



**Annual Toll
Revenue Report**



The Illinois State Toll Highway Authority

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Executive Summary

The Illinois Tollway's *2020 Annual Toll Revenue Report* analyzes traffic, transactions, revenue and I-PASS trends for the year 2019.

System Description

The Illinois Tollway (Tollway) serves the greater Chicago metropolitan area. The Tollway system consists of five main routes: the Jane Addams Memorial Tollway (I-90/I-39), the Tri-State Tollway (I-94/I-294/I-80), the Reagan Memorial Tollway (I-88), the Veterans Memorial Tollway (I-355), and the Illinois Route 390 Tollway (IL 390). The first portions of the Tollway opened in August 1958. The most recent addition, the eastern extension of IL 390, opened on November 1, 2017.

Highlights

The current capital program—called *Move Illinois*—was approved by the Tollway Board on August 25, 2011 and expanded in 2017. To fund *Move Illinois*, passenger car tolls were raised on January 1, 2012. The price of a typical mainline toll was changed from \$0.40 to \$0.75 for I-PASS users and from \$0.80 to \$1.50 for cash payers. Commercial vehicle tolls were not affected in 2012, but did change in 2015, 2016, and 2017. Between January 1, 2015 and January 1, 2017, commercial vehicle rates increased a total of 60 percent over 2014 rates. Starting in 2018, commercial vehicle toll rates began to increase annually at the rate of inflation. Effective January 1, 2019, truck toll rates averaged a 2.5 percent increase across all plazas.

The goals of the program are to create jobs, improve mobility, relieve congestion, reduce pollution, and link economies across northern Illinois. Further, *Move Illinois* is the “cleanest and greenest” program in the Tollway’s history – it seeks to minimize the environmental impact of new roadway construction by reducing, recycling, and reusing materials. The program is scheduled to span 15 years and include \$14 billion for transportation improvements. Major projects include:

- **Rebuilding and widening the Jane Addams Memorial Tollway.** Construction on the western segment between Rockford and the Elgin Toll Plaza was completed at the end of 2014. Construction on the eastern portion between the Elgin Toll Plaza and the Kennedy Expressway was completed at the end of 2016.

- **Constructing a new, cashless interchange to connect the Tri-State Tollway (I-294) to I-57.** Phase one opened in October 2014. This phase connects southbound I-294 to southbound I-57 and northbound I-57 to northbound I-294. It also includes a new interchange at 147th Street. The second phase of the project is scheduled to be completed by the end of 2022.
- **Reconstructing the Central Tri-State Tollway.** The Central Tri-State Tollway (I-294) is being reconstructed from Balmoral Avenue to 95th Street. Construction began in 2018 on the northern section between Balmoral Avenue and the O’Hare Oasis. The full reconstruction project is expected to be completed at the end of 2026.
- **Building the new, cashless IL 390 and I-490 Tollways.** Reconstruction and repair work on the existing western segment of the Illinois Route 390 Tollway between Lake Street and Rohlwing Road (IL 53) was completed in 2016. Tolling on this segment began on July 5, 2016. The next new segment between Rohlwing Road (IL 53) and Busse Highway (IL 83) opened on November 1, 2017. The new I-490 Tollway is scheduled to open in phases between 2024 and 2026.
- **Reconstructing the Reagan Memorial Tollway (I-88) between I-290 and York Road in Oak Brook.** The project started in February 2018 and was completed in December 2019.
- **Reconstructing the Edens Spur Tollway (I-94) from Pfungsten Road to the Edens Expressway.** The project will remove and replace all the existing mainline asphalt pavement and includes replacing the mainline bridges. It began in 2018 and is scheduled to be complete in winter 2020.

A map of recently completed, current, and planned Tollway projects is presented on the following page.



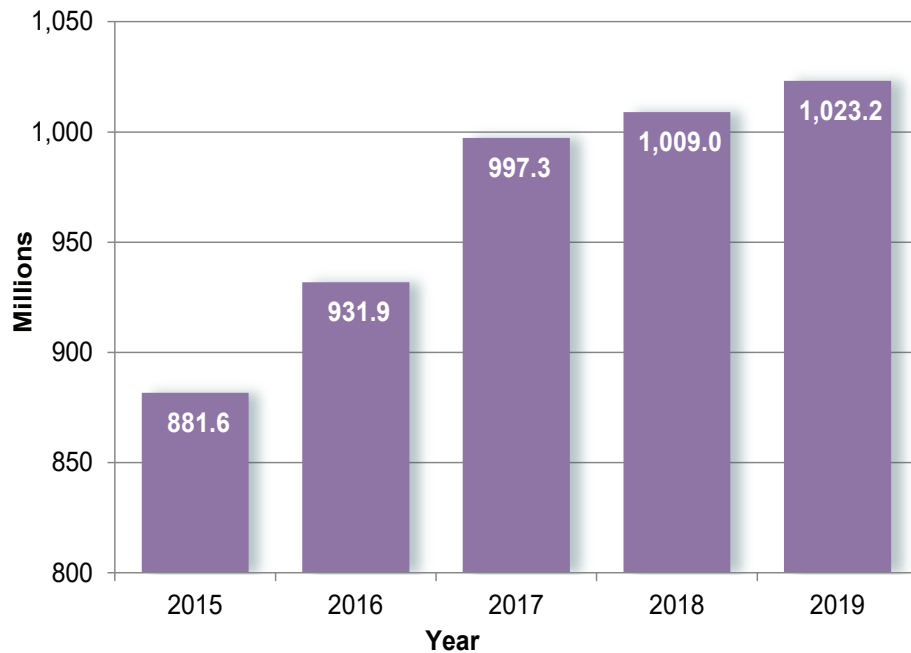
Between 2012 and 2019, the Tollway added 242 new lane miles to the system, including both entirely new facilities and strategic widening of existing facilities. In addition, the Tollway opened 10 new or expanded interchanges in that period, including I-88/IL 47 and I-90/IL 23 in 2019. Also in 2019, sections of the eastern Reagan Memorial and northern Veterans Memorial tollways were widened.

Transactions, revenues, and I-PASS participation rates all increased in 2019, as presented in the following sections.

Transactions

In 2019, transactions totaled 1,023.2 million. Transactions increased by 14.3 million, or 1.4 percent, compared to 2018. Passenger car transactions increased by 1.3 percent, while commercial vehicle transactions increased by 2.2 percent.

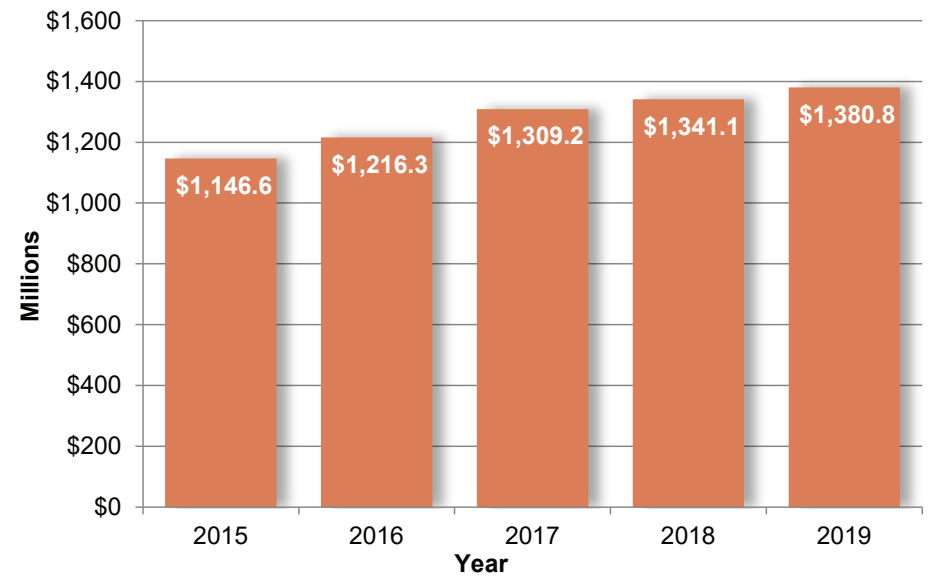
Annual System Transactions



Revenues

In 2019, toll revenues were \$1.4 billion. Toll revenues increased by \$39.7 million, or 3.0 percent, over 2018.

Annual System Revenues

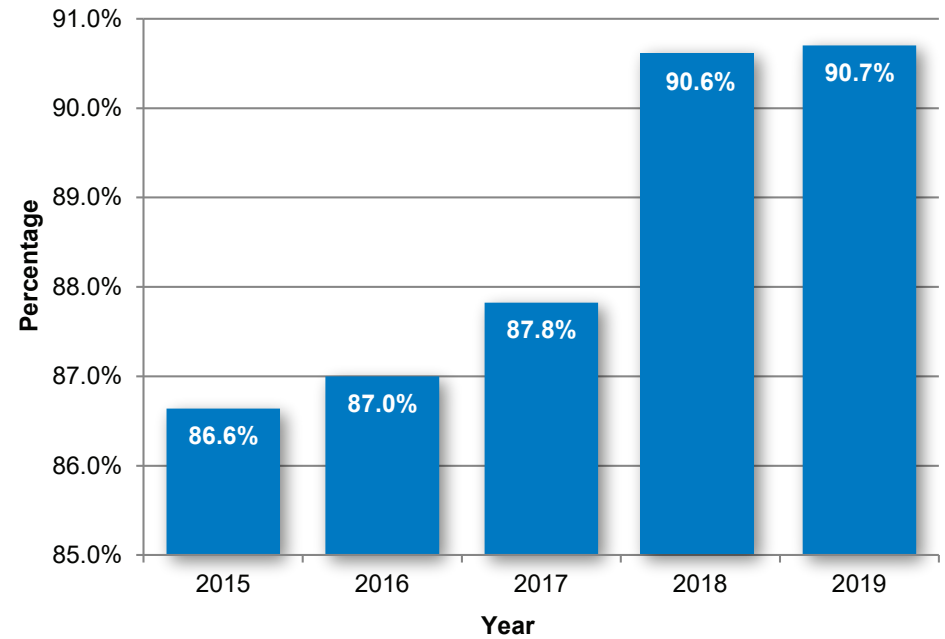


Electronic Toll Collection

I-PASS is the Tollway's trademark name for its electronic toll collection (ETC) system. The Tollway has one of the highest ETC rates in the country.² In 2019, 90.7 percent of all Tollway transactions were paid with ETC. This compares with an average of 82.7 percent of transactions among E-ZPass member agencies.³ In this report, the ETC rate is generally termed the I-PASS rate. I-PASS usage increased from 90.6 percent in 2018 to 90.7 percent in 2019.

I-PASS usage varies by vehicle type, time of day, and location. Commercial vehicles have historically had higher I-PASS usage than passenger cars. In 2019, truck I-PASS usage was 90.8 percent, while passenger car usage was 90.7 percent. Rush hour usage is higher than overall usage and urban plazas have higher participation than rural plazas.

I-PASS Usage





Tollway System

Report Purpose

This report has been prepared and submitted in accordance with requirements in the Traffic Engineer's scope of services. It provides the Tollway with annual estimates of system use and revenues as required by Section 10(c) of the Illinois Toll Highway Act (605 ILCS 10).

The Tollway's 2020 Annual Toll Revenue Report provides a review of Tollway traffic and revenue for the year 2019. The report is comprised of three chapters:

- Chapter 1 summarizes the history of the system. It also explains the factors affecting traffic and revenue, including demographic factors, land use patterns, economic trends, toll rate structures, construction impacts, and fuel prices.
- Chapter 2 analyzes traffic and revenue trends by time of day, day of week, month of year, location, and vehicle type (passenger cars vs. commercial vehicles).
- Chapter 3 presents an analysis of I-PASS usage. Introduced in 1993, this technology has revolutionized the way tolls are collected on the system.

Introduction

As of 2019, the Illinois Tollway operated 294 centerline miles of limited-access toll highways in northern Illinois. The Tollway service area covers the Chicago metropolitan region and includes 12 counties with a combined population of 8.9 million people, which accounts for 70 percent of the state's population.¹ The Illinois Tollway is one of the most heavily traveled toll road systems in the country, providing transportation for local, regional, and national trips.

While commuter traffic comprises a large portion of transactions, the Illinois Tollway system continues to play an important role in interstate commerce. In 2019, there were 1,023 million toll transactions on the system. Commercial vehicles accounted for 122.4 million, or 12.0 percent, of these toll transactions and 47.4 percent of revenue.

System History

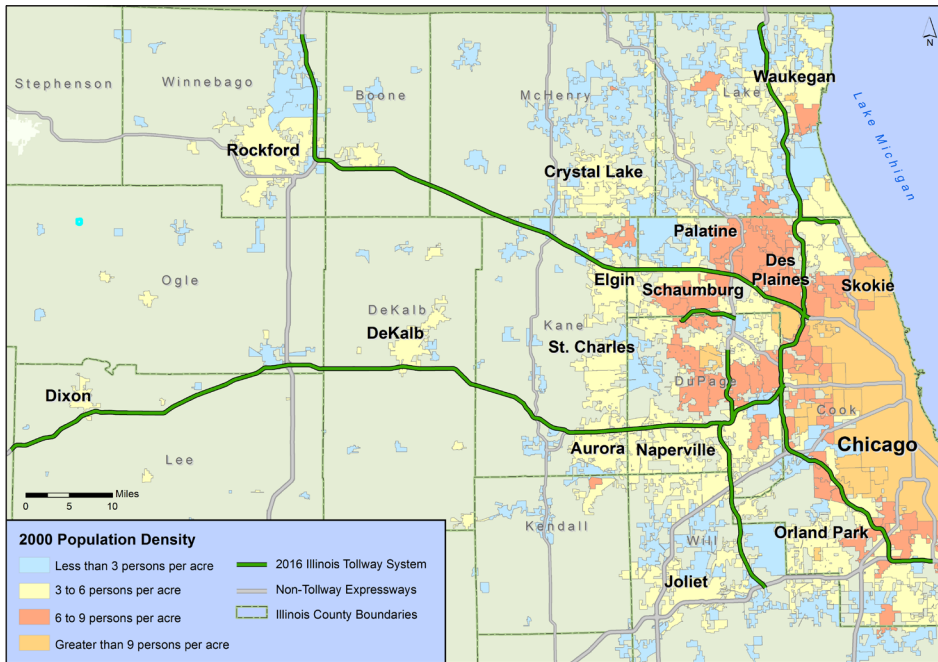
The Illinois State Toll Highway Commission, the original administering body of the Tollway system, was created by an act of the state legislature on July 13, 1953. The legislation authorized the Commission to construct a network of toll routes around the Chicago metropolitan region. It also authorized the agency to issue bonds and to charge tolls for maintenance and debt repayment. The Tollway system is supported by toll revenue and does not receive federal or state funding.² Tolls pay for operations, maintenance, debt repayment, construction, and expansion costs. The first routes opened to traffic in August 1958.

The Tollway system was originally planned in the 1950s to accommodate long-distance travel around the metropolitan area. As a bypass around the city of Chicago, the Tollway was intended to complement the radial routes of the Chicago expressway network. Over time, the Tollway has become an integral part of the region's network. In addition to helping customers navigate about the Chicago region, the Tollway provides suburban connections that have supported growth and development over the last 60 years.

Figures 1-1 and 1-2 show the Tollway network overlaid with population data in 2000 and 2010, respectively. The figures illustrate how development has occurred along the Tollway, with numerous suburban towns spreading out from the Chicago city limits. The Tollway now serves to connect satellite cities (e.g., Aurora, Elgin, and Joliet) to the metro Chicago region.

Suburban population growth during the 1960s helped Tollway routes become commuting corridors that linked suburban residences to urban jobs. In the 1970s, increasing suburban employment created more reverse commutes and more suburb-to-suburb commutes. Also in the 1970s, the Tollway system expanded with construction of the East-West Extension (now part of the Reagan Memorial Tollway) west of Aurora. In the 1980s, further increases in suburb-to-suburb commutes created the need for additional north-south routes. In response, the Tollway built the North-South Tollway between I-55 and Army Trail Road. Currently named the Veterans Memorial Tollway, this facility opened in December 1989. In the 1980s, the Tollway also added new interchanges to existing facilities to meet increased travel demand.

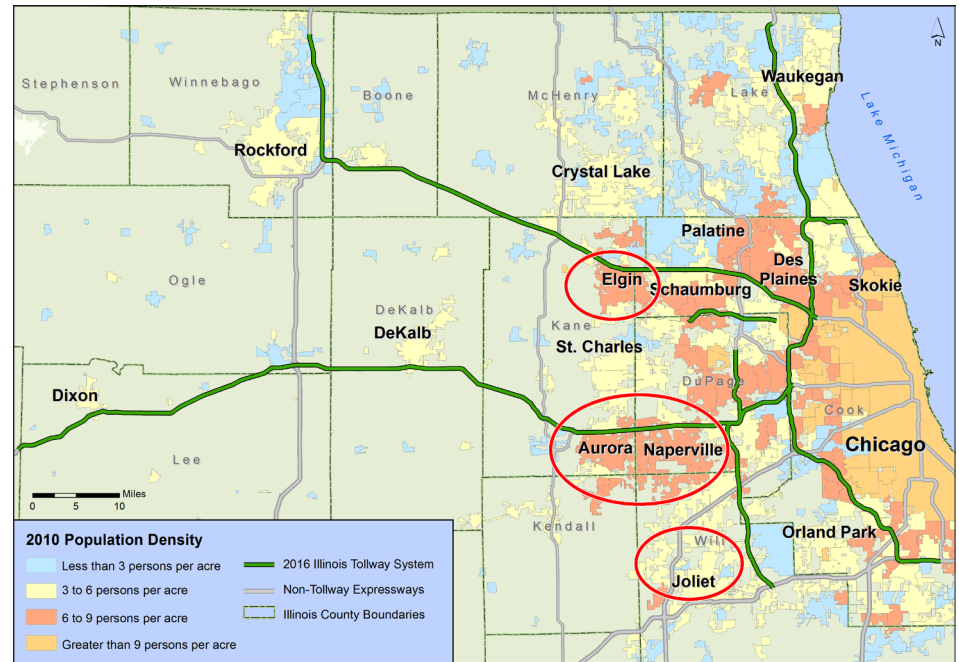
Figure 1-1 | Population Density for Tollway Service Area (2000)³



Rapid growth in Will County and surrounding areas in the 1990s and 2000s led the Tollway to construct the south extension of the Veterans Memorial Tollway. Opened in 2007, the south extension increased roadway capacity and improved regional mobility by providing a direct connection between I-80 and I-55. The new route created a major transportation corridor that links intermodal facilities near O’Hare International Airport to warehouse and logistics facilities in Will and Cook counties.

From 2000 to 2010, growth and urbanization in the Tollway service area exhibited three general trends. First, the population in the city of Chicago and several nearby Cook County townships diminished due to a decline in family and household size, as well as redevelopment. Second, the next tier of townships (including nearly all of those in DuPage County and portions of those in Lake County) reached maturity with consequent stable or slight population growth.

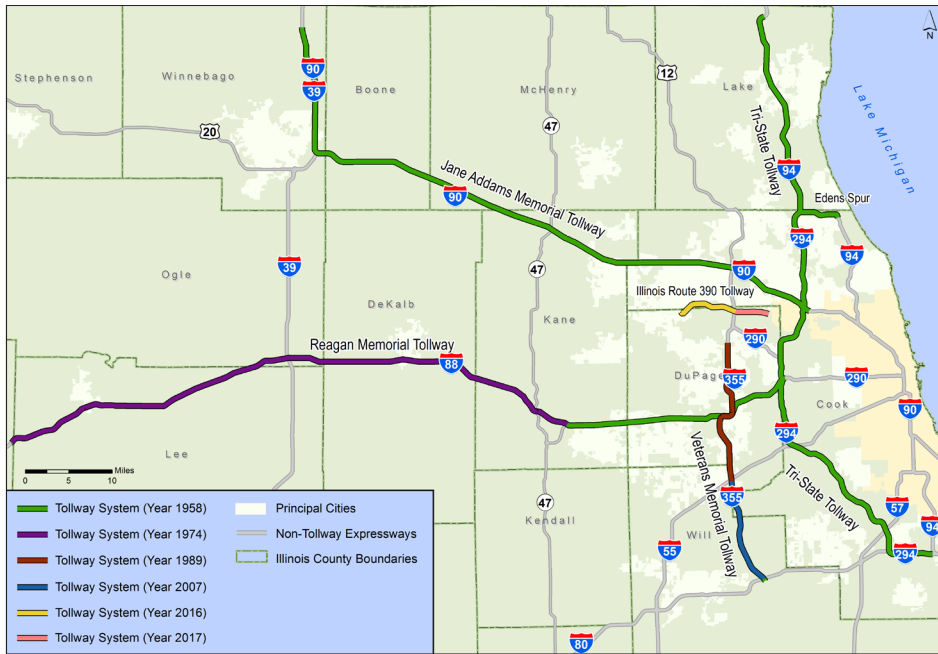
Figure 1-2 | Population Density for Tollway Service Area (2010)⁴



Third, growth in the entire outer periphery accelerated, particularly in the west and southwest with some townships doubling in population. This was especially true as the region’s growth reached and incorporated the more established, satellite towns of Elgin, Aurora, Naperville, and Joliet, where growth prompted revitalization and significant economic development. A comparison of Figures 1-1 and 1-2 shows that Elgin, Aurora, Naperville, and Joliet all increased in population density over that decade.

In 2013, the Tollway began building its fifth route, the Illinois Route 390 Tollway. On July 5, 2016, the first section of this route opened between Lake Street and Rohlwing Road (IL 53). The eastern section between Rohlwing Road (IL 53) and Busse Highway (IL 83) opened on November 1, 2017. Figure 1-3 shows the expanded Tollway network, with all the mainline extensions added between 1958 and 2019.

Figure 1-3 | Expansions to the Tollway System (1958-2019)



A number of factors have contributed to the growth and expansion of the Tollway system over the last five decades. Figure 1-4 summarizes these expansions and key milestone dates.

SYSTEM DESCRIPTION

The Tollway system consists of five routes of multi-lane, limited-access highway. Four of the five are part of the national Interstate Highway System, while the fifth, Illinois Route 390, is an Illinois state route built to interstate standards. Figure 1-5 lists the five routes by name, route number, and length. Figure 1-6 shows their locations.

Figure 1-5 | Tollway Route Names and Length (2019)⁶

Tollway Route	Route Number	Length (miles)
Jane Addams Memorial	I-90/I-39	76
Tri-State	I-94/I-294/I-80	82
Reagan Memorial	I-88	96
Veterans Memorial	I-355	30
Illinois Route 390	IL 390	10
TOTAL:		294

Figure 1-4 | Tollway Milestone Dates (1953-2019)⁵

Month/Year	Event	Current Route	Former Route Name
07/1953	Approval by the Illinois General Assembly of the Illinois State Toll Highway Commission	Systemwide	
08/1958	Opening of the Tri-State Tollway	I-94/I-294/I-80	
09/1958	Opening of Jane Addams Memorial Tollway	I-90/I-39	Northwest Tollway
09/1958	Opening of Reagan Memorial Tollway east of Aurora	I-88	East-West Tollway
11/1974	Opening of Reagan Memorial Tollway west of Aurora	I-88	East-West Tollway
12/1989	Opening of Veterans Memorial Tollway north of I-55	I-355	North-South Tollway
11/2007	Opening of South Extension of Veterans Memorial Tollway from I-55 to I-80	I-355	North-South Tollway
07/2016	Opening of western section of Illinois Route 390 Tollway	IL 390	
11/2017	Opening of eastern section of Illinois Route 390 Tollway	IL 390	

Jane Addams Memorial Tollway

LOCATION

Figure 1-7 shows the location of the Jane Addams Memorial Tollway and the major municipalities located near the corridor. The Jane Addams Memorial Tollway, formerly known as the Northwest Tollway,⁷ is designated as I-90 for its entire length. The western 14.5 miles are joined with I-39 where the interstate designation changes to I-90/I-39. The corridor extends from near O'Hare International Airport on the northwest side of Chicago to just south of the Wisconsin border adjacent to Rockford, passing through portions of Cook, Kane, McHenry, Boone, and Winnebago counties. The Jane Addams Memorial Tollway is a key link for the national I-90 roadway, which extends 3,100 miles from Boston to Seattle. I-90 east of the Jane Addams Memorial Tollway continues as a toll-free route into downtown Chicago, connecting to both the Chicago Skyway and the Indiana Toll Road.

Between 2013 and 2016, the entire Jane Addams was reconstructed and widened, adding more than 120 lane miles to the Tollway system. The route now provides a six-lane cross section from Rockford to Elgin and an eight-lane cross section from Elgin to the Tri-State Tollway.

