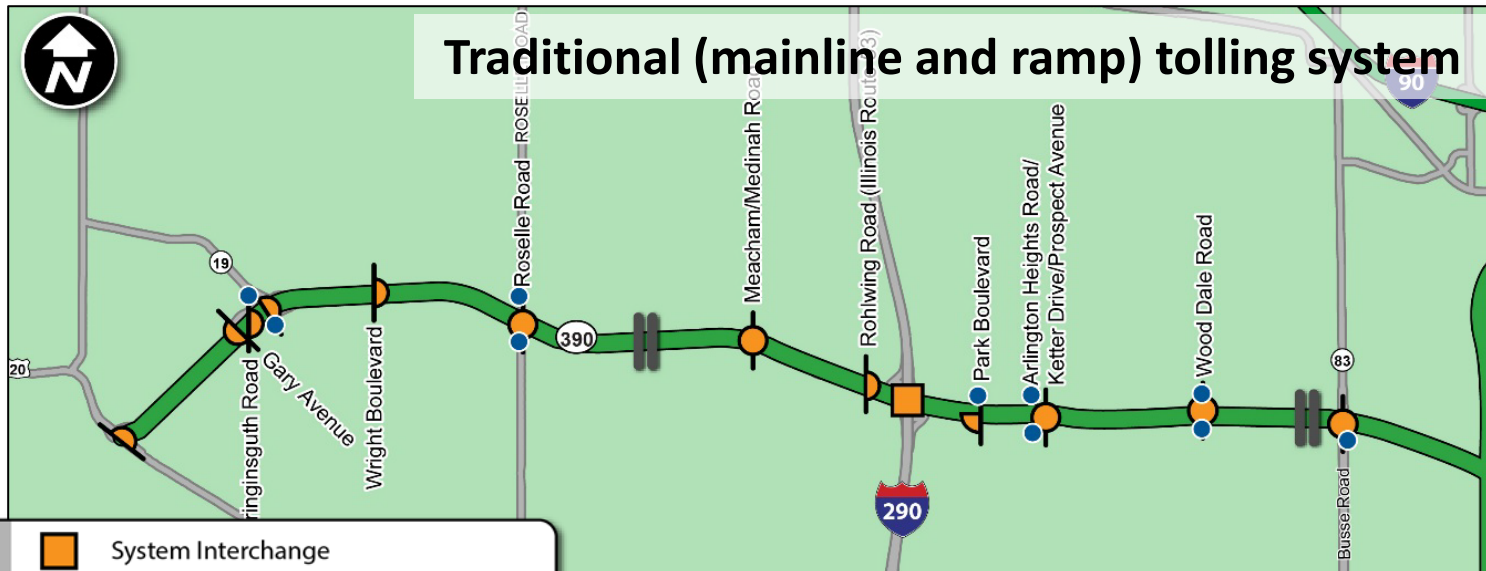


Elgin O'Hare Western Access Tolling

- ▶ **First all-electronic tolling (AET) roadways on the Tollway system**
- ▶ **Tolling along Illinois Route 390 expected to begin following construction of major roadway segments**
 - ▶ Illinois Route 390 from Lake Street (U.S. Route 20) to I-290 scheduled for completion end of 2015 – toll collection to begin in 2016
- ▶ **Details regarding tolling for the north-south corridor to be developed with future design**

Two Options for Tolling on Illinois Route 390

Traditional (mainline and ramp) tolling system



LEGEND

- System Interchange
- Full Interchange
- Partial Interchange
- Ramp All-Electronic Tolling Location
- Mainline All-Electronic Tolling Location

Mainline tolling system



Number of Entry and Exit Points is Unique



Illinois Route 390 Toll Rates and Locations



Benefits of Illinois Route 390 Tolling Plan

- ▶ **Broadly supported by local communities**
- ▶ **Tolls will be collected more frequently, but the amounts will be lower than at standard toll plazas along the Illinois Tollway**
- ▶ **Toll rates are approximately 20 cents per mile for passenger cars**
- ▶ **Greater number of mainline toll collection points located closer together will reduce the cost of shorter trips**
- ▶ **Rate paid for shorter trips will be as fair and equitable as the rate paid by a driver traveling the entire length of the corridor**
- ▶ **Local residents and others can continue using Illinois Route 390 for short trips, while gaining access to greater mobility throughout the region**

Elgin O'Hare Western Access and I-PASS

- ▶ **90 percent of drivers currently traveling in the Elgin O'Hare corridor have I-PASS**
- ▶ **Of those without I-PASS, nearly one quarter indicated that they would obtain one to use the new road once it opens**
- ▶ **For those who don't obtain I-PASS, the Tollway is exploring alternative payment methods:**
 - ▶ **Online and by mail post-payment**
 - ▶ **Online missed toll search**
 - ▶ **Potential temporary pass**



Next Steps

- ▶ **Continue Local Advisory Committee meetings and community outreach activities to keep the public informed**
- ▶ **Continue development of the north-south corridor tolling plan**
- ▶ **Continue to work to develop EOWA business rules that guide toll notification and violation structure**
- ▶ **Expect to present draft EOWA business rules to the Tollway Board in mid-2015**



THANK YOU



Appendix

Tolling Near the I-290 Interchange

- ▶ **Six (6) IDOT jurisdiction ramps in the I-290 interchange area**
 - ▶ Exit ramps from I-290 to Illinois Route 390
 - ▶ Exit ramps from I-290 to Rohlwing Road and Meacham Road/Medinah Road
 - ▶ Entrance ramp from Meacham Road/Medinah Road to I-290
 - ▶ Exit ramp from I-290 to Park Boulevard/Hamilton Lakes Drive
- ▶ **Traffic on IDOT jurisdiction roads will not be tolled**