Figure 1-7 | Jane Addams Memorial Tollway Location Map



POPULATION

Figure 1-8 shows the population trends in the areas surrounding the Jane Addams Memorial Tollway. Northern Cook County, at the eastern end of the Jane Addams, is largely developed. Cook County in total is expected to decline in population 0.1 percent annually, on average, between 2019 and 2040. Growth rates of 0.8 and 0.7 percent are projected in outer suburban Kane and McHenry counties, respectively. Winnebago County is expected to grow only 0.1 percent annually from 2019 to 2040. The largely rural Boone County is forecast to grow by 0.8 percent. Overall, minimal population growth is projected along the Jane Addams Memorial Tollway as inner-urban areas reach maturity and show no growth, while outer-suburban and rural areas on the periphery continue to grow at a slow pace.

EMPLOYMENT

Figure 1-9 shows employment trends in the areas surrounding the Jane Addams Memorial Tollway. Between 2010 and 2019, employment increased in all counties along the route as the economy recovered from its downturn. Employment in Boone and Cook counties grew the most between 2010 and 2019, showing average annual increases of 3.8 percent and 1.6 percent, respectively.

The 2040 employment forecast estimates that all counties will experience job growth over the next two decades. Growth will be highest in the outer suburban and rural areas as low-cost land fosters industrial and commercial development. The western section of I-90 connects the heavily developed northwest Cook County area to the Rockford area, which can be categorized as a low-density suburban to semi-rural area. This new development will support increased population. Kane and McHenry counties are among the fastest growing in this region. In turn, as new residents move to these areas, they will require new private- and public-sector services, which will eventually fuel significant employment growth. Boone County, due to its rural nature and potential for development, is most poised to attract new employment. It is expected to grow 1.6 percent annually by 2040. Cook, McHenry, and Kane counties are expected to grow more modestly, at 0.8 percent annually over the same time period.

Figure 1-8 | Population Growth in the Jane Addams Memorial Tollway Service Area⁸

County	2010 Population ⁹	2019 Population	2010-2019 Average Annual Percent Change	2040 Projected Population	2019-2040 Average Annual Percent Change
Cook	5,194,700	5,150,200	-0.1%	5,019,100	-0.1%
Kane	515,300	532,400	0.4%	632,400	0.8%
McHenry	308,800	307,800	0.0%	353,500	0.7%
Boone	54,200	53,500	-0.1%	63,200	0.8%
Winnebago	295,300	282,600	-0.5%	289,200	0.1%
TOTAL:	6,368,300	6,326,500	-0.1%	6,357,400	0.0%

Figure 1-9 | Employment Growth in the Jane Addams Memorial Tollway Service Area¹⁰

County	2010 Employment	2019 Employment	2010-2019 Average Annual Percent Change	2040 Projected Employment	2019-2040 Average Annual Percent Change
Cook	3,157,300	3,630,600	1.6%	4,270,700	0.8%
Kane	247,800	284,200	1.5%	336,500	0.8%
McHenry	135,200	142,500	0.6%	168,100	0.8%
Boone	18,400	25,800	3.8%	36,200	1.6%
Winnebago	160,300	164,500	0.3%	177,200	0.4%
TOTAL:	3,719,000	4,247,600	1.5%	4,988,700	0.8%

Tri-State Tollway

LOCATION

Figure 1-10 shows the location of the Tri-State Tollway and the major municipalities located near the route. The Tri-State Tollway provides a circumferential route around the city of Chicago. It runs in a largely north-south orientation through Lake and Cook counties. The northern 25 miles of the route are designated as I-94, while the southern 53 miles are designated as I-294. Within the I-294 portion, the southern 5 miles are also part of I-80. This portion of the Tri-State Tollway is designated I-294/I-80.

The northern portion of the Tri-State Tollway includes a 4-mile spur roadway, known as the Edens Spur, which is designated as part of I-94. The Edens Spur runs east-west along the Lake County/Cook County boundary. It connects the main portion of the Tri-State Tollway with the Edens Expressway, which is maintained by the Illinois Department of Transportation (IDOT).

The I-294 portion of the Tri-State Tollway is a bypass loop of IDOT's I-94 mainline, which runs through the central business district of Chicago. The Tri-State Tollway is a major truck route, providing access to and from O'Hare International Airport and functioning as a bypass route for transcontinental shipments. It also connects the job-rich north and west suburbs with the south suburbs.

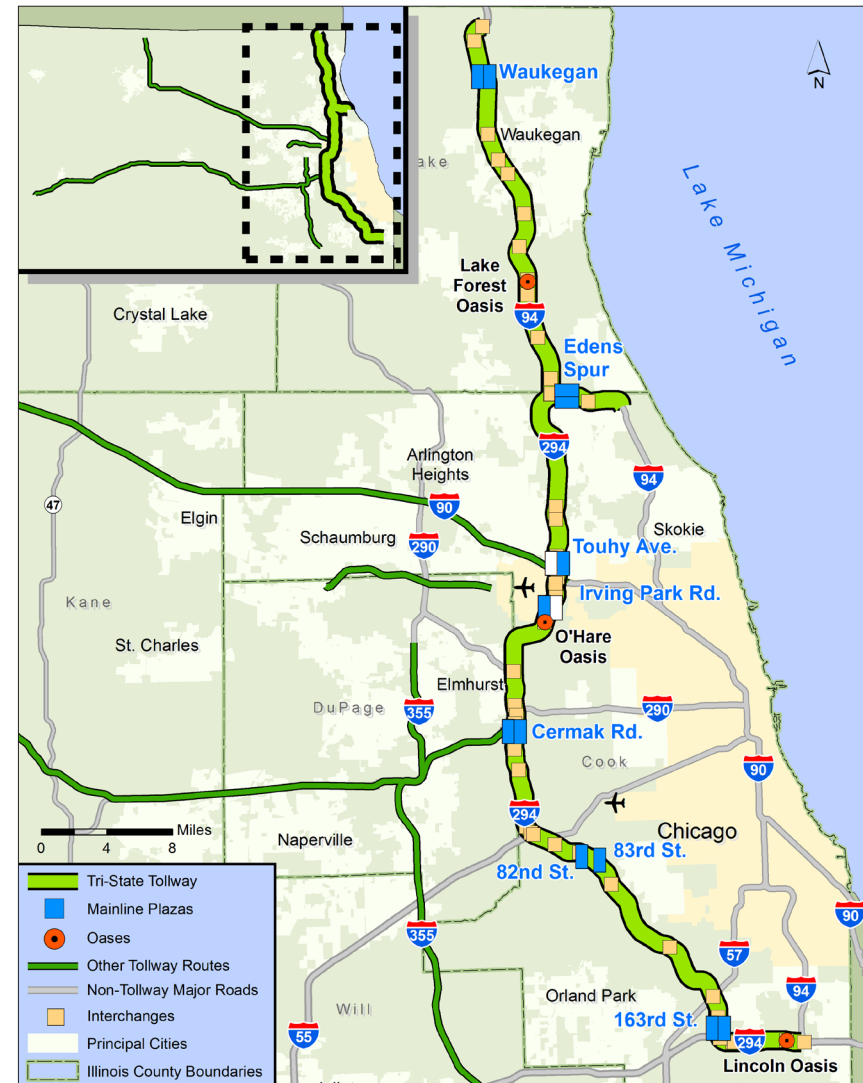
Between 2006 and 2009, more than 105 lane miles were added to the Tri-State as large portions were reconstructed and widened. The route now provides an eight-lane cross section along its entire length. Only the central section, which was already eight lanes wide from 95th Street to Balmoral Avenue, was not widened during this time frame. Reconstruction and widening work began on this section in 2018 and is planned to be completed in 2026.

POPULATION

Figure 1-11 shows the population trends in the areas surrounding the Tri-State Tollway. The northern section of the Tri-State Tollway passes through eastern Lake County, which experienced rapid population growth between 1980 and 2010, but since then has stabilized. The inner suburban areas of Lake and DuPage counties have reached maturity and are expected to grow at a relatively modest pace of 0.3 percent and 0.2 percent per year, respectively, through 2040.

By comparison, the area surrounding the southern section of the Tri-State Tollway is projected to grow much more quickly. This section runs near Will

Figure 1-10 | Tri-State Tollway Location Map



County, which is anticipated to approach DuPage County as the second most populous county in Illinois by 2040. Will County is expected to continue to grow from approximately 691,000 in 2019 to 922,000 in 2040 at an average annual rate of 1.2 percent.

EMPLOYMENT

Figure 1-12 shows employment trends in the areas surrounding the Tri-State Tollway. The Tri-State Tollway will continue to be a major connector between the population in the southern part of the region and the job-rich portions of the north and west. Overall, employment is forecast to increase by 0.9 percent per year between 2019 and 2040; however, job growth will not be uniform across all counties. DuPage, Cook, and Lake counties are expected to increase 0.9 percent,

0.8 percent, and 0.8 percent per year, respectively, while Will County is expected to increase 2.3 percent annually. It is anticipated that Will County will attract new jobs, both to service its growing population and to support increases in the industrial sector. The southern portion of the Tri-State Tollway has a high concentration of manufacturing and logistics industries. In addition, this portion of the Tri-State Tollway is joined with I-80, which is a long-distance national trucking route.

Figure 1-11 | Population Growth in the Tri-State Tollway Service Area¹¹

County	2010 Population ¹²	2019 Population	2010-2019 Average Annual Percent Change	2040 Projected Population	2019-2040 Average Annual Percent Change
Cook	5,194,700	5,150,200	-0.1%	5,019,100	-0.1%
DuPage	916,900	922,900	0.1%	966,000	0.2%
Lake	703,500	696,500	-0.1%	747,200	0.3%
Will	677,600	690,700	0.2%	896,500	1.2%
TOTAL:	7,492,700	7,460,300	0.0%	7,628,800	0.1%

Figure 1-12 | Employment Growth in the Tri-State Tollway Service Area¹³

County	2010 Employment	2019 Employment	2010-2019 Average Annual Percent Change	2040 Projected Employment	2019-2040 Average Annual Percent Change
Cook	3,157,300	3,630,600	1.6%	4,270,700	0.8%
DuPage	707,300	813,400	1.6%	977,300	0.9%
Lake	441,400	478,800	0.9%	562,500	0.8%
Will	272,600	353,900	2.9%	567,300	2.3%
TOTAL:	4,578,600	5,276,700	1.6%	6,377,800	0.9%

Reagan Memorial Tollway

LOCATION

Figure 1-13 shows the location of the Reagan Memorial Tollway and the major municipalities located near the route. The Reagan Memorial Tollway, previously known as the East-West Tollway, is designated as I-88 for its entire length. The route transitions from an IDOT expressway to a toll road at the eastern edge of Whiteside County in western Illinois. It ends 15 miles west of downtown Chicago at the interchange of the Tri-State Tollway (I-294) and the Eisenhower Expressway (I-290). Between 2007 and 2009, the eastern end of this route, from the East-West Connector to Illinois Route 59, was widened to eight lanes under the Congestion-Relief Program. By the end of 2012, the section between Illinois Route 59 and Illinois Route 56 was widened to six lanes by adding a lane in each direction between Orchard Road and Illinois Route 56.

Figure 1-13 | Reagan Memorial Tollway Location Map



POPULATION

Figure 1-14 shows the population trends in the areas surrounding the Reagan Memorial Tollway. The western section of the Reagan Memorial Tollway serves rural areas in Whiteside, Lee, and Ogle counties. These counties all lost population between 2010 and 2019 and are expected to remain rural in character over the next two decades. Whiteside and Lee counties have a projected annual average population decline of respectively 0.3 and 0.2 percent between 2019 and 2040. Ogle County is expected to have very modest growth (less than 0.1 percent annually).

The eastern section of the Reagan Memorial Tollway serves developed residential and commercial areas in Kane and DuPage counties. Strong population growth in DuPage County has leveled off as the county matured, with annual average population growth of 0.2 percent projected from 2019 to 2040. In contrast, Kane County is projected to grow at an average annual rate of 0.8 percent, and DeKalb is projected to grow by 0.5 percent annually. This increase is fueled by growth in Aurora and nearby communities, as developers are attracted to lower-priced available land with significant infrastructure and amenities in place.

EMPLOYMENT

Figure 1-15 shows employment trends in the areas surrounding the Reagan Memorial Tollway. The western counties of Whiteside, Lee, and Ogle all gained or maintained jobs between 2010 and 2019 after showing losses from 2000 to 2010. On the central and eastern section, DeKalb County showed moderate growth, while Kane and DuPage counties rebounded from the 2008/2009 recession with respectively 1.5 and 1.6 percent average annual employment growth between 2010 and 2019. Between 2019 and 2040, all six counties are expected to grow, with DuPage leading the development.

The areas surrounding the eastern section of the route in DuPage County and the Fox Valley portion of Kane County are highly developed residential and commercial areas. However, as available land has become more scarce, development has slowed considerably.

Development continues westward from the Chicago metropolitan area, especially west of the Fox Valley in Kane County, which is one of the fastest growing counties in Illinois. DuPage County employment is projected to grow as a result of increased commercial development.

Figure 1-14 | Population Growth in the Reagan Memorial Tollway Service Area¹⁴

County	2010 Population ¹⁵	2019 Population	2010-2019 Average Annual Percent Change	2040 Projected Population	2019-2040 Average Annual Percent Change
Whiteside	58,500	55,200	-0.6%	52,000	-0.3%
Lee	36,000	34,100	-0.6%	32,600	-0.2%
Ogle	53,500	50,600	-0.6%	51,100	0.0%
DeKalb	105,200	104,900	0.0%	115,400	0.5%
Kane	515,300	532,400	0.4%	632,400	0.8%
DuPage	916,900	922,900	0.1%	966,000	0.2%
TOTAL:	1,685,400	1,700,100	0.1%	1,849,500	0.4%

Figure 1-15 | Employment Growth in the Reagan Memorial Tollway Service Area¹⁶

County	2010 Employment	2019 Employment	2010-2019 Average Annual Percent Change	2040 Projected Employment	2019-2040 Average Annual Percent Change
Whiteside	27,400	28,400	0.4%	30,800	0.4%
Lee	16,800	17,100	0.2%	17,700	0.2%
Ogle	23,300	23,300	0.0%	26,000	0.5%
DeKalb	50,300	54,400	0.9%	65,500	0.9%
Kane	247,800	284,200	1.5%	336,500	0.8%
DuPage	707,300	813,400	1.6%	977,300	0.9%
TOTAL:	1,072,900	1,220,800	1.4%	1,453,800	0.8%

Veterans Memorial Tollway

LOCATION

Figure 1-16 shows the location of the Veterans Memorial Tollway and the major municipalities located near the route. The Veterans Memorial Tollway,¹⁷ previously named the North-South Tollway, is designated as I-355 for its entire 29.8-mile length. Most of the roadway is six lanes, with eight-lane segments between I-88 and 75th Street, and between Roosevelt Road and Butterfield Road.

On November 11, 2007, the Tollway opened the south extension of the Veterans Memorial Tollway between I-55 and I-80. This 12.5-mile extension increased capacity and improved regional mobility. The Veterans Memorial Tollway now directly connects three major interstate highways (I-80, I-88, and I-55) and, along with the Eisenhower Expressway (I-290), adds an additional route from I-80 to I-90 via interstate highway. Since I-80 is a national truck route, I-355 has attracted more truck traffic as longer haul trucks attempt to bypass more congested parts of the region. This access has made the Veterans Memorial Tollway a significant logistics corridor. It now connects O'Hare International Airport and nearby intermodal facilities in the north to warehouse and logistics facilities in Will and Cook counties in the south.

POPULATION

Figure 1-17 shows the population trends in the areas surrounding the Veterans Memorial Tollway. From 2019 to 2040, the population of DuPage County is projected to grow at an average annual rate of 0.2 percent. This growth is minimal compared to Will County, which is projected to grow 1.2 percent per year—making it one of the fastest-growing counties in the region. Low housing costs, a strong labor market, logistics industries, and intermodal facilities fuel growth in this county.¹⁸

EMPLOYMENT

Figure 1-18 shows employment trends in the areas surrounding the Veterans Memorial Tollway. The Veterans Memorial Tollway is a commuter route that connects employment centers in north and south Cook County and along I-88 in DuPage County with residential areas in Will and DuPage counties. As residential areas in Will County expand, an increasing number of commuters from these southern areas will use this route to access jobs in the north and west suburbs.

Figure 1-16 | Veterans Memorial Tollway Location Map

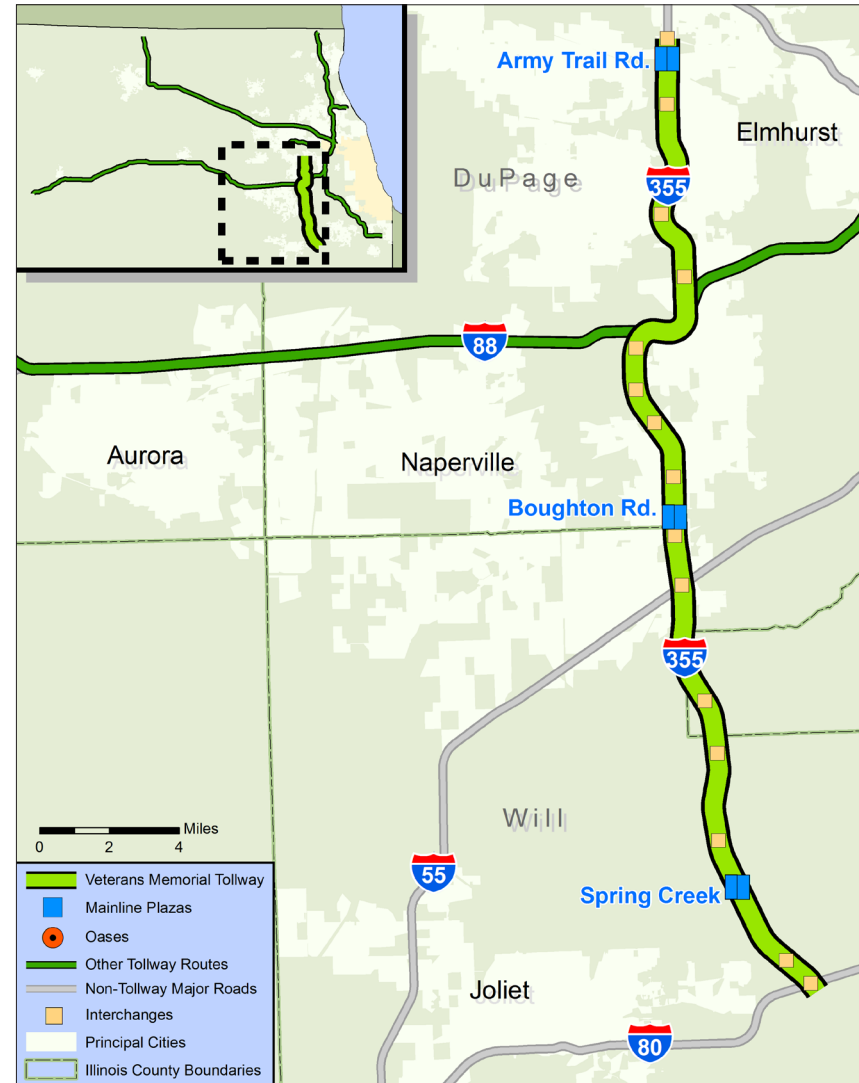


Figure 1-17 | Population Growth in the Veterans Memorial Tollway Service Area¹⁹

County	2010 Population ²⁰	2019 Population	2010-2019 Average Annual Percent Change	2040 Projected Population	2019-2040 Average Annual Percent Change
Will	677,600	690,700	0.2%	896,500	1.2%
DuPage	916,900	922,900	0.1%	966,000	0.2%
Cook	5,194,700	5,150,200	-0.1%	5,019,100	-0.1%
TOTAL:	6,789,200	6,763,800	0.0%	6,881,600	0.1%

Figure 1-18 | Employment Growth in the Veterans Memorial Tollway Service Area²¹

County	2010 Employment	2019 Employment	2010-2019 Average Annual Percent Change	2040 Projected Employment	2019-2040 Average Annual Percent Change
Will	272,600	353,900	2.9%	567,300	2.3%
DuPage	707,300	813,400	1.6%	977,300	0.9%
Cook	3,157,300	3,630,600	1.6%	4,270,700	0.8%
TOTAL:	4,137,200	4,797,900	1.7%	5,815,300	0.9%

Illinois Route 390 Tollway

LOCATION

Figure 1-19 shows the location of the new, cashless Illinois Route 390 Tollway (IL390) and the major municipalities located near the route. Tolling on the western portion of this new facility began on July 5, 2016. The 6-mile western segment provides a four-lane cross section from Lake Street (US 20) to Rohlwing Road (IL 53) along the border of Cook and DuPage counties. The eastern extension of IL 390, from Rohlwing Road (IL 53) to Busse Highway (IL 83), opened and began tolling in November 2017. This 4-mile section provides a four-lane cross section from Rohlwing Road (IL 53) to Busse Highway (IL 83). The second part of this new toll road project, I-490, will connect IL 390 to I-90 and I-294, as shown by the dotted line in Figure 1-19.

When completed, the Illinois Route 390 and I-490 Tollways will provide an integral part of the Illinois Tollway system with 17 miles of new roads and 15 new or improved interchanges in the northwest suburbs. The new toll roads will also enhance access to O'Hare International Airport property with new rail crossings and connections. Due to the overall magnitude of the project and the potential to enhance the national and regional economies, it is designated a "Project of National and Regional Significance" by federal transportation legislation.

POPULATION

Figure 1-20 shows the population trends in DuPage and Cook counties, the major service areas of IL 390/I-490. From 2019 to 2040, the population growth of these counties is expected to be almost flat, as the northern suburban areas of DuPage and Cook counties have reached maturity.

EMPLOYMENT

Figure 1-21 shows the employment trends in the areas adjacent to IL 390 and I-490. Both routes will largely serve as commuter routes and provide a key connection to O'Hare International Airport in the northwest suburbs. From 2019 to 2040, employment in DuPage and Cook counties is projected to grow at a robust average annual rate of respectively 0.9 and 0.8 percent.

Figure 1-19 | Illinois Route 390 Tollway Location Map

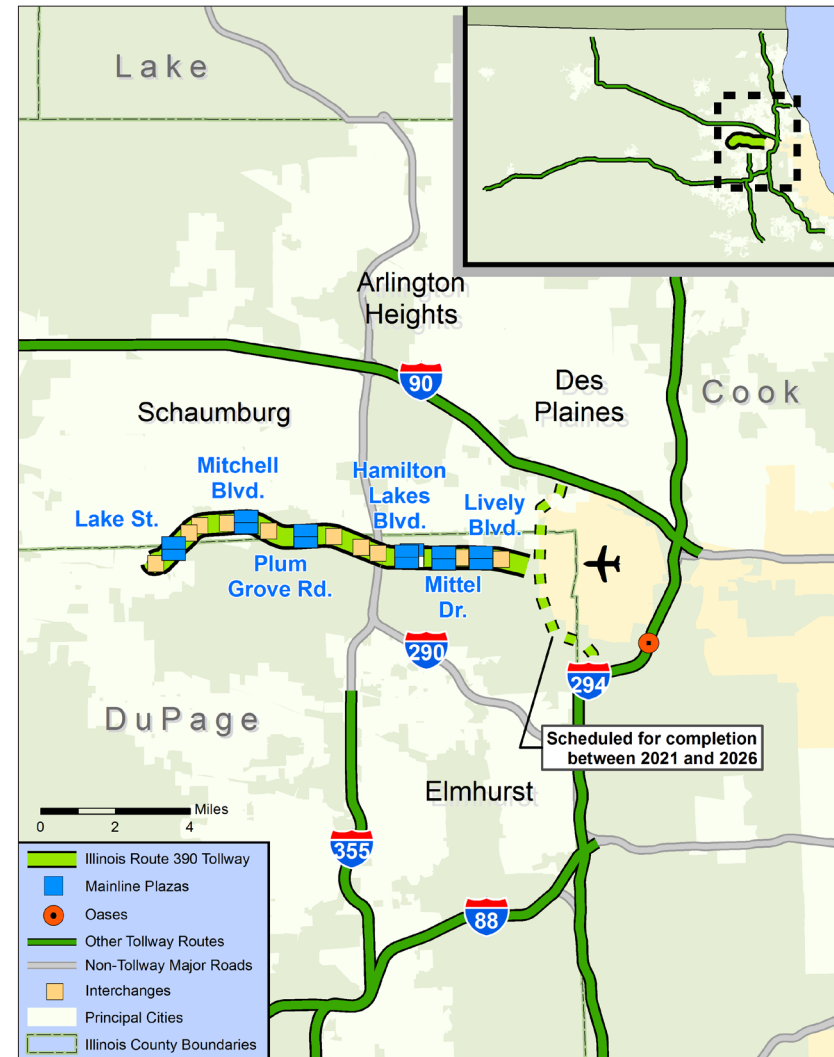


Figure 1-20 | Population Growth in the Illinois Route 390 Tollway Service Area²²

County	2010 Population ²³	2019 Population	2010-2019 Average Annual Percent Change	2040 Projected Population	2019-2040 Average Annual Percent Change
Cook	5,194,700	5,150,200	-0.1%	5,019,100	-0.1%
DuPage	916,900	922,900	0.1%	966,000	0.2%
TOTAL:	6,111,600	6,073,100	-0.1%	5,985,100	-0.1%

Figure 1-21 | Employment Growth in the Illinois Route 390 Tollway Service Area²⁴

County	2010 Employment	2019 Employment	2010-2019 Average Annual Percent Change	2040 Projected Employment	2019-2040 Average Annual Percent Change
Cook	3,157,300	3,630,600	1.6%	4,270,700	0.8%
DuPage	707,300	813,400	1.6%	977,300	0.9%
TOTAL:	3,864,600	4,444,000	1.6%	5,248,000	0.8%

Toll Collection

As of 2019, the Tollway collected tolls at 28 mainline plazas and 61 ramp plazas.²⁵ Figure 1-22 presents toll collection plazas by Tollway route. Tolls are collected through three methods: cash or credit card payments, ETC, and online. Unless stated otherwise, credit card revenues are included with cash revenues in this report.

Figure 1-22 | Toll Collection Points (2019)

Route	Route No.	Mainline Plazas	Ramp Plazas
Jane Addams Memorial	I-90/I-39	6	18
Tri-State	I-94/I-294/I-80	8	17
Reagan Memorial	I-88	5	13
Veterans Memorial	I-355	3	12
Illinois Route 390	IL 390	6	1
TOTAL:		28	61

CASH COLLECTION

Separate lanes are provided for cash payers at 22 of the mainline toll plazas and 51 of the ramp plazas. The other six mainline plazas and 10 of the ramp plazas

have cashless tolling (only electronic or online payments accepted). The remaining two ramp plazas are partially cashless – ramp access portions that opened prior to 2009 offer lanes for cash payers, while more recent ramp additions are cashless.

Cash lanes at mainline plazas have attendants, allowing users to pay with bills or coins. Attendants can also give change and receipts, which are not available at coin machines. Two of the ramp plazas (Plazas 43 and 45) also have cash lanes with attendants. They are located on the ramps that connect through trips between I-294 and I-80. The other ramp toll plazas with cash lanes are unattended. Prior to 2018, these cash lanes accepted only coins.

In February 2018, the Tollway began replacing coin machines with new Automatic Toll Payment Machines (ATPMs). The new machines accept paper currency, coins, and credit cards and will print a receipt if requested. By the end of 2019, 78 ATPMs were installed at ramp plazas across the system. On the Reagan and Veterans Memorial Tollways, 22 ATPMs were also installed in mainline plaza cash lanes.

ELECTRONIC TOLL COLLECTION

ETC users, including I-PASS customers, can use any lane on the system to make toll payments. ETC was introduced to the Illinois Tollway in 1993 on part of the Veterans Memorial Tollway. In 1994, ETC expanded to other plazas, and in 1995, the first I-PASS Only lanes were installed. In 1998, the Tollway began installing I-PASS Express lanes, which enabled drivers to pay tolls while traveling at higher

speeds through the plazas. Between 2005 and 2006, open road tolling (ORT) was introduced on all mainline plazas.

CASHLESS TOLL COLLECTION

The first cashless plaza, accommodating only ETC or online payments, opened in 2009 at Eola Road (Plaza 60) on the Reagan Memorial Tollway. Between 2011 and 2019, the Tollway opened another 15 cashless toll plazas²⁶ (Figure 1-23). One of these, Plaza 42 at the I-57/I-294 interchange, was the Tollway's first cashless system interchange. Seven plazas on IL 390 comprise the Tollway's only completely cashless route. In addition, two cashless ramps have been added to existing plazas (creating partially cashless plazas) at Barrington Road and Roselle Road on the Jane Addams Memorial Tollway. The number of transactions at a cashless plaza has grown significantly from none in 2008 to more than 400,000 on an average day in 2019.

Figure 1-23 | Cashless Toll Plazas (2019)²⁷

Year Opened	Plaza(s)	Tollway Route	Type	Location
2009	60	Reagan Memorial	Ramp	Eola Road
2011	30	Tri-State	Ramp	Balmoral Road
2013	6	Jane Addams Memorial	Ramp	IL 47
2014	42	Tri-State	Ramp	I-57 and 147th Street
2016	5A, 12A, 12	Jane Addams Memorial	Ramp	Irene, Roselle Road (eastbound off ramp), and Meacham Road
2016	326, 328, 330	IL 390	Mainline	Mainlines at Plum Grove Road, Mitchell Boulevard, and Lake Street
2017	18A, 10	Jane Addams Memorial	Ramp	Barrington Road (westbound on and eastbound off), Elmhurst Road
2017	322, 324, 326, 325 (ramp)	IL 390	Mainline, Ramp	Lively Boulevard, Mittel Drive, Hamilton Lakes Boulevard, and Ketter Drive (ramp)
2018	12	Jane Addams Memorial	Ramp	Roselle Road (westbound on ramp)
2019	7A	Jane Addams Memorial	Ramp	IL 23
2019	64A	Reagan Memorial	Ramp	IL 47

ONLINE TOLL COLLECTION

In 2006, the Tollway began allowing unpaid tolls to be paid online within a grace period. Tolls from any plaza can be paid online. Online payments are at the cash rate.

Following the opening of the first cashless plaza in 2009, the Tollway increased promotion of online payments for unpaid tolls. This *7 Days to Pay* initiative began in 2010.²⁸ This initiative, along with the growing number of cashless plazas on the Tollway, has contributed to a significant increase in online payments—from 436,000 in 2008 to 7.7 million in 2019, an average annual increase of 29.9 percent.²⁹

The use of unattended toll plazas during overnight hours began in 2010 to make toll collection more efficient. The practice began on February 19, 2010 at two low-volume mainline plazas: the Spring Creek Mainline Plaza (Plaza 99) on the Veterans Memorial Tollway and the Dixon Mainline Plaza (Plaza 69) on the Reagan Memorial Tollway. All the staffed toll booths at these plazas are closed between 10 p.m. and 6 a.m. Prior to 2018, cash users paid online or by mail within a grace period. Beginning with the installation of ATPMs at some mainline plazas in 2018, cash users were able to pay at the time of travel even when the plazas were unattended. The program expanded to other locations and by the end of 2019, 12 mainline toll plazas were unattended in the overnight hours with ATPMs available for cash payers.

Figure 1-24 | Toll Rate Tiers

Class #	Previous Vehicle Classifications	Rate Tier #	Current Vehicle Rate Tiers	Report Terms
1	Automobiles, motorcycles, single-unit truck or tractor with two axles and four or fewer tires	1	Cars	Passenger Cars ("PC")
2	Single unit truck or bus with two axles and six tires	2	Small trucks	Commercial Vehicles ("CV")
3	Three axle trucks or buses	3	Medium trucks	
4	Trucks with four axles			
7	Class I vehicles with one axle trailer			
8	Class I vehicle with two-axle trailer			
5	Truck with five axles	4	Large trucks	
6	Truck with six axles			
9	Special or unusual vehicles and trucks with seven or more axles			
10	Per-axle rates for passenger cars with trailer of three or more axles			

VEHICLE CLASSIFICATION

In 2005, the Tollway simplified its toll rate classifications system, reducing the previous 10 rate classes to four rate tiers. The previous rate classes and their corresponding current toll rate tiers are provided in Figure 1-24.

2019 TOLL RATES

In 2011, the Tollway approved the *Move Illinois* capital program. To fund the program, passenger car rates increased 87.5 percent on January 1, 2012. Commercial vehicle toll rates remained unchanged in 2012 but were later increased in three phases between 2015 and 2017. In total, commercial vehicle toll rates increased 60 percent over 2014 rates. Starting on January 1, 2018, commercial vehicle toll rates began to increase annually at the rate of inflation. Prior to 2012, the Tollway had changed rates four times: an increase of 17 percent in 1963; a decrease of 14 percent in 1970; a 37 percent increase in 1983; and in 2005, a new

toll rate structure was introduced, increasing rates for passenger cars paying with cash and increasing rates for commercial vehicles traveling during the day. A more detailed explanation of toll rates by vehicle type is provided below. Figures 1-25 through 1-29 show the 2019 toll rates at all plazas for all vehicle classes.

Passenger Car Rates

As previously mentioned, passenger car rates increased 87.5 percent on January 1, 2012 for both cash and I-PASS users. This rate change increased the typical mainline toll from \$0.40 to \$0.75 for I-PASS customers, and from \$0.80 to \$1.50 for cash customers. Passenger car toll rates have remained unchanged since January 1, 2012.

Commercial Vehicle Rates

For commercial vehicles, the rate structure includes a discount for traveling overnight. The overnight discount time period is from 10 p.m. to 6 a.m. Commercial vehicle toll rates are discounted during this time for both cash and I-PASS payers. On November 20, 2008, the Tollway Board approved a 60 percent increase to the commercial vehicle rates, phased over three years, and ongoing increases tied to the Consumer Price Index (CPI). For ease of operations, the Tollway rounds the increased tolls in \$0.05 increments. Thus, the exact percentage increase is not uniform across the system. The first phase of the rate increase was implemented on January 1, 2015, when commercial vehicle rates increased by approximately 40 percent. Phases two and three were implemented on January 1, 2016 and January 1, 2017, each increasing commercial vehicle toll rates by another 10 percent.³⁰ Starting on January 1, 2018, commercial vehicle toll rates began to increase annually at the rate of inflation. In 2019, the average toll increase was 2.5 percent.

FUTURE TOLL RATES

Commercial vehicle toll rates are scheduled to increase annually at the rate of inflation (CPI). No additional passenger car toll rate increases are currently scheduled or planned.

Figure 1-25 | 2019 Toll Rates for the Jane Addams Memorial Tollway (I-90/I-39)

					All Toll Rates are for 2019							
Plaza #	Toll Plaza Name	Milepost	Mainline/Ramp	Toll Collected From	Passenger Cars		Commercial Vehicles					
					Discount	Non-Discount	Discount			Non-Discount		
					All Times	All Times	Overnight			Daytime		
					I-PASS	Cash	I-PASS & Cash			I-PASS & Cash		
					Cars	Cars	Small	Medium	Large	Small	Medium	Large
1	South Beloit	3.5	M	All traffic	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
2	East Riverside Boulevard	12.3	R	WB off, EB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
3	Genoa Road (EB Exit)	25.2	R	EB off	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
3	Genoa Road (WB Exit)	25.4	R	WB off	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
4	Illinois Route 173	8.9	R	WB off, EB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
5	Belvidere	23.3	M	WB only	\$1.50	\$3.00	\$3.35	\$5.85	\$10.00	\$5.00	\$7.50	\$13.35
5A	Irene Road	20.7	R	WB on, EB Off	\$0.55	\$1.10*	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
6	Illinois Route 47 (EB Exit/ WB Entrance)	46.4	R	WB on, EB off	\$0.45	\$0.90*	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
6	Illinois Route 47 (EB Entrance/WB Exit)	46.4	R	WB off, EB on	\$0.30	\$0.60*	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
7	Marengo-Hampshire	37.8	M	EB only	\$1.50	\$3.00	\$3.35	\$5.85	\$10.00	\$5.00	\$7.50	\$13.35
7A	Illinois Route 23	36.1	R	WB on/off, EB off	\$0.75	\$1.50*	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
8	Randall Road	52.1	R	WB on, EB off	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
9	Elgin	53.8	M	All traffic	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
10	Barrington Road	62.2	R	EB on, WB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
10	Barrington Road	62.2	R	EB off, WB on	\$0.45	\$0.90*	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
11	Illinois Route 31	54.6	R	WB off, EB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
12	Roselle Road	65.5	R	EB on, WB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
12	Roselle Road	65.5	R	EB off	\$0.45	\$0.90*	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
12A	Meacham Road	67.4	R	WB on, WB off	\$0.45	\$0.90*	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
13	Illinois Route 25	56.2	R	WB off, EB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
14	Illinois Route 59 Eastbound Exit	59.7	R	EB off	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
15	I-290, Illinois Route 53	68.2	R	EB off	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
16A	Illinois Route 59 Westbound Exit	59.7	R	WB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
16B	Beverly Road	58.1	R	WB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
17	Devon Avenue	77.1	M	WB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
18	Arlington Heights Road	70.7	R	WB on, EB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
18A	Elmhurst Road	73.5	R	WB on, EB Off	\$0.55	\$1.10*	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
19	River Road	78.5	M	EB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65

*AET ramps; no cash accepted. Customers without I-PASS/E-ZPass are responsible for paying the unpaid toll online or by mail within 7 days.

In some prior year documents, westbound Route 59 and westbound Beverly Road were labeled together as simply "Plaza 14 Route 59". Under current financial reporting systems, revenues from these two different locations are combined and reported together as reflected in Figure 3-20. This numbering reflects the Tollway's traffic reporting system ("Host"), not the numbering system found on the Tollway's website or the Tollway's plaza map.

Figure 1-26 | 2019 Toll Rates for the Tri-State Tollway (I-94/I-294/I-80)

All Toll Rates are for 2019												
Plaza #	Toll Plaza Name	Milepost	Mainline/ Ramp	Toll Collected From	Passenger Cars		Commercial Vehicles					
					Discount	Non-Discount	Discount			Non-Discount		
					All Times	All Times	Overnight			Daytime		
					I-PASS	Cash	I-PASS & Cash			I-PASS & Cash		
					Cars	Cars	Small	Medium	Large	Small	Medium	Large
20	Buckley Road (Illinois Route 137)	13.8	R	WB on, EB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
21	Waukegan	4.8	M	All traffic	\$1.40	\$2.80	\$3.20	\$5.50	\$9.40	\$4.75	\$7.10	\$12.50
22	Townline Road (Illinois Route 60)	18.9	R	WB on, EB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
23	Half Day Road (Illinois Route 22)	21.8	R	WB on, EB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
24	Edens Spur	26.4	M	All traffic	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
26	Lake Cook Road	25.3	R	WB on, EB off	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
27	Willow Road	48.9	R	NB on, SB off	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
28	Golf Road (Illinois Route 58)	45.2	R	NB on, SB off	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
29	Touhy Avenue	42.1	M	NB only	\$0.95	\$1.90	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
30	Balmoral Avenue	39.8	R	NB off	\$0.80	\$1.60*	\$2.10	\$3.65	\$6.25	\$3.20	\$4.75	\$8.35
31	O'Hare West	40.2	R	SB off	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
32	O'Hare East	40.7	R	NB off	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
33	Irving Park Road (Illinois Route 19)	38.9	M	SB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
34	75th Street, Willow Springs Road	22	R	NB on, SB off	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
35	Cermak Road (22nd Street)	29.9	M	All traffic	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
36	82nd Street	19.7	M	SB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
37	I-55 (Stevenson Expressway)	23.7	R	NB on, SB off	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
38	U.S. Route 12-20, 95th Street	17.5	R	NB off, SB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
39	83rd Street	19.3	M	NB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
40	U.S. Route 6, 159th Street	6.3	R	NB on, SB off	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
41	163rd Street	5.6	M	All traffic	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
42	I-57/147th Street (Illinois Route 83)	7.2	R	NB on, SB off	\$0.75	\$1.50*	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
43	I-80 Westbound	5.1	R	NB off	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
45	I-80 Eastbound	5.1	R	SB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
47	Halsted Street (Illinois Route 1)	2.7	R	NB off, SB on	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50

*AET ramp; no cash accepted. Customers without I-PASS/E-ZPass are responsible for paying the unpaid toll online or by mail within 7 days.

Figure 1-27 | 2019 Toll Rates for the Reagan Memorial Tollway (I-88)

					All Toll Rates are for 2019							
Plaza #	Toll Plaza Name	Milepost	Mainline/ Ramp	Toll Collected From	Passenger Cars		Commercial Vehicles					
					Discount	Non-Discount	Discount			Non-Discount		
					All Times	All Times	Overnight			Daytime		
					I-PASS	Cash	I-PASS & Cash			I-PASS & Cash		
					Cars	Cars	Small	Medium	Large	Small	Medium	Large
51	York Road	138.1	M	WB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
52	Meyers Road	135.1	M	EB only	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
53	Spring Road (22nd Street)	137.8	R	WB on	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
54	Illinois Route 83	137.1	R	EB on	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
55	Midwest Road	136.4	R	EB on	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
56	Highland Avenue	134.3	R	EB off, WB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
57	Naperville Road	127.4	R	EB off, WB on	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
58	Winfield Road	125.2	R	EB off, WB on	\$0.30	\$0.60	\$0.70	\$1.15	\$1.95	\$1.00	\$1.40	\$2.50
59	Farnsworth Avenue	119.2	R	WB off, EB on	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
60	Eola Road	121.4	R	WB off, EB on	\$0.55	\$1.10*	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
61	Aurora	117.8	M	All traffic	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
63	Illinois Route 31	116.8	R	WB on, EB off	\$0.55	\$1.10	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
64	Orchard Road	114.4	R	WB on, EB off	\$0.45	\$0.90	\$1.10	\$1.95	\$3.20	\$1.55	\$2.40	\$4.15
64A	Illinois Route 47	109.3	R	WB off, EB on	\$0.55	\$1.10*	\$1.25	\$2.25	\$3.75	\$1.95	\$2.80	\$5.00
65	Peace Road	94	R	WB off, EB on	\$0.75	\$1.50	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
66	DeKalb	86.2	M	All traffic	\$1.80	\$3.60	\$4.00	\$7.00	\$11.90	\$6.00	\$8.90	\$15.85
67	Annie Glidden Road	91.4	R	WB off, EB on	\$1.05	\$2.10	\$2.35	\$4.05	\$6.90	\$3.50	\$5.15	\$9.15
69	Dixon	56.4	M	All traffic	\$1.80	\$3.60	\$4.00	\$7.00	\$11.90	\$6.00	\$8.90	\$15.85

*AET ramp; no cash accepted. Customers without I-PASS/E-ZPass are responsible for paying the unpaid toll online or by mail within 7 days.

Figure 1-28 | 2019 Toll Rates for the Veterans Memorial Tollway (I-355)

All Toll Rates are for 2019												
Plaza #	Toll Plaza Name	Milepost	Mainline/ Ramp	Toll Collected From	Passenger Cars		Commercial Vehicles					
					Discount	Non-Discount	Discount			Non-Discount		
					All Times	All Times	Overnight			Daytime		
					I-PASS	Cash	I-PASS & Cash			I-PASS & Cash		
					Cars	Cars	Small	Medium	Large	Small	Medium	Large
73	Army Trail Road	29.2	M	All traffic	\$0.95	\$1.90	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
75	North Avenue (Illinois Route 64)	27.9	R	NB off, SB on	\$0.75	\$1.50	\$1.35	\$2.35	\$4.00	\$2.00	\$3.00	\$5.30
77	Roosevelt Road (Illinois Route 38)	24.6	R	NB off, SB on	\$0.65	\$1.30	\$1.15	\$2.10	\$3.50	\$1.75	\$2.65	\$4.70
79	Butterfield Road (Illinois Route 56)	22.6	R	NB off, SB on	\$0.45	\$0.90	\$0.85	\$1.50	\$2.50	\$1.25	\$1.95	\$3.35
81	Ogden Avenue (U.S. Route 34)	131.1	R	EB off, WB on	\$0.45	\$0.90	\$0.85	\$1.50	\$2.50	\$1.25	\$1.95	\$3.35
83	Maple Avenue	18.3	R	NB on, SB off	\$0.55	\$1.10	\$1.00	\$1.75	\$3.00	\$1.50	\$2.25	\$4.00
85	63rd Street	17.2	R	NB on, SB off	\$0.65	\$1.30	\$1.15	\$2.10	\$3.50	\$1.75	\$2.65	\$4.70
87	75th Street	15.5	R	NB on, SB off	\$0.75	\$1.50	\$1.35	\$2.35	\$4.00	\$2.00	\$3.00	\$5.30
89	Boughton Road Mainline	14.4	M	All traffic	\$0.95	\$1.90	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
90	Boughton Road Ramp	13.8	R	NB off, SB on	\$0.45	\$0.90	\$0.85	\$1.50	\$2.50	\$1.25	\$1.95	\$3.35
93	127th Street	8.9	R	NB on, SB off	\$0.95	\$1.90	\$1.65	\$2.90	\$5.00	\$2.50	\$3.75	\$6.65
95	Archer Avenue/143rd Street	7.3	R	NB on, SB off	\$1.20	\$2.40	\$2.20	\$3.85	\$6.50	\$3.25	\$5.00	\$8.65
97	Illinois Route 7 (159th Street)	4.8	R	NB on, SB off	\$1.40	\$2.80	\$2.50	\$4.50	\$7.50	\$3.75	\$5.75	\$10.00
99	Spring Creek	3.3	M	All traffic	\$1.90	\$3.80	\$3.35	\$5.85	\$10.00	\$5.00	\$7.50	\$13.35
101	U.S. Route 6	0.8	R	NB off, SB on	\$0.45	\$0.90	\$0.85	\$1.50	\$2.50	\$1.25	\$1.95	\$3.35

Figure 1-29 | 2019 Toll Rates for the Illinois Route 390 Tollway (IL 390)

						All Toll Rates are for 2019						
Plaza #	Toll Plaza Name	Milepost	Mainline/ Ramp	Toll Collected From		Passenger Cars	Commercial Vehicles					
						All Times	Discount			Non-Discout		
							Overnight			Daytime		
Cars	Small	Medium	Large	Small	Medium	Large						
320	Lively Boulevard	15.3	M	All traffic	I-PASS	\$0.20	\$0.25	\$0.45	\$0.80	\$0.40	\$0.60	\$1.10
					Pay Online	\$0.40	\$0.40	\$0.75	\$1.20	\$0.60	\$0.95	\$1.65
322	Mittel Drive	14.4	M	All traffic	I-PASS	\$0.20	\$0.25	\$0.45	\$0.80	\$0.40	\$0.60	\$1.10
					Pay Online	\$0.40	\$0.40	\$0.75	\$1.20	\$0.60	\$0.95	\$1.65
324	Hamilton Lakes Boulevard	13.3	M	All traffic	I-PASS	\$0.25	\$0.35	\$0.60	\$1.05	\$0.50	\$0.80	\$1.40
					Pay Online	\$0.50	\$0.55	\$0.95	\$1.55	\$0.80	\$1.20	\$2.15
325	Ketter Drive	13.4	Ramp	WB On	I-PASS	\$0.20	\$0.25	\$0.45	\$0.80	\$0.40	\$0.60	\$1.10
					Pay Online	\$0.40	\$0.40	\$0.75	\$1.20	\$0.60	\$0.95	\$1.65
326	Plum Grove Road	10.6	M	All traffic	I-PASS	\$0.60	\$0.80	\$1.40	\$2.40	\$1.20	\$1.80	\$3.25
					Pay Online	\$1.20	\$1.25	\$2.15	\$3.60	\$1.80	\$2.75	\$4.85
328	Mitchell Boulevard	9	M	All traffic	I-PASS	\$0.35	\$0.50	\$0.90	\$1.50	\$0.80	\$1.15	\$2.05
					Pay Online	\$0.70	\$0.80	\$1.35	\$2.30	\$1.20	\$1.70	\$3.05
330	Lake Street	6.3	M	All traffic	I-PASS	\$0.30	\$0.40	\$0.75	\$1.30	\$0.60	\$1.00	\$1.70
					Pay Online	\$0.60	\$0.60	\$1.10	\$2.00	\$0.95	\$1.50	\$2.60

2019 PER MILE TOLL RATES

Figures 1-30 through 1-33 show the toll rate per mile for each rate tier. The rate per mile calculation uses mileage for traveling both directions on each route; hence, the mileage total equals double the mileage of the entire system. The corresponding toll rates also reflect travel in both directions on each route.³¹

Figure 1-30 | Per Mile Toll Rates – Rate Tier 1 (Passenger Cars)

Tollway Route	Interstate Route No.	Total Length (Miles)	Total Toll	Toll per Mile	Total Discount Toll	Discount Toll per Mile
Jane Addams Memorial	I-90	153	\$15.80	\$0.10	\$7.90	\$0.05
Tri-State*	I-94/I-294/I-80	164	\$21.80	\$0.13	\$10.90	\$0.07
Reagan Memorial**	I-88	192	\$20.40	\$0.11	\$10.20	\$0.05
Veterans Memorial	I-355	59	\$15.20	\$0.26	\$7.60	\$0.13
Illinois Route 390	IL 390	20	\$7.60	\$0.38	\$3.80	\$0.19
TOTAL:		588	\$80.80	\$0.14	\$40.40	\$0.07

Figure 1-31 | Per Mile Toll Rates – Rate Tier 2 (Small Trucks)

Tollway Route	Interstate Route No.	Total Length (Miles)	Total Toll	Toll per Mile	Total Discount Toll	Discount Toll per Mile
Jane Addams Memorial	I-90/I-39	152	\$26.40	\$0.17	\$17.50	\$0.11
Tri-State*	I-94/I-294/I-80	165	\$36.60	\$0.22	\$24.25	\$0.15
Reagan Memorial**	I-88	192	\$34.00	\$0.18	\$22.60	\$0.12
Veterans Memorial	I-355	59	\$20.00	\$0.34	\$13.30	\$0.22
Illinois Route 390	IL 390	20	\$7.80	\$0.39	\$5.10	\$0.26
TOTAL:		588	\$124.80	\$0.21	\$82.75	\$0.14

Figure 1-32 | Per Mile Toll Rates – Rate Tier 3 (Medium Trucks)

Tollway Route	Interstate Route No.	Total Length (Miles)	Total Toll	Toll per Mile	Total Discount Toll	Discount Toll per Mile
Jane Addams Memorial	I-90	153	\$39.50	\$0.26	\$30.60	\$0.20
Tri-State*	I-94/I-294/I-80	164	\$54.70	\$0.33	\$42.25	\$0.26
Reagan Memorial**	I-88	192	\$50.60	\$0.26	\$39.60	\$0.21
Veterans Memorial	I-355	59	\$30.00	\$0.51	\$23.30	\$0.39
Illinois Route 390	IL 390	20	\$11.90	\$0.60	\$9.10	\$0.46
TOTAL:		588	\$186.70	\$0.32	\$144.85	\$0.25

*The Tri-State Tollway length includes the 4.4-mile Edens Spur.

**The Reagan Memorial length includes the 1.5-mile East-West Connector Road.

Figure 1-33 | Per Mile Toll Rates – Rate Tier 4 (Large Trucks)

Tollway Route	Interstate Route No.	Total Length (Miles)	Total Toll	Toll per Mile	Total Discount Toll	Discount Toll per Mile
Jane Addams Memorial	I-90	153	\$70.00	\$0.46	\$52.50	\$0.34
Tri-State*	I-94/I-294/I-80	164	\$96.60	\$0.59	\$72.55	\$0.44
Reagan Memorial**	I-88	192	\$90.00	\$0.47	\$67.60	\$0.35
Veterans Memorial	I-355	59	\$53.30	\$0.90	\$40.00	\$0.68
Illinois Route 390	IL 390	20	\$21.20	\$1.07	\$15.70	\$0.79
TOTAL:		588	\$331.10	\$0.56	\$248.35	\$0.42

*The Tri-State Tollway length includes the 4.4-mile Edens Spur.

**The Reagan Memorial length includes the 1.5-mile East-West Connector Road.

SYSTEM AVERAGES

Average Revenue Per Transaction

The average revenue per transaction on the Illinois Tollway in 2019 is governed largely by three factors:

1. Toll Rate Schedule: Toll rates range from a low of \$0.20 for passenger cars paying by I-PASS at three plaza locations on IL 390³² to a high of \$15.85 for large trucks during the peak period at the DeKalb Mainline Plaza (Plaza 66) and the Dixon Mainline Plaza (Plaza 69).
2. Percentage of Commercial Vehicle Transactions: Higher percentages of commercial vehicles result in higher average revenues.
3. I-PASS Rate: A higher percentage of passenger car drivers paying with I-PASS results in lower average revenues, since these users pay less than cash users.

Passenger Cars versus Commercial Vehicles

In 2019, the average revenue per transaction for all vehicle types throughout the system was \$1.35. The average revenue per transaction for passenger cars (Rate Tier 1) was \$0.81. For commercial vehicles (Rate Tiers 2, 3, and 4), the average was \$5.31.

Mainline versus Ramp Plazas

The average revenue per transaction at mainline toll plazas was \$1.57, while at ramp plazas it was \$0.80.³³ Ramp plazas account for 17.0 percent of overall revenue and 28.4 percent of overall transactions. The lower revenue per transaction collected at ramp plazas results from two factors. First, mainline plazas cover longer distances and thus have higher toll charges based on the

systemwide per mile toll rates. Second, most large truck transactions, which have the highest toll charges, occur at mainline plazas. These users typically make longer-distance through trips on the Tollway.

AVERAGE REVENUE BY ROUTE

Figure 1-34 shows the average revenue per transaction by route. These averages correlate with the rates in the toll rate table. For example, the average commercial vehicle rate on the Reagan Memorial Tollway is the highest of the five routes because of the tolls charged at the Dixon and DeKalb mainline toll plazas.

The tolls charged are higher at Dixon and DeKalb because these plazas cover large distances. Figure 1-34 does not account for mileage per route. Instead, it calculates route toll revenues per transaction. If there were additional mainline toll plazas on the Reagan Memorial Tollway at shorter intervals, then the average toll per transaction would be lower.

Figure 1-34 | Average Revenue per Transaction by Route and Vehicles Type (2019)³⁴

Route	Passenger Cars	Commercial Vehicles
Jane Addams Memorial	\$0.76	\$5.74
Tri-State	\$0.84	\$5.26
Reagan Memorial	\$0.82	\$6.69
Veterans Memorial	\$1.02	\$5.66
Illinois Route 390	\$0.38	\$1.24
TOTAL:	\$0.81	\$5.31

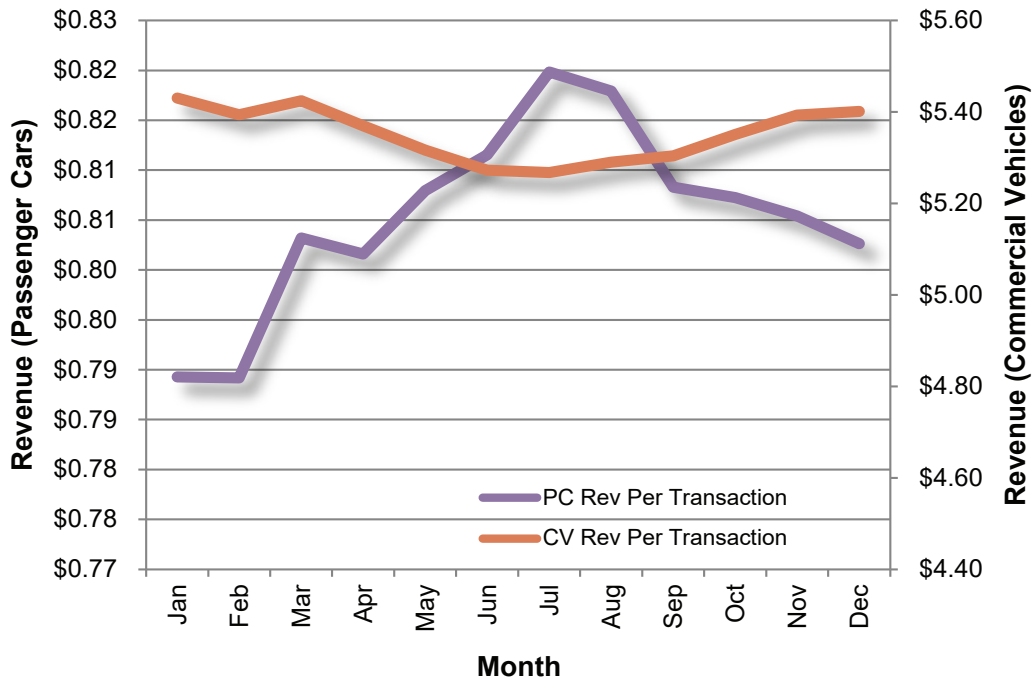
AVERAGE TOLL BY MONTH

Figure 1-35 shows the average toll paid by passenger cars and commercial vehicles per transaction in each month for 2019.

The trend in the average toll paid by passenger cars typically shows a peak during the summer, corresponding to the increase in recreational travel. Many of the recreational travelers on the Tollway are not regular users of the system and are more likely to pay the higher cash toll rate.

The lower average toll charged for commercial vehicles in the summer months is also the result of increased recreational travel. Passenger cars with trailers fall under the Tollway's Rate Tier 3, which has a lower toll rate than Rate Tier 4. Rate Tier 4 includes 5-axle trucks, the most frequent commercial vehicle users of the Tollway. The increased volume of passenger cars with trailers brings down the average commercial vehicle toll paid in the summer months.

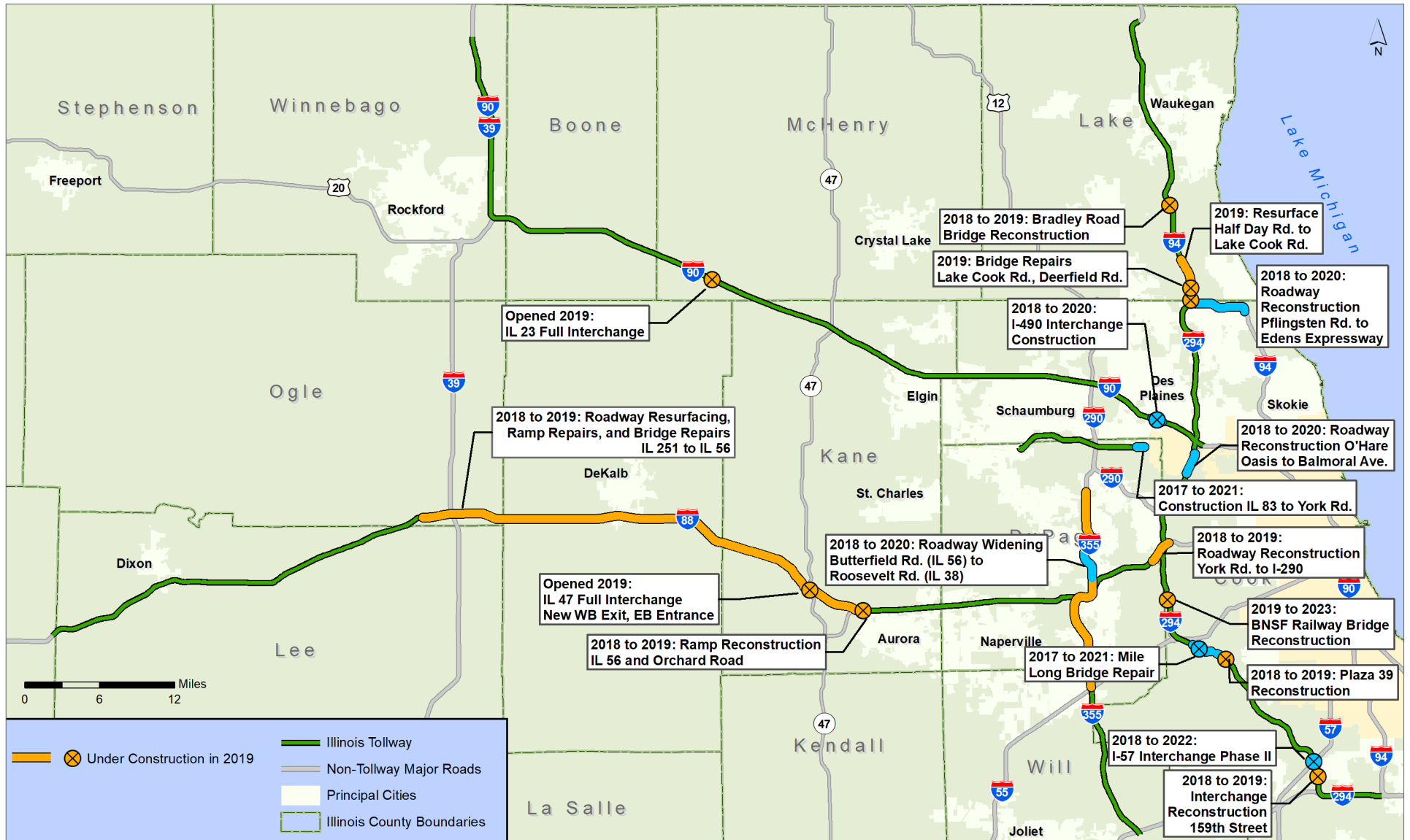
Figure 1-35 | Average Revenue per Transaction by Month Passenger Cars vs. Commercial Vehicles (2019)



Major Construction Projects in 2019

Figure 1-36 presents the location of major construction projects completed or in progress in 2019.

Figure 1-36 | Major Construction Projects in 2019



Major projects in progress in 2019 include:

- New construction on I-490 between I-90 and I-294 along with construction on the I-490/I-90 interchange project (Jane Addams Memorial Tollway).
- Roadway and interchange reconstruction on the Edens Spur (Tri-State Tollway).
- Interchange improvements and roadway widening between Balmoral Avenue and O'Hare Oasis (Tri-State Tollway).
- Reconstruction of the Burlington Northern Santa Fe (BNSF) Railroad Bridge and construction on the Mile Long Bridge (Tri-State Tollway).
- Completing Phase II of the Tri-State Tollway (I-294)/I-57 interchange project (Tri-State Tollway).
- Roadway rebuilding and widening of I-88 between I-290 and York Road (Reagan Memorial Tollway).
- Roadway widening from Butterfield Road to Roosevelt Road (Veterans Memorial Tollway).
- New construction on IL 390 between IL 83 and York Road (Illinois Route 390 Tollway).

FINANCE

As noted in the Introduction, the Tollway is authorized to issue bonds to pay for the cost of building, widening, and reconstructing roads. The Tollway is authorized to charge tolls to cover the cost of bond repayment, roadway maintenance, and system expansion. The Tollway has issued bonds on a number of occasions since 1955 to fund construction efforts.

To fund a portion of the cost of the *Move Illinois* Program, the Tollway issued bonds in par amounts of \$300 million in July 2019 (Series 2019A), \$300 million in December 2017 (Series 2017A), \$300 million in June 2016 (Series 2016B), \$400 million in December 2015 (Series 2015B), \$400 million in July 2015 (Series 2015A), and \$1.4 billion in 2013-2014. It is currently expected that the remaining costs of the *Move Illinois* Program will be funded by a combination of Tollway revenues and approximately \$2.4 billion of additional bonds.

Chapter 1 Summary

This chapter introduced the Tollway system. It showed the location of the Tollway in its 12-county region and briefly described the Tollway's evolution since 1953. Recent population and employment trends were analyzed – two factors that impact travel demand and Tollway traffic.

Chapter 1 also provided basic reference information on the system. It included information on the vehicle classification system, toll rate structure, and revenues per transaction. Average toll rates were provided by mile, route, month, and plaza. Chapter 1 concluded with a brief discussion of the Tollway's current and future capital programs. The next chapter analyzes traffic and revenue trends.



The background features a blurred image of a road stretching towards a bright horizon, overlaid with several large, semi-transparent, overlapping geometric shapes in shades of blue, green, orange, and purple. The overall effect is one of motion and modern design.

Transactions and Revenues

Introduction

Chapter 2 provides an analysis of transaction and revenue trends on the Tollway system. It begins with a background section that describes the profile of Tollway traffic. This background information summarizes hourly, weekly, monthly and location trends. It is followed by a discussion of long-term (1959-2019) and short-term (2014-2019) trends. After these general sections, Chapter 2 provides a more detailed analysis of the 2019 data. This includes a discussion of rate tier trends, economic factors, and year-to-year comparisons. The last section of Chapter 2 provides construction impacts by route and detailed plaza-level revenue data.

Traffic Profile

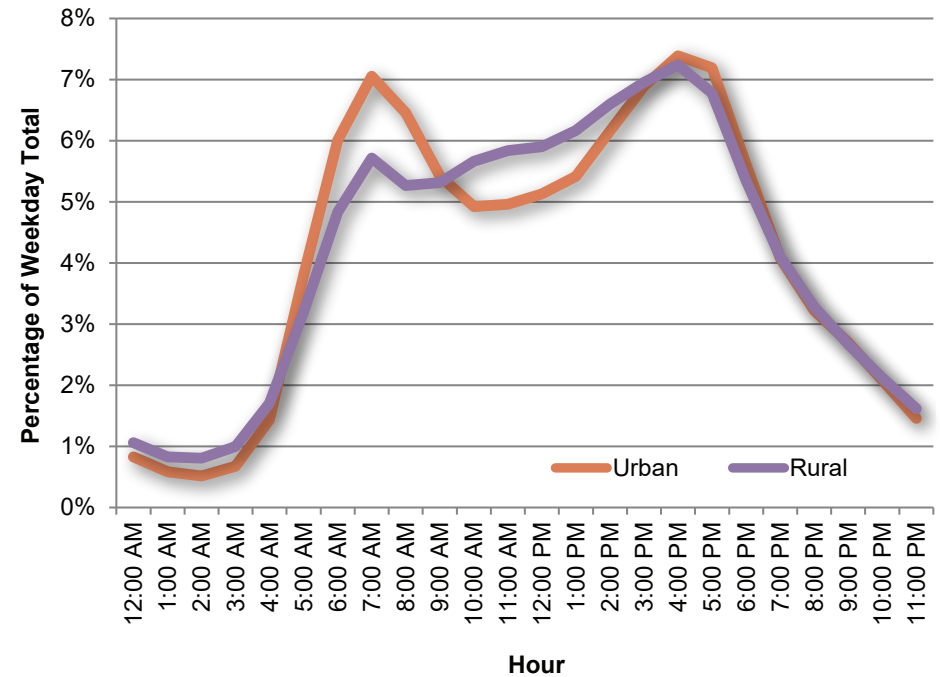
The Tollway is largely a commuter route. On a daily basis, the Tollway has a high percentage of passenger car trips that are made during the rush-hour periods for work-related purposes. However, the Tollway also serves as a major connection for both interstate commerce and recreational interstate passenger traffic. As a result, the summer months—when recreational traffic and peak annual commercial traffic is added to the commuter base—are the busiest months of the year.

This report uses the terms “traffic” and “transactions” somewhat interchangeably, because transactions are a direct reflection of traffic on the Tollway. On average, customers travel through 1.71 toll plazas per trip on the Illinois Tollway (i.e., one vehicle trip is equivalent to 1.71 transactions on the Tollway).¹ Not all trip movements on the system are completely captured by toll transactions. To track these trips, the traffic engineer performs estimates based on periodic vehicle counts at non-tolled ramps.

HOURLY TRAFFIC

The profile of traffic by hour of day varies widely throughout the system. Most of the suburban areas have distinct peak periods during the morning and evening rush hours. In contrast, the rural areas show a mild morning peak period before volumes drop slightly, then slowly build until the evening peak period. These patterns are illustrated in Figure 2-1. At centrally located mainline toll plazas, such as Cermak Road Toll Plaza (Plaza 35), York Road Toll Plaza (Plaza 51), and Meyers Road Toll Plaza (Plaza 52), both peak periods have high-traffic volumes in both directions without any clear directional trend.

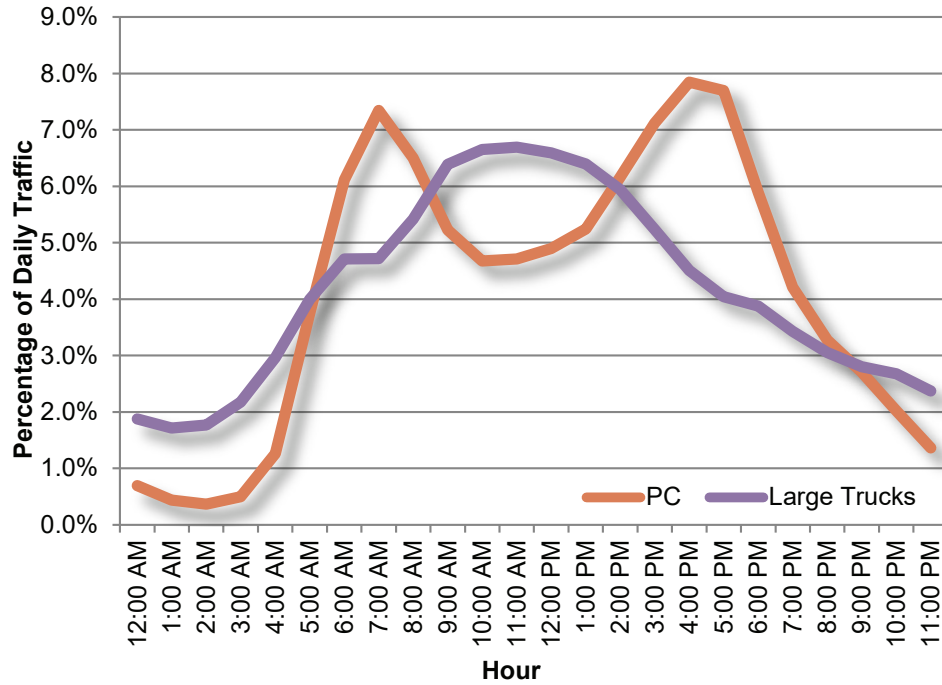
Figure 2-1 | Percent of Weekday Total Transactions by Hour at Mainline Plazas (2019)²



Traffic by hour of day also varies among vehicle types. Passenger cars, which make up the majority of the traffic on the Illinois Tollway, follow the peaking characteristics defined above. Large truck profiles peak in late morning/early afternoon, with a gentle slope leading upward in the morning and downward in the evening. Large trucks have the highest proportion of overnight traffic, as large, long-haul trucks have the largest financial incentives to claim the off-peak discount for commercial vehicles. Figure 2-2 shows large truck weekday hourly profiles compared to passenger cars for all mainline and attended plazas.

Small and medium truck profiles share similarities of both the large truck and passenger car profiles. Medium trucks show an hourly profile similar to rural plazas, with a mild morning peak that builds toward a larger afternoon peak. Overnight traffic is noticeably lower than that of large trucks, but higher in proportion than passenger car volumes. Small trucks have a clear morning and afternoon peak, similar to passenger cars. However, as with medium trucks, the peaks occur closer to midday with volumes remaining high in between.

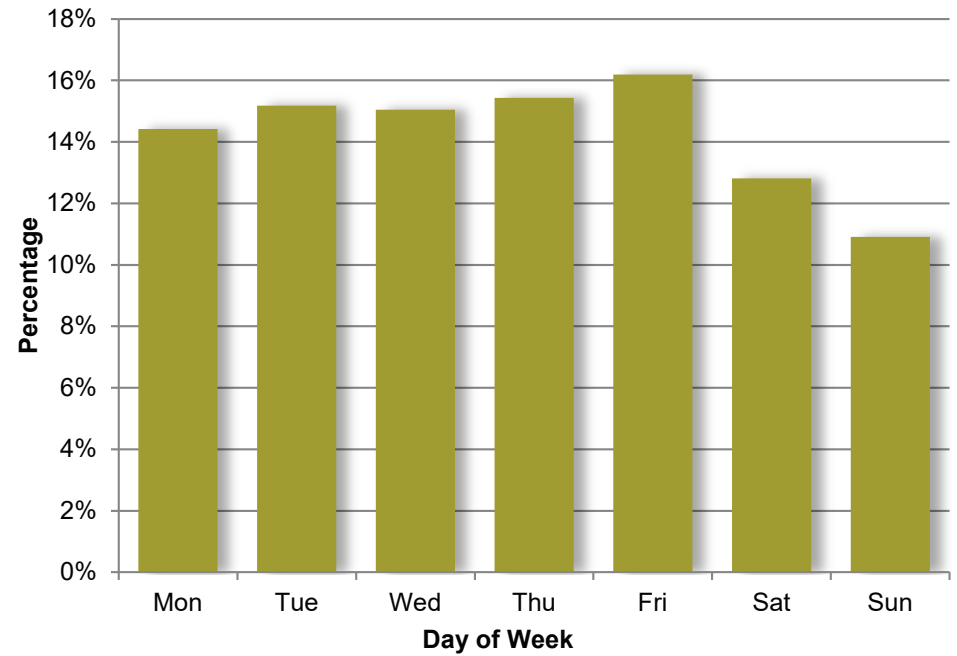
Figure 2-2 | Percent of Total Daily Large Truck and Passenger Car (PC) Transactions by Hour at Mainline Plazas (2019)³



DAILY TRAFFIC

Figure 2-3 shows the percentage of systemwide transactions in 2019 by day of the week.

Figure 2-3 | Percent of Total Transactions by Day of Week (2019)⁴

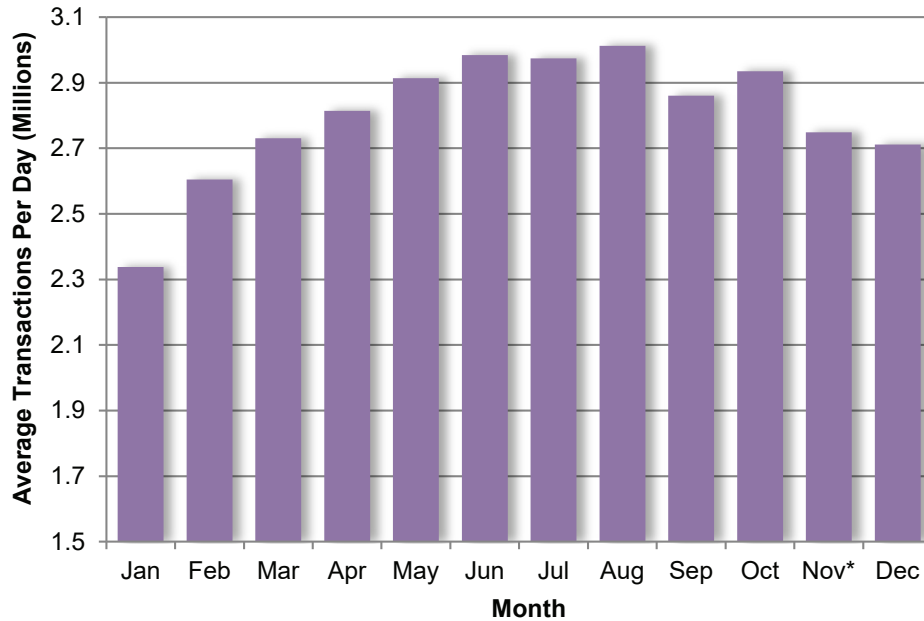


The overall number of transactions is much higher on weekdays, which reflects consistent use by local commuters. Transactions rise slowly over the week to peak on Fridays. Friday transactions include both weekday commuter trips and weekend recreational trips. During the summer months, many recreational travelers leave the Chicago region on Friday afternoon for vacation destinations in Wisconsin, Indiana, and Michigan. These summer Fridays commonly represent the highest transaction days on the Tollway system. On Saturdays and Sundays, the number of transactions is sharply lower, because there are fewer work-related trips on the weekend.

MONTHLY TRAFFIC

Figure 2-4 shows the average number of daily transactions in each month.⁵

Figure 2-4 | Average Daily Transactions by Month (2019)⁶

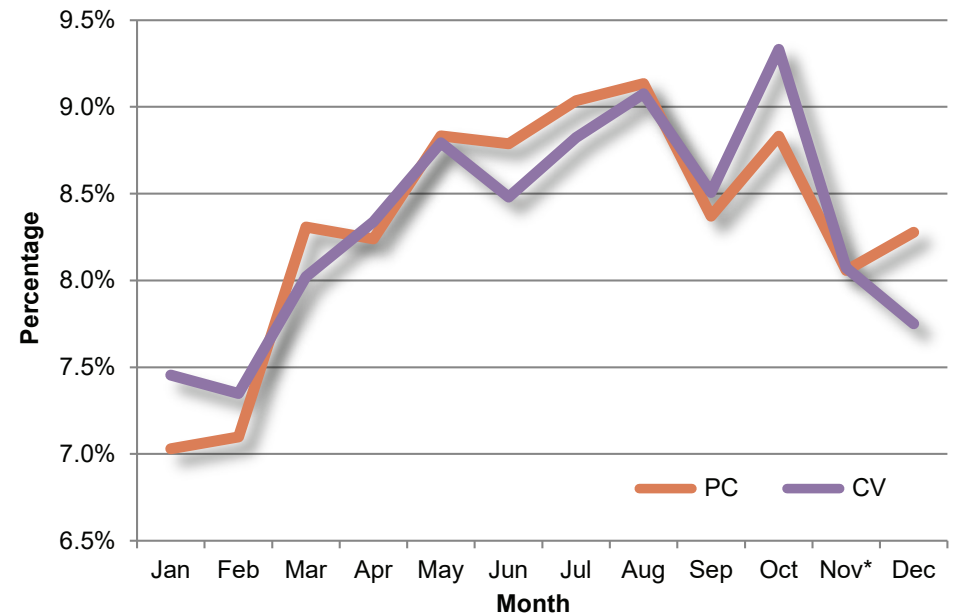


On the Tollway system, traffic volumes generally reach the highest levels during the summer months. Year-to-year variations in the number of weekdays in a given month, as well as the dates of holidays explain slight variances in the overall pattern. For example, in 2019, September averaged fewer daily transactions than five other months, largely due to the Friday preceding Labor Day (a major travel day) falling in August, boosting its daily average transactions. Another factor in the winter months are weather events. If significant storms fall disproportionately within a single month, average daily transactions in that month may be affected. While January 2019 had three snow events, two of them fell on weekends, which diminished impacts. Similarly, the largest snowfall of the year occurred on an April Sunday. As a result, weather impacts on daily traffic in 2019 were minimal.

Figure 2-5 shows the share of monthly transactions by passenger cars and commercial vehicles. Passenger car transactions are highest in the summer months and lowest in the winter months. The summer months are highest

because both commuters and vacationers use the system during this period. During the winter months, many commuters take off work for the holidays at the end of December and beginning of January. This reduces transactions during these months. Similar to passenger car transactions, commercial vehicle transactions increase over the summer months. Commercial vehicle volumes remain high in the fall as shipping increases in preparation for the holiday season. Holidays tend to have a larger impact on commercial vehicle traffic, resulting in dips in March/April, July, and August/September, due to the Easter, Fourth of July, and Labor Day holidays.

Figure 2-5 | Passenger Car and Commercial Vehicle Transactions by Month (2019)⁷



Monthly variation is not consistent throughout the system. While there are localized variations among individual toll plazas, the most significant distinction is between urban and rural toll plazas. The central urban sections experience less variation, while in the rural sections the variation is more pronounced. For further details, the reader should consult the 2019 Traffic Data Report for the Illinois Tollway System, which provides more information on the monthly variation by sub-sections of each route.

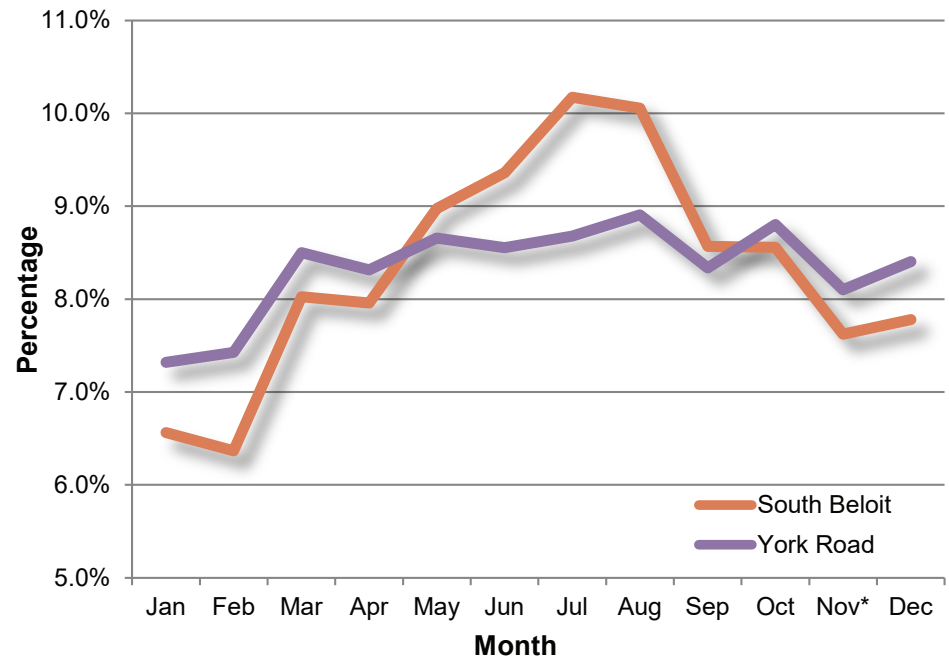
RURAL AND URBAN TRAFFIC

The Tollway consists of five routes. Two of these routes, the Tri-State and Veterans Memorial tollways, provide north-to-south circumferential connections around the city of Chicago. These two routes run through suburban and exurban areas. Two other routes, the Jane Addams Memorial and Reagan Memorial tollways, serve as extensions of the radial highway network emanating from the Chicago central business district. The eastern portions of the two radial routes travel through suburban areas. The western 44 miles of the Jane Addams Memorial Tollway and the western 70 miles of the Reagan Memorial Tollway are in rural areas. The fifth route, the Illinois Route 390 Tollway, provides a radial connection between O’Hare International Airport and the northwest suburbs.

Traffic patterns differ between urban and rural areas along the Tollway.⁸ The heaviest travel periods on the rural portions of the Tollway occur during the summer on Friday and Sunday afternoons, when Chicago-area residents are leaving for or returning from recreational travel. Otherwise, the traffic volumes and congestion levels on the rural sections of the Tollway are typically much lower than on the urban portions. As noted previously, the rural portions of roadway do not have the traditional high-volume, peak periods in the morning and afternoon as experienced by other parts of the system.

Figure 2-6 shows the difference between monthly traffic patterns at suburban and rural plazas. York Road Toll Plaza (Plaza 51) is an urban plaza used mostly by commuters. In contrast, South Beloit Toll Plaza (Plaza 1) is located at the rural edge of the Tollway and has a higher proportion of recreational trips. While transactions at both plazas peak during the summer months, South Beloit Toll Plaza has a large spike in trips between July and August, whereas York Road Toll Plaza’s profile is relatively flat during this time.

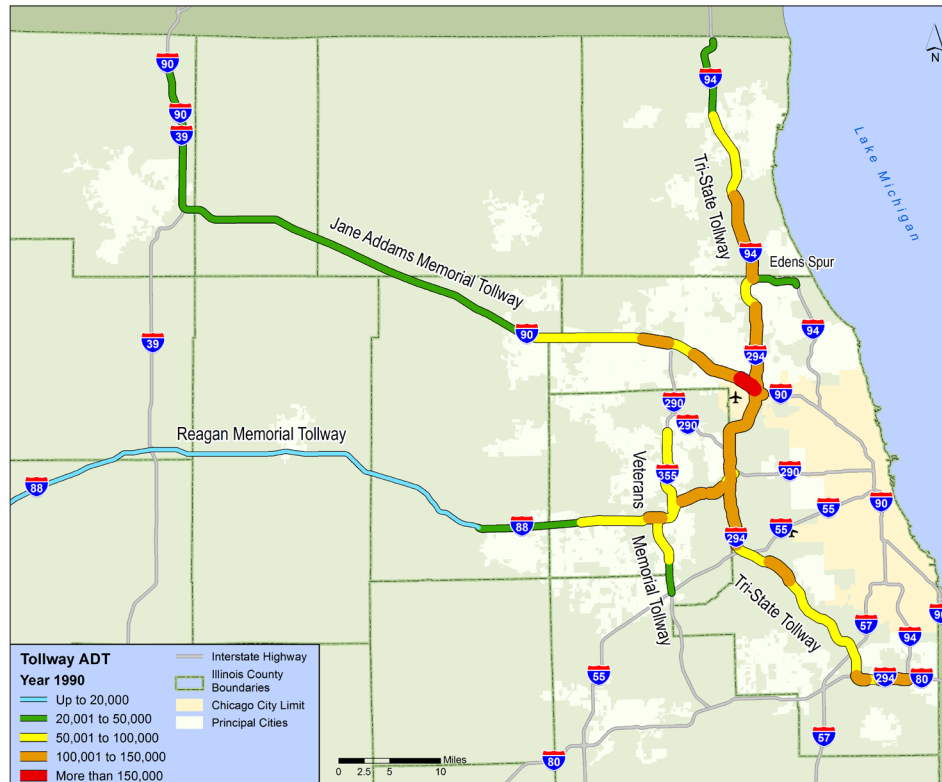
Figure 2-6 | Transactions by Month, Rural vs. Urban (2019)⁹



Historical Transactions and Revenue

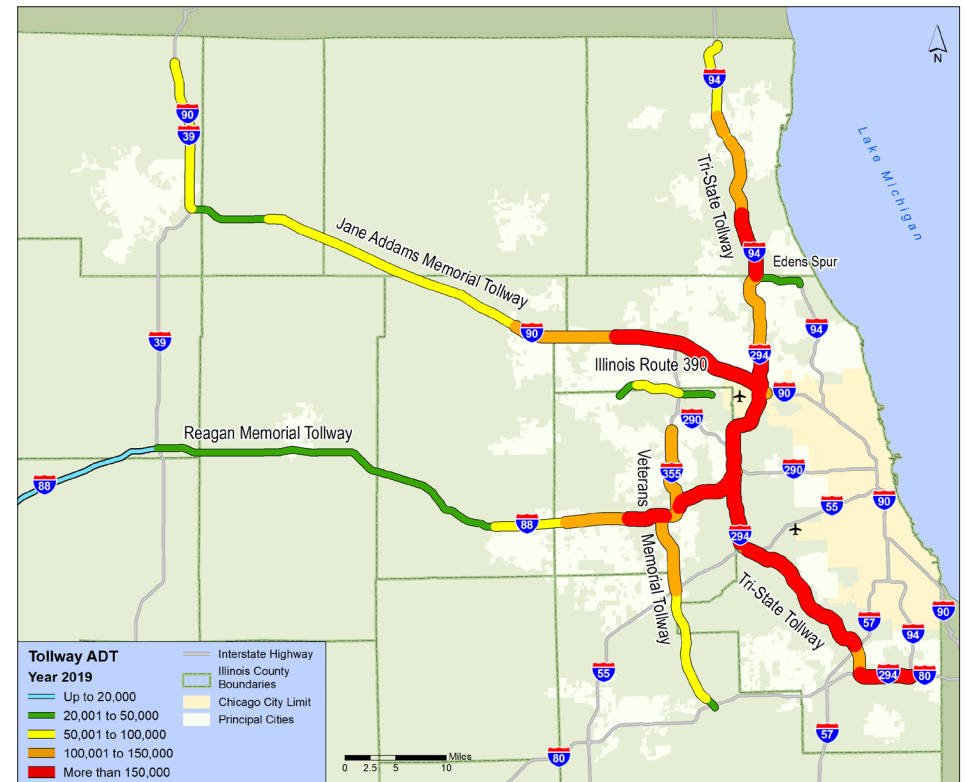
The system has experienced continued growth since its opening in 1958. Initially this growth was concentrated in the urban sections of the system. However, as development and jobs spread outward from the urban core, so has traffic on the Tollway. The following two figures illustrate growth over the last 29 years in terms of daily traffic. Average daily traffic (ADT) is the average number of vehicles passing through both directions of a particular segment of roadway in a 24-hour period. Figures 2-7 and 2-8 compare ADT volumes on the Tollway system in 1990 and 2019.

Figure 2-7 | ADT (1990)



In 1990, the only segment with an ADT volume of more than 150,000 vehicles (colored red above) was at the east end of the Jane Addams Memorial Tollway (I-90) where it connects with I-190 (which leads directly to O’Hare International Airport), the Kennedy Expressway, and the Tri-State Tollway. As a major, centrally located intersection within the Chicago-area transportation network, this interchange is important for regional mobility and functions as the traffic epicenter of the entire Tollway system. ADT volumes became successively lower moving further away from this location.

Figure 2-8 | ADT (2019)



ADT volumes have increased sharply since 1990. As of 2019, virtually all of the urban Tollway segments have reached bidirectional traffic volumes of more than 100,000 vehicles per day (colored orange above), with large portions of the system—most of the Tri-State, eastern Reagan Memorial, and eastern Jane Addams Memorial—having reached 150,000 vehicles per day (colored red above). The only segments with volumes below 50,000 vehicles per day are located on the Reagan Memorial west of Aurora, the Jane Addams Memorial around Belvidere, the Edens Spur, and part of Illinois Route 390.

LONG-TERM HISTORICAL TRENDS

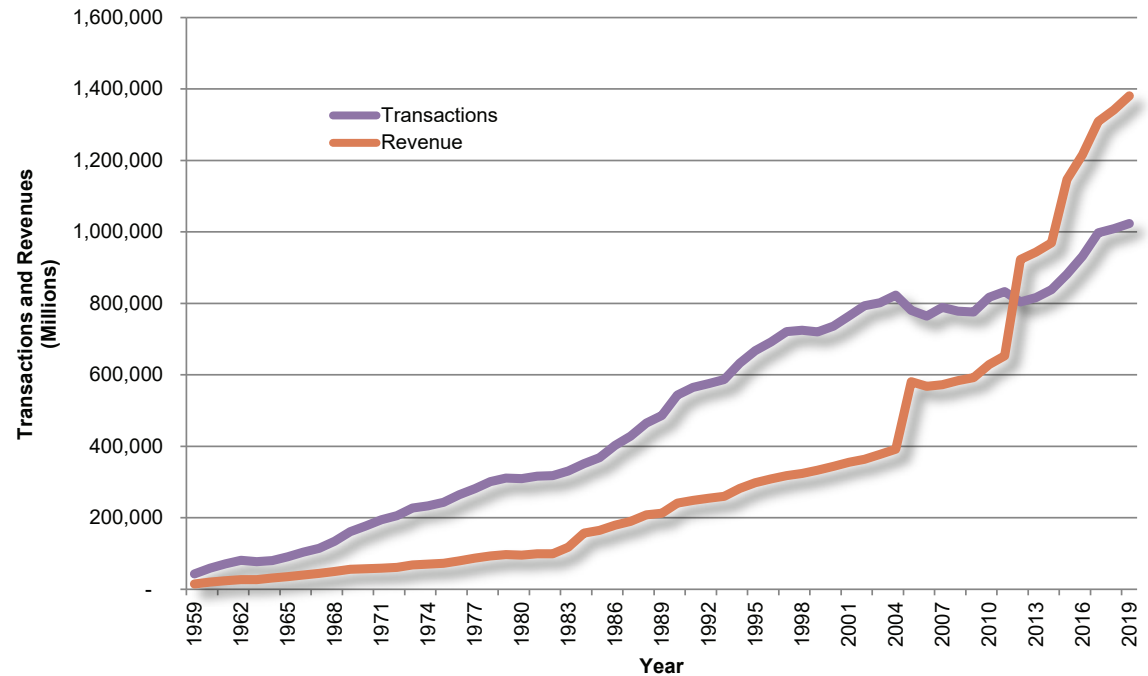
Transactions and revenues have grown steadily over time since the Tollway’s inception. Figures 2-9 and 2-10 show annual transactions and revenue since 1959.

Historically, transactions and revenues have largely moved in tandem, except in years in which toll rates were changed. The Tollway Board of Directors has authorized toll rate changes several times since the opening of the system. While most changes were increases, one decrease was implemented in 1971. Toll rate changes have not applied to all users equally, as some have affected only cash payers or commercial vehicles. In 2008, an annual increase in commercial vehicle toll rates was approved. The change is indexed to inflation and was implemented in 2018.

Since the Tollway’s opening, transactions have increased an average of 5.4 percent annually, while revenues have increased an average of 7.9 percent annually. Transaction growth was highest between 1983 and 1995, increasing an average of 6.0 percent per year during this time frame, while average annual revenue increased by 8.1 percent per year. Growth slowed over the next two decades, while revenue growth remained strong as a result of toll rate increases. The toll increases are responsible for the large jumps in revenue seen in Figure 2-9.

As illustrated in Figure 2-9, transaction and revenue trends have been more variable in recent years due to a number of system changes. Since 2003, the Tollway has transformed. It has changed its toll rates, rebuilt much of its infrastructure, added lanes, opened the south extension of the Veterans Memorial Tollway, converted all its mainline toll plazas to open road tolling, and opened the Illinois Route 390 Tollway—the Tollway’s first cashless tolling facility. In addition, traffic and revenue on the Tollway system was impacted by the 2007-2009 economic recession.

Figure 2-9 | Annual Systemwide Transactions and Revenues (1959-2019)¹⁰



More recently, growth has been strong with the opening of the Illinois Route 390 Tollway, completion of the widening of the Jane Addams Memorial Tollway, and strong economic growth. Between 2014 and 2019, transaction growth averaged 4.1 percent per year, while revenues increased an average of 7.3 percent per year. The larger increase in revenues is due in part to a three-phase commercial vehicle toll rate increase. Between 2014 and 2017, commercial vehicle rates increased by 60.0 percent over 2014 rates. On January 1, 2019, commercial vehicle toll rates increased an average of 2.5 percent to match the change in the Consumer Price Index.

Figure 2-10 | Annual Systemwide Transactions and Revenue (1959-2019)¹¹

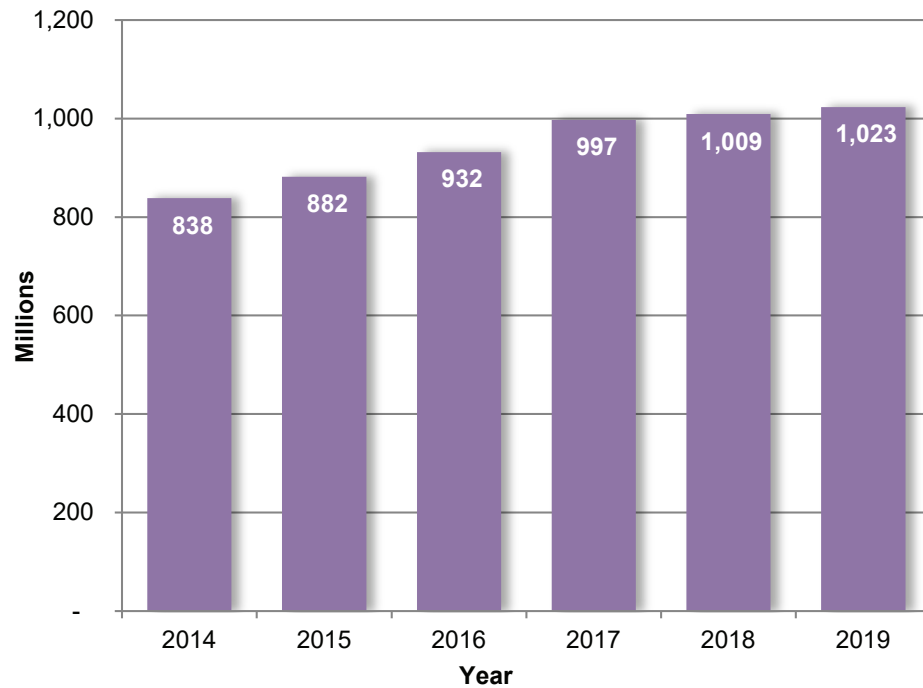
Year	Transactions (thousands)	Percent Change	Revenue (thousands)	Percent Change
1959	42,937	-	\$14,536	-
1960	58,755	36.8%	\$20,029	37.8%
1961	71,021	20.9%	\$23,712	18.4%
1962	81,148	14.3%	\$26,993	13.8%
1963 ¹²	77,358	-4.7%	\$26,682	-1.2%
1964	79,726	3.1%	\$31,172	16.8%
1965	90,326	13.3%	\$35,159	12.8%
1966	103,350	14.4%	\$39,981	13.7%
1967	114,482	10.8%	\$43,877	9.7%
1968	134,445	17.4%	\$49,779	13.5%
1969	160,964	19.7%	\$55,675	11.8%
1970 ¹³	177,103	10.0%	\$56,908	2.2%
1971	194,633	9.9%	\$58,579	2.9%
1972	205,390	5.5%	\$61,242	4.5%
1973	226,995	10.5%	\$67,978	11.0%
1974	232,806	2.6%	\$70,310	3.4%
1975	243,094	4.4%	\$72,061	2.5%
1976	264,655	8.9%	\$79,553	10.4%
1977	281,368	6.3%	\$86,794	9.1%
1978	300,791	6.9%	\$92,868	7.0%
1979	310,657	3.3%	\$97,116	4.6%
1980	309,289	-0.4%	\$95,452	-1.7%
1981	316,199	2.2%	\$98,748	3.5%
1982	317,501	0.4%	\$99,152	0.4%
1983 ¹⁴	330,803	4.2%	\$117,228	18.2%
1984	350,994	6.1%	\$157,327	34.2%
1985	368,216	4.9%	\$164,298	4.4%
1986	402,381	9.3%	\$179,161	9.0%
1987	428,095	6.4%	\$190,115	6.1%
1988	464,740	8.6%	\$208,213	9.5%
1989	485,938	4.6%	\$212,781	2.2%

Year	Transactions (thousands)	Percent Change	Revenue (thousands)	Percent Change
1990	543,047	11.8%	\$241,079	13.3%
1991	564,689	4.0%	\$248,529	3.1%
1992	575,623	1.9%	\$254,144	2.3%
1993	586,728	1.9%	\$260,096	2.3%
1994	632,294	7.8%	\$282,143	8.5%
1995	667,205	5.5%	\$297,908	5.6%
1996	692,054	3.7%	\$308,567	3.6%
1997	720,899	4.2%	\$317,980	3.1%
1998	724,500	0.5%	\$323,523	1.7%
1999	720,104	-0.6%	\$332,626	2.8%
2000	736,310	2.3%	\$343,945	3.4%
2001	764,285	3.8%	\$354,774	3.1%
2002	792,836	3.7%	\$363,235	2.4%
2003	801,603	1.1%	\$377,454	3.9%
2004	823,145	2.7%	\$391,586	3.7%
2005 ¹⁵	780,446	-5.2%	\$580,442	48.2%
2006 ¹⁶	764,125	-2.1%	\$567,500	-2.2%
2007	788,292	3.2%	\$572,093	0.8%
2008	777,882	-1.3%	\$583,647	2.0%
2009 ¹⁷	775,353	-0.3%	\$592,064	1.4%
2010 ¹⁸	817,082	5.4%	\$628,754	6.2%
2011	832,828	1.9%	\$652,674	3.8%
2012 ¹⁹	803,780	-3.5%	\$922,390	41.3%
2013	816,042	1.5%	\$943,152	2.3%
2014	838,279	2.7%	\$968,972	2.7%
2015 ²⁰	881,615	5.2%	\$1,146,629	18.3%
2016 ²¹	931,891	5.7%	\$1,216,298	6.1%
2017 ²²	997,334	7.0%	\$1,309,190	7.6%
2018	1,008,952	1.2%	\$1,341,051	2.4%
2019	1,023,222	1.4%	\$1,380,751	3.0%

The following pages summarize transaction and revenue trends between 2014 and 2019. For more detailed analysis of individual years, see prior year versions of the Annual Toll Revenue Report.

RECENT ANNUAL TRANSACTION TRENDS

Figure 2-11 | Annual Systemwide Transactions (2014-2019)²³



2014

Transactions increased 2.7 percent to 838 million. Continuing construction on the western Jane Addams Memorial Tollway shifted some traffic to the Reagan Memorial Tollway and other traffic off-system. Commercial vehicle transactions increased 5.8 percent over 2013.

2015

Transactions increased 5.2 percent to 882 million, due to an improving economy and completion of construction on the western portion of the Jane Addams Memorial Tollway. Construction on the eastern portion of the Jane Addams Memorial Tollway slightly hampered transaction growth.

2016

Transactions increased 5.7 percent to 932 million, due to the opening of the first section of the Illinois Route 390 Tollway, as well as the completion of construction on the Jane Addams Memorial Tollway at the end of the year.

2017

Transactions increased 7.0 percent to 997 million, due to the completion of construction on the Jane Addams Memorial Tollway at the end of 2016 and the opening of the Illinois Route 390 Tollway – the first section opened July 2016 and the eastern extension opened November 2017. The 2017 transaction data is analyzed in greater detail in subsequent sections.

2018

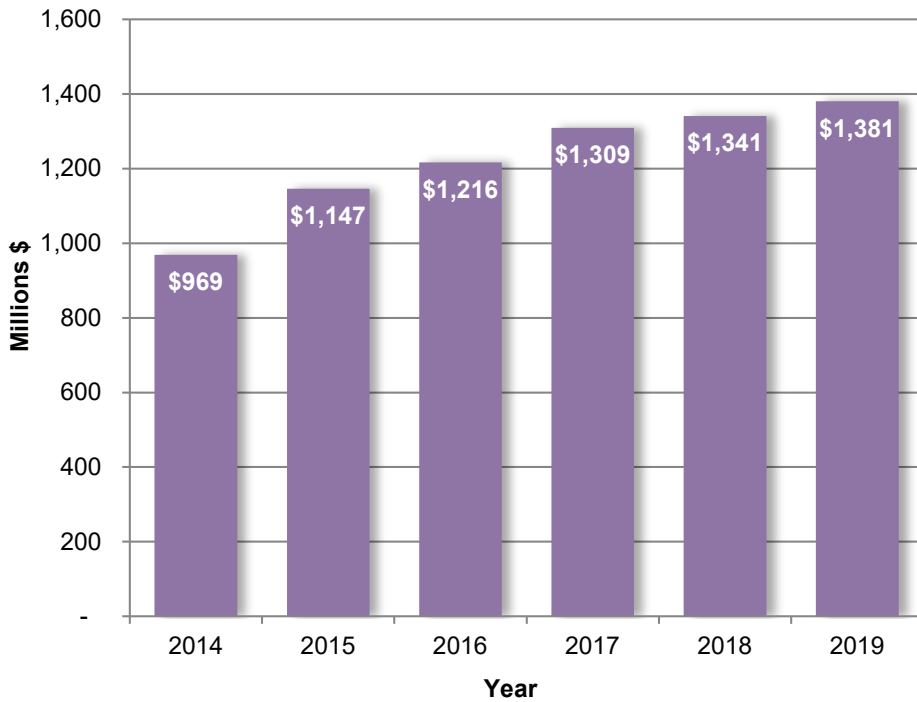
Transactions increased 1.2 percent to 1.01 billion, with growth primarily observed on the Jane Addams Memorial Tollway and new eastern Illinois Route 390 extension. Passenger car transactions increased 0.6 percent while commercial vehicle transactions rose 5.2 percent.

2019

Transactions increased 1.4 percent to 1.02 billion, with growth primarily observed on Illinois Route 390 and the Jane Addams Memorial Tollway. Passenger car transactions increased 1.3 percent while commercial vehicle transactions rose 2.2 percent. The 2019 transaction data is analyzed in greater detail in subsequent sections.

RECENT ANNUAL REVENUE TRENDS

Figure 2-12 | Annual Systemwide Revenue (2014-2019)²⁴



2014

Revenue increased 2.7 percent to \$969 million, consistent with transaction growth.

2015

Revenue increased 18.3 percent to \$1.15 billion due to a commercial vehicle toll rate increase of 40.0 percent. The 2015 revenue data is analyzed in greater detail in subsequent sections.

2016

Revenue increased 6.1 percent to \$1.22 billion due to the opening of the first section of the Illinois Route 390 Tollway and a commercial vehicle toll rate increase of 7.14 percent.

2017

Revenue increased 7.6 percent to \$1.31 billion due to the completion of reconstruction of the Jane Addams Memorial Tollway, the opening of the Illinois Route 390 Tollway and a commercial vehicle toll rate increase of 6.67 percent. The 2017 revenue data is analyzed in greater detail in subsequent sections.

2018

Revenue increased 2.4 percent to \$1.34 billion in part due to commercial vehicle traffic growth and increased revenue on the Jane Memorial Tollway. The 2018 revenue data is analyzed in greater detail in subsequent sections.

2019

Revenue increased 3.0 percent to \$1.38 billion in part due to commercial vehicle traffic growth and increased revenue on the Reagan Memorial Tollway and Veterans Memorial Tollway. The 2019 revenue data is analyzed in greater detail in subsequent sections.

PASSENGER CAR AND COMMERCIAL VEHICLE TRENDS

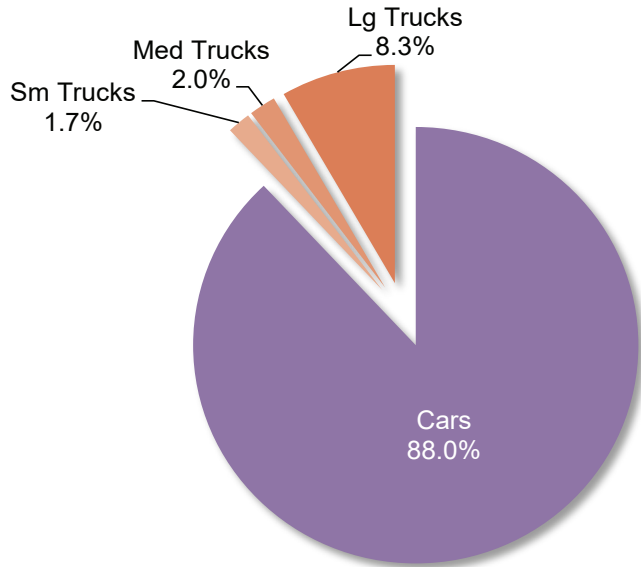
As noted in the preceding section, from 2018 to 2019 transactions increased by 14.3 million, an increase of 1.4 percent. Commercial vehicles consist of three rate tiers, while passenger cars consist of one rate tier (Figure 1-24). The terms are listed in Figure 2-13 below.

Figure 2-13 | Vehicle Type Descriptions

Rate Tier	Vehicle Type	Description
Rate Tier 1	Passenger Cars	Cars
Rate Tier 2	Commercial Vehicles	Small Trucks
Rate Tier 3	Commercial Vehicles	Medium Trucks
Rate Tier 4	Commercial Vehicles	Large Trucks

The Tollway is largely a commuter system, with the vast majority of its transactions coming from passenger cars. Figure 2-14 illustrates the proportion of cars and trucks on the system.

Figure 2-14 | Transactions by Rate Tier (2019)²⁵



In 2019, transactions increased for all rate tiers. The growth rate was highest for medium and large trucks. As illustrated by Figure 2-15, medium truck transactions increased by 3.1 percent and large trucks increased by 2.7 percent. In comparison, passenger cars increased by 1.3 percent and small trucks decreased by 1.0 percent. Thus, commercial vehicles comprised a higher portion of Tollway transactions in 2019 (12.0 percent) than in 2018 (11.9 percent).

Figure 2-15 | Transactions by Rate Tier (2018 vs. 2019)²⁶

Rate Tier (millions)	2018	2019	Change #	Change %
Cars	889	901	12	1.3%
Small Trucks	17	17	0	-1.0%
Medium Trucks	19	20	1	3.1%
Large Trucks	83	85	2	2.7%
TOTAL:	1,009	1,023	14	1.4%

% Cars	88.1%	88.0%
% Trucks	11.9%	12.0%

Numbers may not add up due to rounding

Since 2004, the share of commercial vehicles in system revenues has evolved with each toll rate change, as illustrated in Figure 2-16. In 2004, trucks accounted for 13.2 percent of transactions and 26.7 percent of revenue. In 2005, a toll rate increase occurred, contributing to an increase in the proportion of revenue coming from commercial vehicles. By 2011, commercial vehicles represented 10.8 percent of traffic and 45.7 percent of revenue. In 2012, with the passenger car toll rate change, the commercial vehicle share of revenues reverted closer to historical levels. Most recently, the proportion of revenue from commercial vehicles rose from 34.9 percent in 2014 to 47.4 percent in 2019. This increase is largely due to a three-phased (2015, 2016, and 2017) commercial vehicle toll rate increase of 60.0 percent, followed by an annual increase at the rate of inflation starting in 2018.

Figure 2-16 | Revenues by Rate Tier²⁷

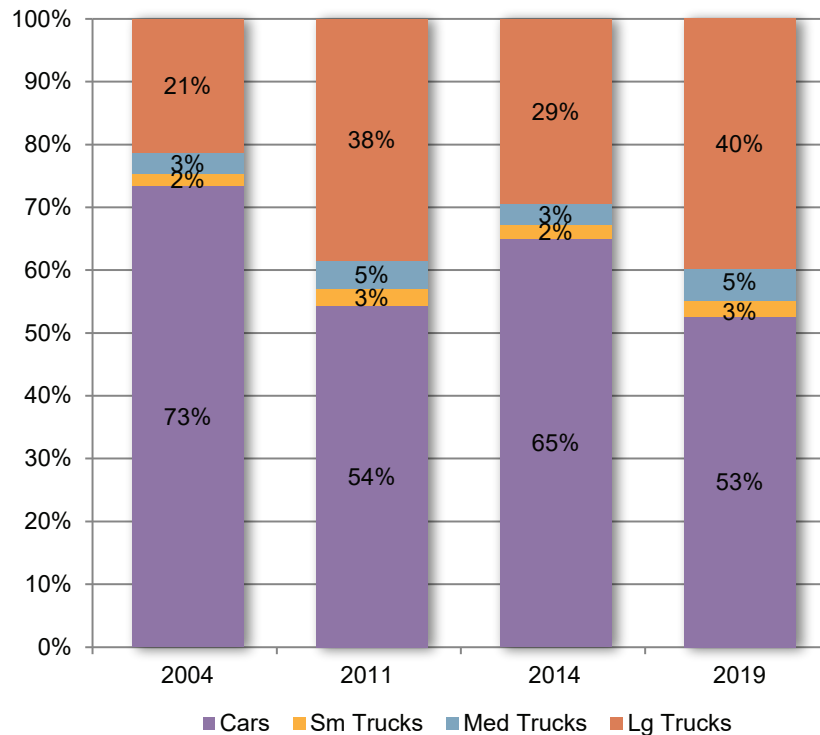


Figure 2-17 shows the percent of transactions from commercial vehicles at each mainline toll plaza on the Tollway system. In general, toll plazas located in rural areas have higher percentages of commercial vehicle transactions. This is not due to a higher volume of truck transactions in rural locations, but rather a lower volume of passenger car transactions (i.e. fewer commuters).

Figure 2-17 | Commercial Vehicle Transactions Percentage by Plaza (2019)²⁸

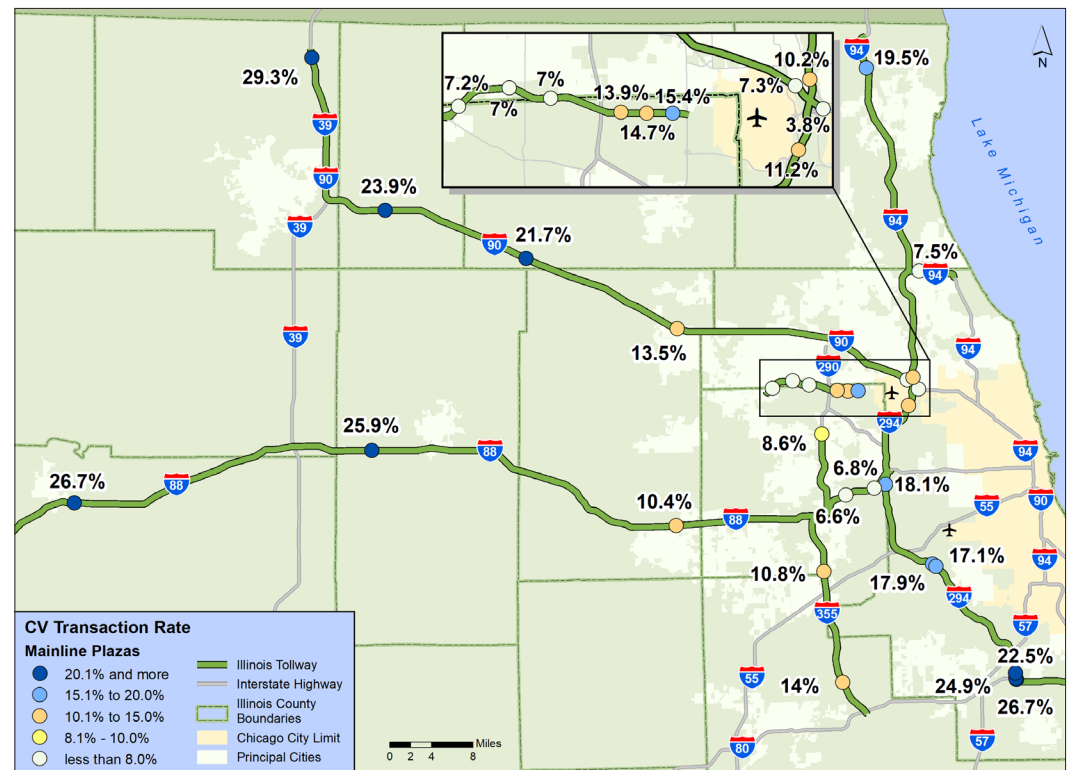


Figure 2-18 | 2019 Monthly Factors for Various Toll Facilities²⁹

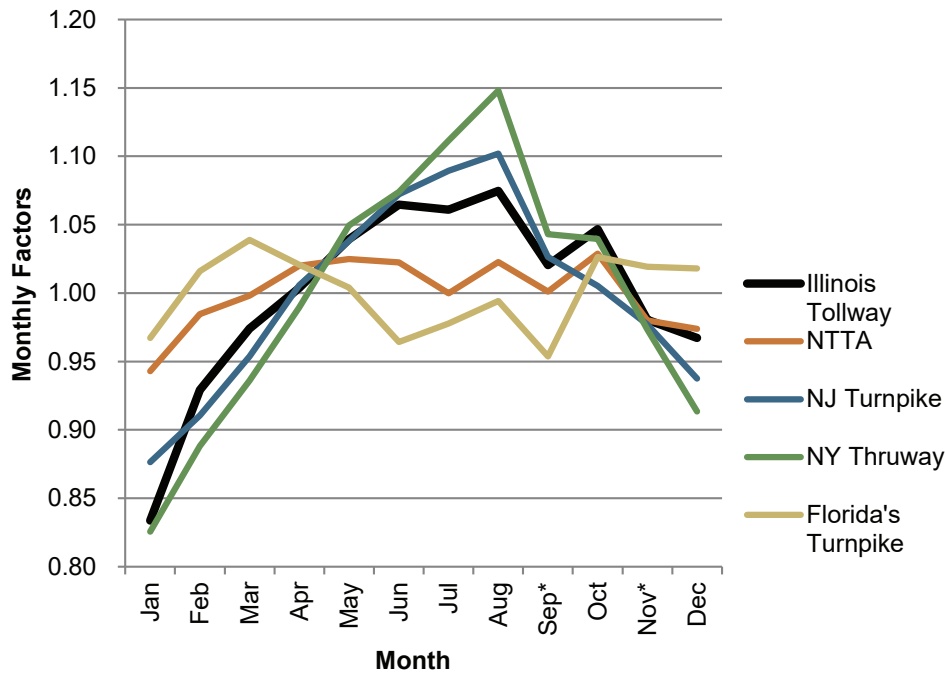


Figure 2-18 shows monthly factors for Illinois Tollway and other comparable toll facilities across the country. A value greater than one means that an average day in that month had more traffic than the average day for the entire year. For facilities in the northern part of the country, traffic is typically lower in the winter months and higher in the summer months. The monthly factors are less variable for the North Texas Tollway Authority (NTTA) and Florida's Turnpike facilities, with values typically ranging between 0.94 and 1.04. As with the Illinois Tollway, Florida's Turnpike's peak monthly factor reflects recreational travel of students and families during school breaks, though Florida's Turnpike's peak is in March while the Tollway's is in August.

Figure 2-19 | 2019 Average Daily Transactions for Various Toll Facilities³⁰

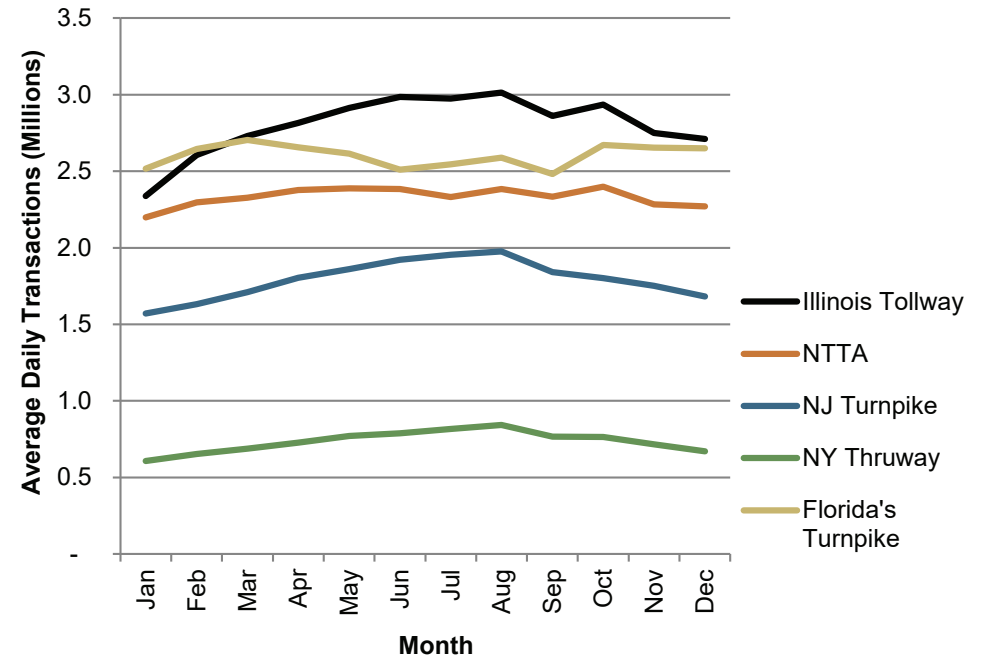
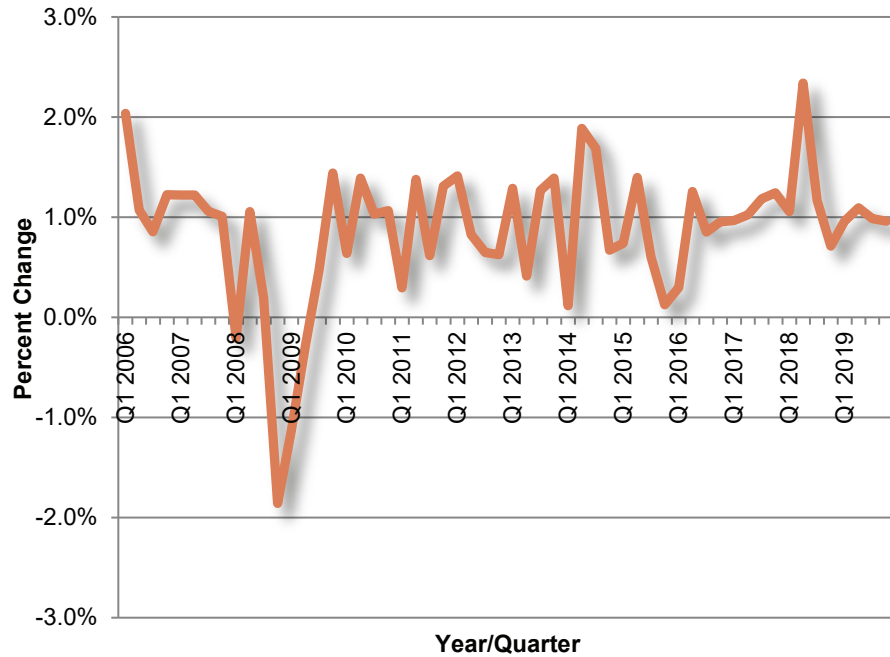


Figure 2-19 shows 2019 ADT by month for the same toll facilities. While other facilities show seasonal trends similar to the Tollway, they have fewer daily transactions. On an average day, the Tollway has 200,000 more transactions than the Florida's Turnpike system and 2.1 million more than the New York Thruway. Both of these systems are used more by long-distance travelers, while the NTTA and New Jersey Turnpike systems are used mostly by commuters. Average daily transactions on the NTTA and New Jersey Turnpike are approximately 470,000 and 1.0 million below the Illinois Tollway's daily transactions, respectively.

ECONOMIC TRENDS

Increases in commercial vehicle traffic typically correlate with general improvements in the gross domestic product (GDP). Figure 2-20 shows that the GDP increased in all four quarters of 2019, averaging approximately 1.0 percent each quarter.

Figure 2-20 | Gross Domestic Product (2006-2019)³¹



While commercial vehicle traffic trends are consistent with GDP trends, passenger car traffic more closely follows employment trends. This is especially true on the Illinois Tollway, which is largely a commuter system.

Historical unemployment trends in the Tollway service area since 2003 are shown in Figure 2-21. After reaching a low point of 4.5 percent in 2006, the unemployment rate in the Tollway area steadily climbed to peak at 10.6 percent in 2010 as a result of the recession. Other than a slight increase in 2013, the unemployment rate has consistently decreased since 2010, reaching 4.0 percent in 2019.

Figure 2-21 | Tollway Service Area Unemployment Trends (2003-2019)³²

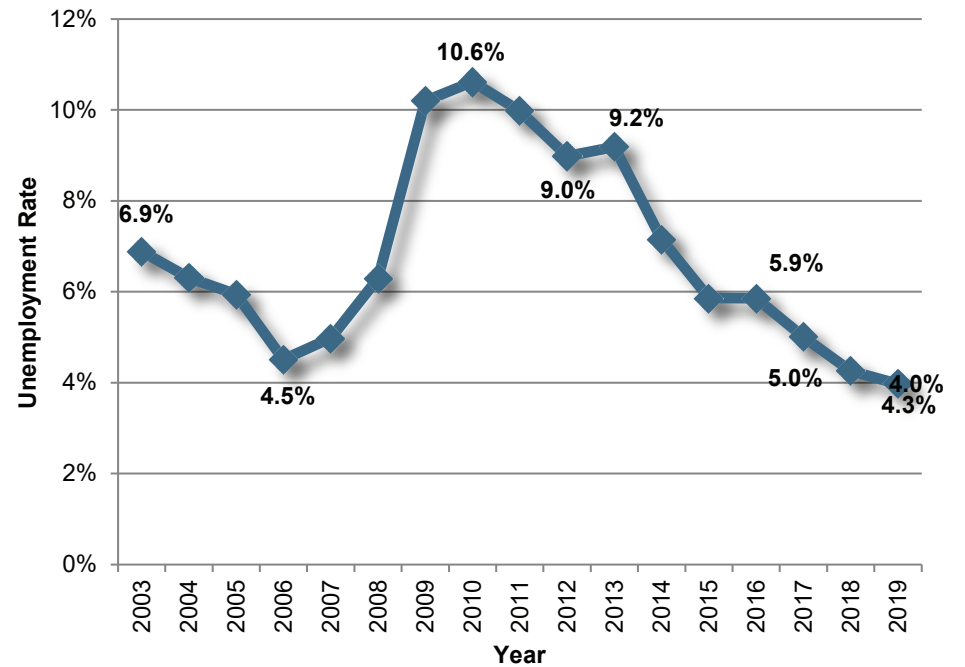
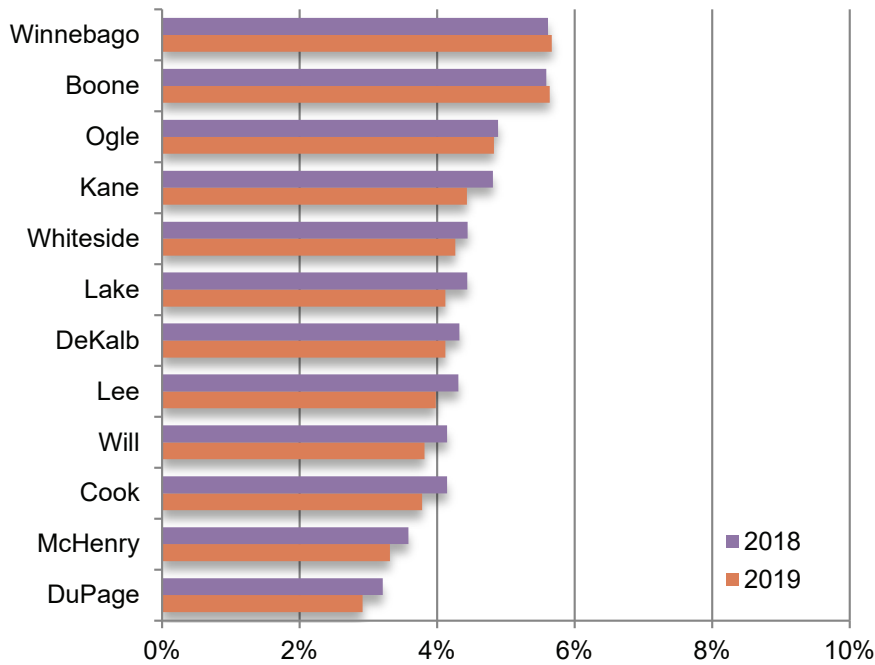


Figure 2-22 | Unemployment Rates by County (2018 vs. 2019)³³



Across the 12-county service area, 5,000 jobs were created while the labor force decreased by 10,300, resulting in a 0.3 percent decrease in unemployment in 2019. As shown in Figure 2-22, this decrease was not uniform throughout the Tollway’s service area, with Winnebago and Boone counties experiencing a slight increase in unemployment.

In the two counties where unemployment increased from 2018 to 2019, the total increase was 0.1 percent. For the 10 counties where unemployment decreased, the total change was 0.3 percent.

The resulting 2019 unemployment rates range from a low of 2.9 percent in DuPage County to a high of 5.7 percent in Winnebago County. The counties showing the largest improvement in unemployment rates were Cook and Kane counties, which both experienced a 0.4 percentage-point decrease. Cook is by far the largest county in the Tollway service area, thus the total change in unemployment closely follows its trend.

Figure 2-23 | Gasoline Prices (2007-2019)³⁴

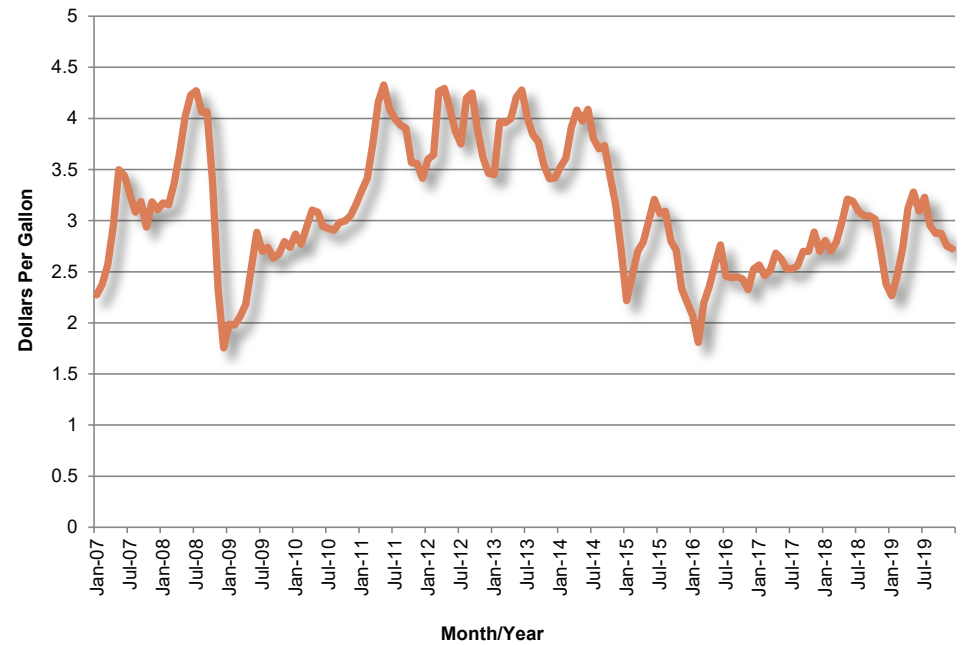


Figure 2-23 shows the U.S. Energy Information Administration’s (EIA) estimates of real gasoline prices (regular grade) for the Chicago region. Gas price is one of the important factors affecting traffic and revenue on the Tollway. Gas prices in 2019 rose from \$2.27 per gallon in January to a peak of \$3.28 per gallon in May before falling to a low of \$2.73 per gallon in December.

Transactions and Revenue by Route and Vehicle Type

Figure 2-24 illustrates transaction and revenue growth by route from 2018 to 2019. Figure 2-25 breaks transactions down by passenger cars and commercial vehicles for each route, while Figure 2-26 does the same for revenue. Revenues by plaza are further analyzed in the next section.

Figure 2-24 | Transactions and Revenue by Route (2018 vs. 2019)³⁵

Tollway Route	TRANSACTIONS			REVENUES		
	2018 (thousands)	2019 (thousands)	% Change	2018 (thousands)	2019 (thousands)	% Change
Jane Addams Memorial	212,899	220,352	3.5%	\$280,736	\$290,057	3.3%
Tri-State	412,811	410,803	-0.5%	\$610,289	\$618,877	1.4%
Reagan Memorial	144,897	146,491	1.1%	\$185,530	\$195,522	5.4%
Veterans Memorial	161,593	165,274	2.3%	\$228,236	\$238,006	4.3%
Illinois Route 390	76,752	80,301	4.6%	\$34,873	\$36,701	5.2%
Over-Sized Vehicles				\$1,387	\$1,588	14.5%
TOTAL	1,008,952	1,023,222	1.4%	\$1,341,051	\$1,380,751	3.0%

Figure 2-25 | Passenger Car and Commercial Vehicle Transactions by Route (2019)³⁶

Tollway Route	TRANSACTIONS					
	Passenger Cars (PC)		Commercial Vehicles (CV)		Total Number (thousands)	Total % By Route
	Number (thousands)	PC % of Total	Number (thousands)	CV % of Total		
Jane Addams Memorial	195,560	19.1%	24,793	2.4%	220,352	21.5%
Tri-State	348,484	34.1%	62,319	6.1%	410,803	40.1%
Reagan Memorial	133,627	13.1%	12,864	1.3%	146,491	14.3%
Veterans Memorial	150,393	14.7%	14,881	1.5%	165,274	16.2%
Illinois Route 390	72,745	7.1%	7,557	0.7%	80,301	7.8%
TOTAL	900,809	88.0%	122,413	12.0%	1,023,222	100.0%

Figure 2-26 | Passenger Car and Commercial Vehicle Revenues by Route (2019)³⁷

Tollway Route	REVENUE					
	Passenger Cars (PC)		Commercial Vehicles (CV)		Total Number (thousands)	Total % By Route
	Number (thousands)	PC % of Total	Number (thousands)	CV % of Total		
Jane Addams Memorial	\$147,655	10.7%	\$142,402	10.3%	\$290,057	21.0%
Tri-State	\$291,316	21.1%	\$327,561	23.7%	\$618,877	44.8%
Reagan Memorial	\$109,433	7.9%	\$86,089	6.2%	\$195,522	14.2%
Veterans Memorial	\$153,797	11.1%	\$84,209	6.1%	\$238,006	17.2%
Illinois Route 390	\$27,340	2.0%	\$9,361	0.7%	\$36,701	2.7%
Over-Sized Vehicles			\$1,588	0.1%	\$1,588	0.1%
TOTAL	\$729,541	52.8%	\$651,210	47.2%	\$1,380,751	100.0%

Totals may not add up due to rounding. Oversized vehicle statistics are not kept on a route by route basis.

Revenue by Plaza

The following section analyzes revenue trends for individual plazas. It is organized by route and includes route maps that highlight 2019 construction on and off the Tollway system.

JANE ADDAMS MEMORIAL TOLLWAY

Figure 2-27 shows the major construction projects on and near the Jane Addams Memorial Tollway in 2019.

Figure 2-28 shows revenue trends for the Jane Addams Memorial Tollway by toll plaza for the years 2013 through 2019. In 2019, total revenue for the Jane Addams Memorial Tollway increased by approximately \$9.3 million, or 3.3 percent, over 2018. This significant increase can largely be attributed to continued traffic growth following the completion of reconstruction and widening work on the eastern portion of the Jane Addams (between Elgin and the Kennedy Expressway) in December 2016. In addition, new toll ramps opened at six

interchanges on the Jane Addams between November 2016 and December 2019, and traffic growth continued at these plazas into 2019. The new toll ramps add access at Roselle Road, Meacham Road, Barrington Road, Elmhurst Road, and Illinois Route 23.

Four plazas on the Jane Addams show a decrease in revenue for 2019 compared to 2018. The decrease at Randall Road (Plaza 8) is likely due to diversion from Randall Road itself as work on major improvements started there in 2019. For the second year in a row, traffic declined at Arlington Heights Road (Plaza 18) as traffic that used to use that interchange continues to move to the new Elmhurst Road ramps. Similarly, the opening of IL 23 (Plaza 7A) in 2019 contributed to a decrease in revenue at Irene Road (Plaza 5A) and Genoa Road (Plaza 3), the closest ramp plazas to the west.

Figure 2-27 | Jane Addams Memorial Tollway Construction (2019)

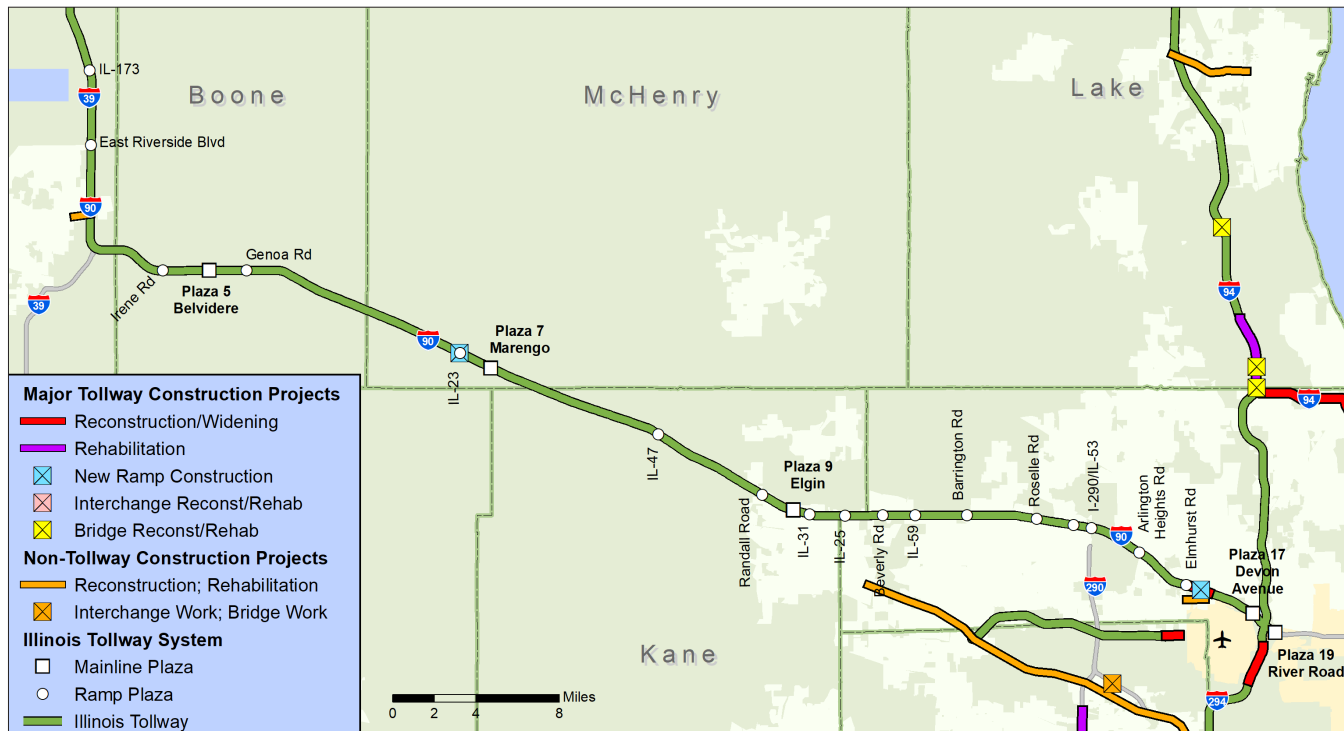


Figure 2-28 | Jane Addams Memorial Tollway – Total Vehicle Revenue (2013-2019)³⁸ (thousands)

#	Plaza Name ^[i]	2013 Revenue	Change 2013 vs. 2012	2014 Revenue	Change 2014 vs. 2013	2015 Revenue	Change 2015 vs. 2014	2016 Revenue	Change 2016 vs. 2015	2017 Revenue	Change 2017 vs. 2016	2018 Revenue	Change 2018 vs. 2017	2019 Revenue	Change 2019 vs. 2018
1	South Beloit	34,925	0.5%	36,261	3.8%	46,852	29.2%	50,633	8.1%	56,214	11.0%	55,887	-0.6%	57,059	2.1%
2	East Riverside Boulevard ^[ii]	1,891	-1.6%	1,915	1.3%	2,167	13.1%	2,208	1.9%	2,385	8.0%	2,492	4.5%	2,603	4.5%
3	Genoa Road ^[ii]					574		1,850		1,921	3.8%	2,219	15.5%	2,191	-1.2%
4	Illinois Route 173	1,228	1.6%	1,317	7.2%	1,534	16.5%	1,648	7.4%	1,836	11.4%	1,951	6.3%	1,971	1.0%
5	Belvidere	16,272	-15.7%	15,831	-2.7%	23,180	46.4%	25,362	9.4%	29,494	16.3%	32,303	9.5%	33,059	2.3%
5A	Irene Road							203		381	87.9%	546	43.3%	529	-3.0%
6	Illinois Route 47 ^[iii]	271		2,258		2,549	12.9%	2,732	7.2%	3,044	11.4%	3,658	20.2%	3,874	5.9%
7	Marengo	18,920	-12.8%	17,958	-5.1%	25,254	40.6%	26,878	6.4%	31,238	16.2%	34,258	9.7%	34,880	1.8%
7A	Illinois Route 23													10	
8	Randall Road	1,554	-16.9%	1,505	-3.1%	1,953	29.7%	2,021	3.5%	2,052	1.6%	2,241	9.2%	2,176	-2.9%
9	Elgin	32,689	-7.6%	32,208	-1.5%	38,570	19.8%	39,726	3.0%	46,305	16.6%	51,078	10.3%	52,606	3.0%
10	Barrington Road	1,704	5.3%	1,649	-3.2%	1,653	0.3%	1,404	-15.1%	2,659	89.4%	5,276	98.4%	5,595	6.1%
11	Illinois Route 31	4,459	2.2%	4,266	-4.3%	4,175	-2.1%	3,916	-6.2%	4,983	27.3%	5,672	13.8%	5,695	0.4%
12	Roselle Road	1,900	0.3%	1,880	-1.0%	1,913	1.8%	2,035	6.4%	4,166	104.8%	4,768	14.4%	5,242	9.9%
12A	Meacham Road							40		905		1,395	54.2%	1,451	4.0%
13	Illinois Route 25	1,335	-0.9%	1,248	-6.5%	1,268	1.6%	1,301	2.6%	1,613	23.9%	1,976	22.5%	2,061	4.3%
14	Illinois Route 59 Eastbound ^[iv]	982	-5.2%	1,010	2.9%	1,180	16.9%	1,149	-2.6%	990	-13.8%	920	-7.1%	929	1.0%
15	Illinois Route 53	5,044	-2.9%	5,034	-0.2%	5,516	9.6%	5,118	-7.2%	5,978	16.8%	5,944	-0.6%	6,362	7.0%
16	Illinois Route 59 Westbound & Beverly Road Westbound ^[v]	2,418	4.7%	2,500	3.4%	2,821	12.9%	2,566	-9.0%	2,958	15.3%	3,280	10.9%	3,543	8.0%
17	Devon Avenue	29,056	2.5%	27,714	-4.6%	29,708	7.2%	29,389	-1.1%	33,391	13.6%	35,350	5.9%	36,569	3.4%
18	Arlington Heights Road	4,044	2.2%	3,950	-2.3%	4,215	6.7%	3,959	-6.1%	4,263	7.7%	3,747	-12.1%	3,698	-1.3%
18A	Elmhurst Road									1,623		4,856	199.3%	5,373	10.6%
19	River Road	20,933	-3.1%	19,762	-5.6%	21,091	6.7%	20,286	-3.8%	20,034	-1.2%	20,920	4.4%	22,581	7.9%
	TOTAL:	179,626	-4.4%	178,269	-0.8%	216,173	21.3%	224,423	3.8%	258,433	15.2%	280,736	8.6%	290,057	3.3%

[i] Mainline toll plaza names are highlighted in bold.

[ii] Plaza 3 began collecting tolls on 09/14/2015

[iii] Plaza 6 opened on 11/08/2013.

[iv] In some prior year documents, eastbound traffic from Route 59 was incorrectly labeled as "Plaza 14A Beverly Road".

[v] In some prior year documents, westbound Route 59 and westbound Beverly Road were labeled together as simply "Plaza 14 Route 59". In this Report, revenues are relabeled to more accurately reflect the financial data provided by the traffic data reporting system ("Host"). Under Host reports, revenues from these two different locations are combined and reported together.

Note: Numbers may not add up due to rounding.

TRI-STATE TOLLWAY

Figure 2-29 shows the major construction on and near the Tri-State Tollway in 2019.

Figure 2-30 shows revenue trends on the Tri-State Tollway from 2013 through 2019 by toll plaza. In 2019, Tri-State Tollway revenue increased by \$8.6 million, or 1.4 percent, over the 2018 level.

Even though overall transactions decreased slightly on the Tri-State Tollway in 2019 due to construction activities, commercial vehicle transactions slightly increased over the 2018 level. With an increase in commercial vehicle toll rate, this resulted in an overall revenue increase. The Tri-State is the system's most heavily traveled truck route. Commercial vehicles accounted for 15.2 percent of total transactions on the Tri State in 2019, compared to 11.3 percent on the Jane Addams Memorial, 8.8 percent on the Reagan Memorial, 9.0 percent on the Veterans Memorial, and 9.4 percent on Illinois Route 390. The south and central sections of the Tri-State carry the highest volumes of truck traffic on the Tollway, with more than 20,000 commercial vehicles passing through the mainline plazas on a daily basis. Since the Tri-State Tollway is a major trucking route for the region, its total revenue is heavily impacted by annual commercial vehicle toll rate increases. Commercial vehicles account for 52.9 percent of revenues on the Tri-State, compared to the systemwide commercial vehicle share of 47.1 percent.

The highest revenue growth by percentage occurred at the 159th Street ramps (Plaza 40) and Balmoral Avenue ramps (Plaza 30). The large revenue increase at Plaza 40 can be attributed to customers returning to a more typical pattern after rerouting due to construction activities in 2018. The growth at Plaza 30 is aligned with recent trends.

Although overall revenues increased on the Tri-State in 2019, four plazas along the route experienced a decrease in revenue for 2019 compared to 2018 largely due to the Edens Spur reconstruction activities. The Edens Spur mainline plaza (Plaza 24) experienced the highest drop in revenue while nearby ramp plazas at Willow Road, Golf Road, and Lake-Cook Road experienced smaller revenue percent reductions.

Figure 2-29 | Tri-State Tollway Construction (2019)



Figure 2-30 | Tri-State Tollway – Total Vehicle Revenue (2013-2019)³⁹ (thousands)

#	Plaza Name ^[i]	2013 Revenue	Change 2013 vs. 2012	2014 Revenue	Change 2014 vs. 2013	2015 Revenue	Change 2015 vs. 2014	2016 Revenue	Change 2016 vs. 2015	2017 Revenue	Change 2017 vs. 2016	2018 Revenue	Change 2018 vs. 2017	2019 Revenue	Change 2019 vs. 2018
20	Buckley Road	1,367	4.0%	1,379	0.9%	1,506	9.2%	1,551	3.0%	1,573	1.5%	1,563	-0.7%	1,610	3.0%
21	Waukegan	60,430	4.7%	63,218	4.6%	78,563	24.3%	85,209	8.5%	92,413	8.5%	90,947	-1.6%	91,854	1.0%
22	Townline Road	1,948	4.5%	1,969	1.1%	2,039	3.5%	2,044	0.2%	2,014	-1.5%	2,020	0.3%	2,042	1.1%
23	Half Day Road	1,831	1.0%	1,853	1.2%	1,957	5.6%	2,077	6.1%	2,078	0.1%	2,133	2.6%	2,167	1.6%
24	Edens Spur	24,971	1.4%	24,841	-0.5%	27,369	10.2%	27,992	2.3%	28,146	0.5%	25,639	-8.9%	21,666	-15.5%
26	Lake-Cook Road	6,085	1.5%	6,452	6.0%	6,990	8.3%	7,194	2.9%	6,998	-2.7%	7,513	7.4%	7,449	-0.9%
27	Willow Road	6,227	2.9%	6,444	3.5%	7,091	10.0%	7,367	3.9%	7,212	-2.1%	7,317	1.5%	6,921	-5.4%
28	Golf Road	6,072	1.5%	6,404	5.5%	7,056	10.2%	7,147	1.3%	7,026	-1.7%	7,244	3.1%	6,964	-3.9%
29	Touhy Avenue	40,863	1.7%	41,621	1.9%	48,123	15.6%	50,756	5.5%	53,503	5.4%	54,163	1.2%	55,164	1.8%
30	Balmoral Avenue	2,564	33.2%	3,109	21.2%	3,635	16.9%	3,988	9.7%	4,166	4.5%	4,429	6.3%	4,752	7.3%
31	O'Hare Westbound	6,536	-0.2%	6,452	-1.3%	6,596	2.2%	7,461	13.1%	7,953	6.6%	8,550	7.5%	8,695	1.7%
32	O'Hare Eastbound	4,804	-9.2%	5,062	5.4%	5,388	6.4%	5,426	0.7%	5,187	-4.4%	4,946	-4.7%	5,121	3.5%
33	Irving Park Road	36,009	5.2%	37,381	3.8%	44,433	18.9%	46,150	3.9%	48,051	4.1%	48,273	0.5%	49,836	3.2%
34	75th Street	2,352	7.7%	2,669	13.5%	3,519	31.9%	3,762	6.9%	4,291	14.1%	4,515	5.2%	4,521	0.1%
35	Cermak Road	58,973	5.0%	61,183	3.7%	75,526	23.4%	80,242	6.2%	85,291	6.3%	89,834	5.3%	92,383	2.8%
36	82nd Street	30,774	6.0%	32,413	5.3%	40,504	25.0%	43,524	7.5%	46,237	6.2%	48,907	5.8%	49,919	2.1%
37	I-55	9,654	4.0%	9,859	2.1%	11,894	20.6%	12,298	3.4%	12,894	4.8%	13,438	4.2%	13,455	0.1%
38	95th Street	4,112	1.7%	4,265	3.7%	5,293	24.1%	5,606	5.9%	5,830	4.0%	6,390	9.6%	6,583	3.0%
39	83rd Street	30,438	5.9%	31,450	3.3%	39,516	25.6%	42,730	8.1%	45,396	6.2%	47,124	3.8%	48,380	2.7%
40	159th Street	3,599	3.0%	3,669	2.0%	3,442	-6.2%	3,052	-11.3%	3,239	6.1%	2,744	-15.3%	3,405	24.1%
41	163rd Street	51,551	6.3%	52,813	2.4%	61,204	15.9%	66,280	8.3%	69,936	5.5%	72,628	3.8%	74,554	2.7%
42	I-57/147th Street			1,245		10,907		13,720	25.8%	15,008	9.4%	18,334	22.2%	19,016	3.7%
43	I-80 Westbound	13,586	1.7%	13,571	-0.1%	16,796	23.8%	18,083	7.7%	19,641	8.6%	19,401	-1.2%	19,828	2.2%
45	I-80 Eastbound	13,057	1.1%	12,979	-0.6%	16,222	25.0%	17,378	7.1%	18,646	7.3%	18,258	-2.1%	18,584	1.8%
47	Halsted Street	3,309	0.5%	3,299	-0.3%	3,609	9.4%	3,744	3.7%	3,840	2.6%	3,979	3.6%	4,007	0.7%
TOTAL:		421,112	4.1%	435,600	3.4%	529,177	21.5%	564,780	6.7%	596,569	5.6%	610,289	2.3%	618,877	1.4%

[i] Mainline toll plaza names are highlighted in bold.

Note: Numbers may not add up due to rounding.

REAGAN MEMORIAL TOLLWAY

Figure 2-31 shows the major construction on and near the Reagan Memorial Tollway in 2019.

Figure 2-32 shows toll revenue trends for the Reagan Memorial Tollway by toll plaza from 2013 through 2019. Revenue increased by \$10.0 million (5.4 percent) from 2018 to 2019. This revenue trend reflects the 4.7 percent increase in commercial vehicle transactions observed on this route in 2019 even though the share of commercial vehicle transactions is the lowest of all Tollway routes at 8.8 percent, compared to a systemwide value of 12.0 percent.

Most of the Reagan Memorial Tollway was under construction in 2018, with only the far western end near Dixon and a 10-mile section near Aurora not experiencing traffic disruption. In contrast, the main construction activity in 2019 was the reconstruction and widening of the 1.7 mile section between I-290 and York Road. To a large extent, revenue increases observed in 2019 reflect a return to more typical patterns at plazas that had experienced significant revenue decreases in 2018. This trend was observed at the Annie Glidden Road ramp plaza (Plaza 67) which had been closed for six weeks in 2018, as well as mainline plazas at DeKalb (Plaza 66), Dixon (Plaza 69), and Aurora (Plaza 61).

A total of seven plazas along the route (out of 17) experienced a decrease in revenue compared to 2018. The largest percentage decline was observed at Illinois Route 83 (Plaza 54). Illinois Route 83 underwent major construction south of the Reagan Memorial Tollway in 2019, which decreased traffic at the plaza. Other ramp plazas that showed significant declines were Illinois Route 31 (Plaza 63) and Eola Road (Plaza 60) in Aurora.

Figure 2-31 | Reagan Memorial Tollway Construction (2019)



Figure 2-32 | Reagan Memorial Tollway – Total Vehicle Revenue (2013-2019)⁴⁰ (thousands)

#	Plaza Name ⁽ⁱ⁾	2013 Revenue	Change 2013 vs. 2012	2014 Revenue	Change 2014 vs. 2013	2015 Revenue	Change 2015 vs. 2014	2016 Revenue	Change 2016 vs. 2015	2017 Revenue	Change 2017 vs. 2016	2018 Revenue	Change 2018 vs. 2017	2019 Revenue	Change 2019 vs. 2018
51	York Road	28,670	5.8%	29,476	2.8%	32,573	10.5%	33,618	3.2%	34,110	1.5%	33,097	-3.0%	33,592	1.5%
52	Meyers Road	27,504	4.4%	28,279	2.8%	31,844	12.6%	33,149	4.1%	33,804	2.0%	33,126	-2.0%	32,750	-1.1%
53	Spring Road	2,387	1.5%	2,472	3.6%	2,597	5.1%	2,561	-1.4%	2,536	-0.9%	2,640	4.1%	2,677	1.4%
54	Illinois Route 83	2,350	0.5%	2,398	2.0%	2,559	6.7%	2,546	-0.5%	2,563	0.7%	2,815	9.8%	2,526	-10.3%
55	Midwest Road	1,070	7.9%	1,142	6.7%	1,247	9.2%	1,279	2.6%	1,240	-3.0%	1,312	5.7%	1,322	0.8%
56	Highland Avenue	3,115	-1.0%	3,050	-2.1%	3,183	4.4%	3,158	-0.8%	3,194	1.1%	3,289	3.0%	3,380	2.8%
57	Naperville Road	1,268	-0.3%	1,244	-1.8%	1,275	2.5%	1,306	2.4%	1,312	0.5%	1,349	2.8%	1,341	-0.7%
58	Winfield Road	886	0.7%	900	1.5%	976	8.4%	904	-7.4%	885	-2.0%	899	1.5%	884	-1.6%
59	Farnsworth Avenue	6,706	-1.0%	6,527	-2.7%	7,532	15.4%	7,333	-2.6%	7,160	-2.4%	7,734	8.0%	7,673	-0.8%
60	Eola Road	2,108	10.4%	2,564	21.6%	3,132	22.2%	2,736	-12.6%	2,665	-2.6%	2,743	2.9%	2,689	-2.0%
61	Aurora	30,317	7.3%	31,346	3.4%	35,203	12.3%	36,746	4.4%	37,911	3.2%	35,977	-5.1%	37,920	5.4%
63	Illinois Route 31	743	4.3%	760	2.3%	850	11.9%	1,055	24.1%	945	-10.5%	1,006	6.5%	959	-4.6%
64	Orchard Road	895	-1.1%	955	6.7%	1,137	19.1%	1,219	7.2%	1,231	1.0%	1,108	-10.0%	1,152	4.0%
64A														38	
65	Peace Road	3,268	-3.0%	3,305	1.1%	3,948	19.5%	4,074	3.2%	4,191	2.9%	4,355	3.9%	4,398	1.0%
66	DeKalb	26,435	20.9%	29,038	9.8%	33,391	15.0%	36,114	8.2%	36,836	2.0%	27,227	-26.1%	32,227	18.4%
67	Annie Glidden Road	2,175	3.2%	2,200	1.2%	2,370	7.7%	2,336	-1.4%	2,292	-1.9%	1,772	-22.7%	2,200	24.1%
69	Dixon	18,466	2.8%	19,362	4.9%	22,292	15.1%	23,370	4.8%	26,314	12.6%	25,082	-4.7%	27,794	10.8%
	TOTAL:	158,363	6.8%	165,017	4.2%	186,111	12.8%	193,505	4.0%	199,192	2.9%	185,530	-6.9%	195,522	5.4%

(i) Mainline toll plaza data is highlighted in bold.

Note: Numbers may not add up due to rounding.

VETERANS MEMORIAL TOLLWAY

Figure 2-33 shows the major construction on and near the Veterans Memorial Tollway in 2019.

Figure 2-34 on the following page shows Veterans Memorial Tollway revenue trends by plaza for the years 2013 through 2019. Overall, revenue increased by \$9.8 million (4.3 percent) from 2018 to 2019. The Veterans Memorial Tollway has the second lowest share of commercial vehicle transactions, following the Reagan Memorial Tollway, and is largely a commuter route. Overall transactions increased by 2.3 percent on this route, with commercial vehicle transactions increasing by 4.9 percent.

Virtually the entire Veterans Memorial Tollway was under construction in 2018, but that work was largely complete by 2019. As a result, all three mainline plazas experienced significant revenue growth from 2018 to 2019. These three plazas, Army Trail Road (Plaza 73), Boughton Road (Plaza 89), and Spring Creek (Plaza 99), accounted for more than 90 percent of the total revenue growth on the route. The increase in mainline traffic is largely due to the return of through truck traffic between interstates I-90/I-290, I-55, and I-80 that had diverted during construction. Revenue fell at six ramp plazas, including Ogden Avenue (Plaza 81) and Butterfield Road (Plaza 79). Again, this change is likely due to the return of preconstruction travel patterns that were disrupted during major construction in 2018. Compared to 2017, these two plazas showed modest 1.8 percent and 0.3 percent revenue growth, respectively.

Figure 2-33 | Veterans Memorial Tollway Construction (2019)

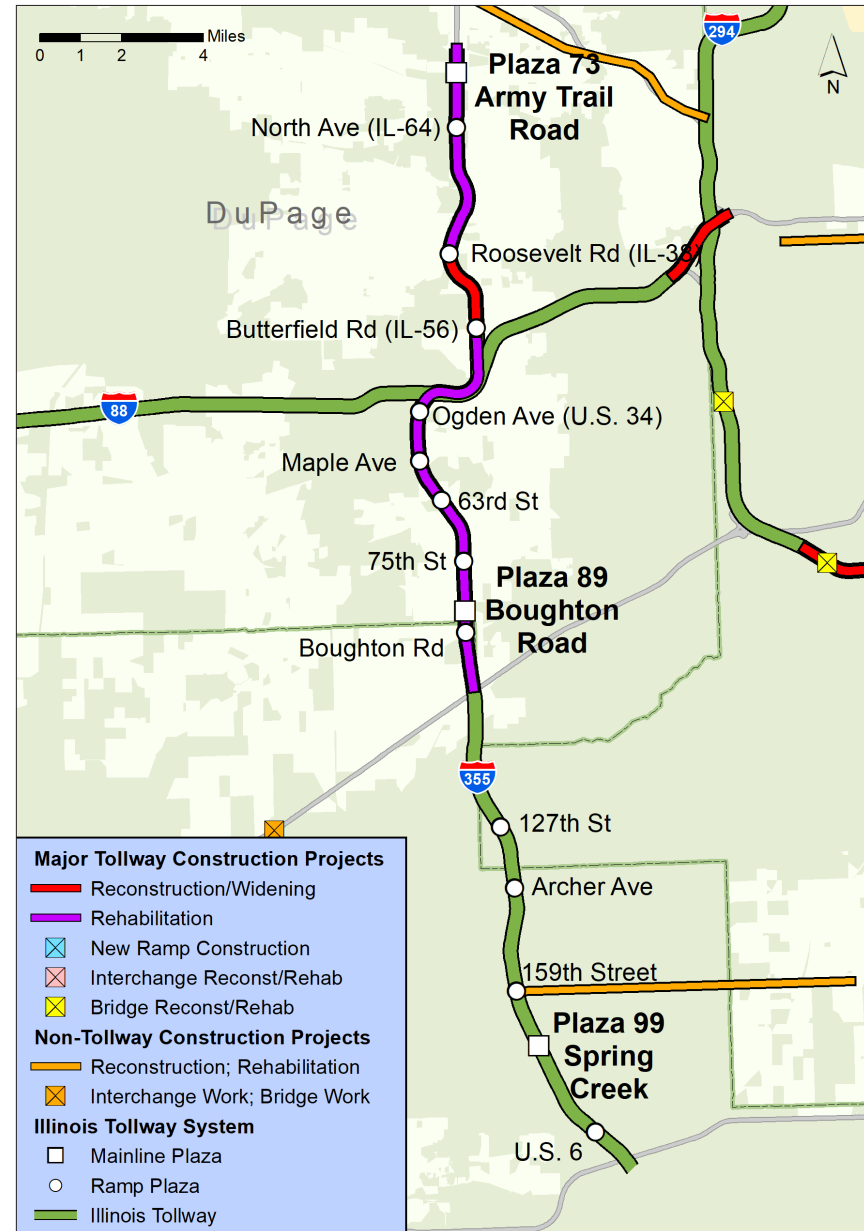


Figure 2-34 | Veterans Memorial Tollway – Total Vehicle Revenue (2013-2019)⁴¹ (thousands)

#	Plaza Name ^[i]	2013 Revenue	Change 2013 vs. 2012	2014 Revenue	Change 2014 vs. 2013	2015 Revenue	Change 2015 vs. 2014	2016 Revenue	Change 2016 vs. 2015	2017 Revenue	Change 2017 vs. 2016	2018 Revenue	Change 2018 vs. 2017	2019 Revenue	Change 2019 vs. 2018
73	Army Trail Road	44,839	-1.2%	45,239	0.9%	50,334	11.3%	50,922	1.2%	51,853	1.8%	51,404	-0.9%	52,993	3.1%
75	North Avenue	9,435	2.8%	9,633	2.1%	10,974	13.9%	11,326	3.2%	11,767	3.9%	11,780	0.1%	11,884	0.9%
77	Roosevelt Road	3,863	1.5%	3,861	-0.1%	4,097	6.1%	4,161	1.6%	4,212	1.2%	3,874	-8.0%	3,924	1.3%
79	Butterfield Road	2,850	-3.1%	2,839	-0.4%	2,990	5.3%	3,071	2.7%	3,056	-0.5%	3,172	3.8%	3,066	-3.3%
81	Ogden Avenue	794	1.5%	735	-7.4%	839	14.1%	885	5.6%	908	2.6%	989	8.9%	925	-6.5%
83	Maple Avenue	2,624	1.1%	2,514	-4.2%	2,648	5.3%	2,662	0.5%	2,661	0.0%	2,506	-5.8%	2,556	2.0%
85	63rd Street	4,136	-0.9%	4,127	-0.2%	4,275	3.6%	4,247	-0.7%	4,252	0.1%	4,035	-5.1%	4,274	5.9%
87	75th Street	4,714	1.9%	4,747	0.7%	5,024	5.8%	4,999	-0.5%	4,826	-3.5%	4,657	-3.5%	4,586	-1.5%
89	Boughton Road	49,288	-0.7%	50,700	2.9%	58,203	14.8%	60,248	3.5%	62,664	4.0%	61,314	-2.2%	64,881	5.8%
90	Boughton Ramp	2,189	-1.3%	2,206	0.7%	2,410	9.2%	2,346	-2.7%	2,248	-4.2%	2,429	8.1%	2,373	-2.3%
93	127th Street	2,425	-0.9%	2,481	2.3%	2,862	15.4%	3,054	6.7%	3,216	5.3%	3,382	5.2%	3,377	-0.1%
95	Archer Avenue	3,859	4.7%	4,106	6.4%	4,763	16.0%	5,133	7.8%	5,539	7.9%	5,826	5.2%	6,315	8.4%
97	159th Street	6,906	0.5%	7,223	4.6%	7,792	7.9%	7,449	-4.4%	7,283	-2.2%	7,619	4.6%	7,889	3.5%
99	Spring Creek	44,808	6.1%	47,966	7.0%	55,842	16.4%	59,462	6.5%	63,449	6.7%	64,211	1.2%	67,928	5.8%
101	U.S. Route 6	719	8.2%	750	4.3%	876	16.8%	938	7.1%	940	0.2%	1,039	10.6%	1,033	-0.6%
TOTAL:		183,448	1.2%	189,126	3.1%	213,926	13.1%	220,902	3.3%	228,873	3.6%	228,236	-0.3%	238,006	4.3%

[i] Mainline toll plaza data is highlighted in bold.

Note: Numbers may not add up due to rounding.

ILLINOIS ROUTE 390

Figure 2-35 shows the location of the Illinois Route 390 Tollway. The western portion of this route—between Lake Street (US 20) and Rohlwing Road (Illinois Route 53)—opened in July 2016. The eastern extension—between Rohlwing Road (Illinois Route 53) and Busse Highway (Illinois Route 83)—opened in November 2017.

Figure 2-36 shows Illinois Route 390 revenue by plaza for the years 2016 through 2019. Revenue increased 5.2 percent from \$34.9 million in 2018 to \$36.7 million in 2019. Revenue was highest at Plum Grove Road (Plaza 326). This plaza also has the highest volume of transactions on IL 390. The share of commercial vehicle transactions on IL 390 has increased to 9.4 percent, which is higher than Reagan Memorial Tollway and Veterans Memorial Tollway. On the eastern section of the route which opened in 2017, revenue has increased by 14.4 percent in 2019. On the western section of the route which opened in 2016, revenue has increased by 2.7 percent in 2019.

Figure 2-35 | Illinois Route 390 Tollway (2019)

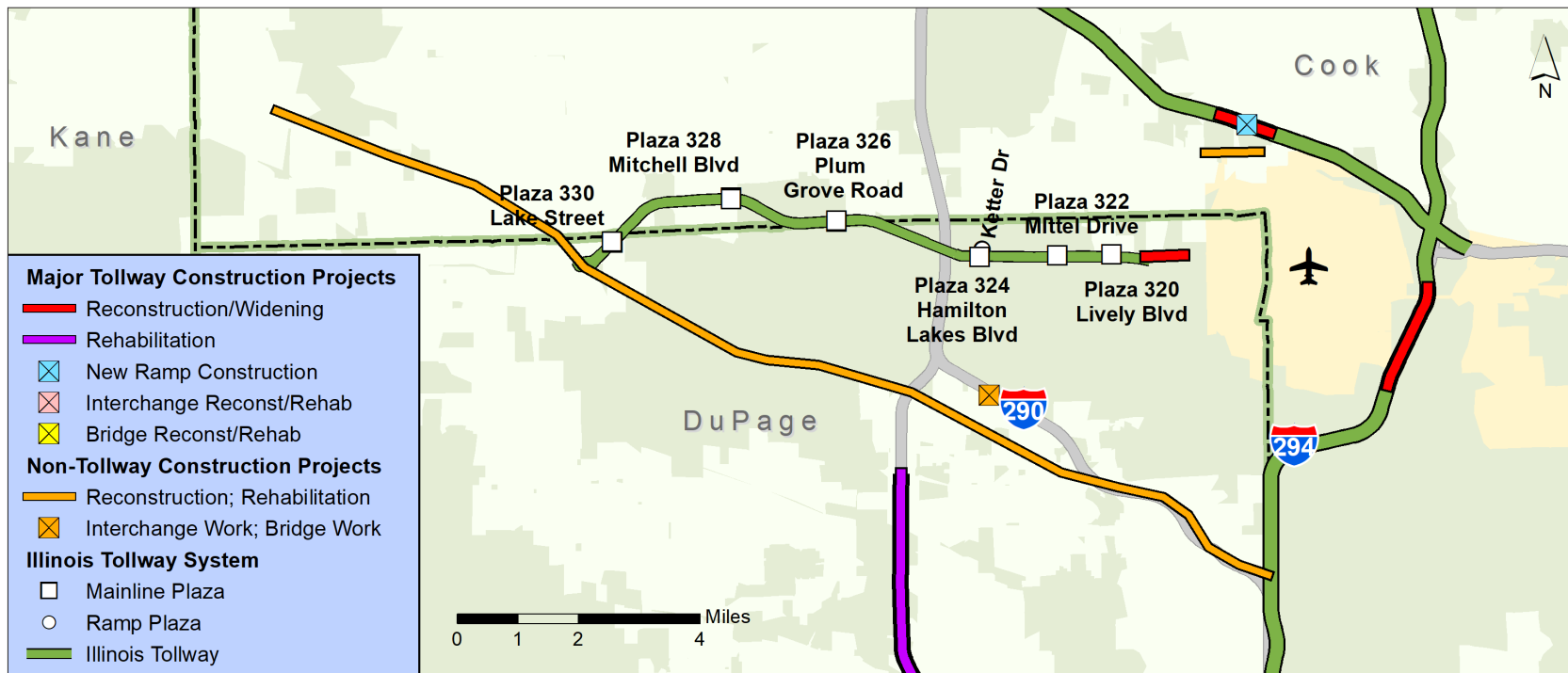


Figure 2-36 | Illinois Route 390 Tollway – Total Vehicle Revenue (2016-2019)⁴² (thousands)

#	Plaza Name ^[i]	2016 Revenue	Change 2016 vs. 2015	2017 Revenue	Change 2017 vs. 2016	2018 Revenue	Change 2018 vs. 2017	2019 Revenue	Change 2019 vs. 2018
320	Lively Boulevard			179		1,508		1,795	19.1%
322	Mittel Drive			297		2,461		2,818	14.5%
324	Hamilton Lakes Boulevard			419		3,358		3,829	14.0%
325	Ketter Drive			54		342		329	-3.8%
326	Plum Grove Road	6,230		13,143		15,063	14.6%	15,489	2.8%
328	Mitchell Boulevard	3,515		7,382		8,473	14.8%	8,663	2.3%
330	Lake Street	1,577		3,224		3,669	13.8%	3,776	2.9%
TOTAL:		11,323		24,699		34,873	41.2%	36,701	5.2%

[i] Mainline toll plaza data is highlighted in bold.

Note: Numbers may not add up due to rounding.

Chapter 2 Summary

In 2019, systemwide transactions increased by 1.4 percent, or 14.3 million. Passenger car transactions rose by 1.3 percent while commercial vehicle transactions rose by 2.2 percent. Across the region, low unemployment rates and a rising GDP contributed to passenger car and commercial vehicle traffic growth. In addition, 2019 transaction growth was boosted by the continued traffic growth on the Jane Addams Memorial Tollway and several new local interchanges. Systemwide revenue increased by slightly more than transactions, at 3.0 percent or \$39.7 million, due to the 2.5 percent increase in commercial vehicle toll rates in January 2019 and increased toll payment compliance.

The background features a blurred perspective of a road with yellow lane markings, receding into the distance. Overlaid on this are several large, semi-transparent, colorful geometric shapes in shades of blue, green, orange, and purple, creating a dynamic and modern aesthetic.

Electronic Toll Collection

Introduction

Chapter 3 analyzes I-PASS usage on the Tollway. I-PASS is the Tollway’s trademark name for its electronic toll collection (ETC) system. This chapter includes a history of the I-PASS system, a summary of past I-PASS trends, and a description of current I-PASS usage by month, vehicle type, plaza, and time of day. In addition, Chapter 3 explains the relationship between I-PASS and E-ZPass. Since 2005, the Tollway has been part of the E-ZPass Group, which has had a significant impact on ETC on the Tollway system.

In 2005, the Tollway created a discount for cars using I-PASS. This discount encouraged users to adopt the I-PASS payment method. It also impacted revenues. Once the discount was implemented, the Tollway needed to carefully monitor ETC trends for both current collections and future forecasting. This chapter is part of that monitoring effort. It also supports the Tollway’s ongoing effort to better understand its customers’ I-PASS-versus-cash payment decisions and the impact of those decisions, both short-term and long-term, on Tollway revenue.

In addition to revenue impacts, I-PASS has important implications for traffic operations and roadway design. Over time, I-PASS initiatives like open road tolling (ORT) have helped reduce congestion and improve safety. By minimizing lane changes and stopped traffic around toll plazas, I-PASS has greatly improved roadway operations.

Electronic Toll Collection History

Since 1993, the Tollway has expanded ETC from a few I-PASS lanes on I-355 to the most common toll payment method throughout the system. All lanes on the system currently accept ETC payments to be made with I-PASS. At the mainline Plazas, ETC payments can be made at full highway speeds in ORT lanes. Figure 3-1 lists a chronology of key ETC milestones.

Figure 3-1 | Electronic Toll Collection History (1993-2019)¹

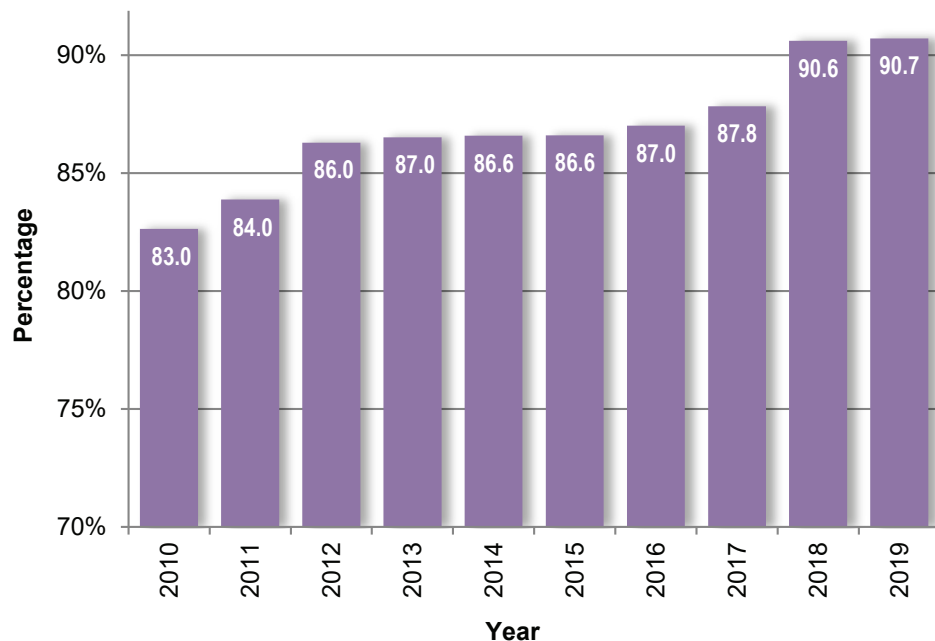
Year	Description
1993	I-PASS Pilot Program Tollway began with an I-PASS pilot program on I-355 in 1993. The program expanded in 1994 to include most plazas on the central section of I-294 and some plazas on I-88.
1995	I-PASS Only (IPO) lanes open Tollway opened its first dedicated IPO lanes at Plaza 33. Tollway added nine additional plazas in 1996 and 1997.
1998	I-PASS Express lanes open Tollway opened its first lanes at Plaza 24 in 1998. In subsequent years, it opened lanes at Plazas 89, 73, 41, and 61.

Figure 3-1 | Electronic Toll Collection History (1993-2019)¹ (continued)

Year	Description
2004	I-PASS ramp lanes open Tollway converted automatic coin machine (ACM) lanes to IPO lanes at ramp plazas starting in 2003. The conversion was completed in 2004.
2005	Toll rate change with I-PASS discount Tollway encouraged users to pay with I-PASS by implementing a toll rate change that included a discount for cars using I-PASS.
2005	E-ZPass Group integration Tollway became interoperable with the E-ZPass Group.
2006	Open Road Tolling (ORT) construction Tollway rebuilt mainline toll plazas in an ORT configuration to allow vehicles to travel through toll plazas at full highway speeds. Construction was largely complete by the end of 2006.
2006	Paying missed tolls online Tollway began allowing customers to pay missed tolls online, without penalty, up to seven days after they incurred the toll. Previous options were to pay by mail or in person at a Tollway Customer Service Center.
2009	All-Electronic Tolling (AET) at Eola Road Plaza Tollway constructed Plaza 60 (Eola Road) as its first AET ramp plaza. No cash is accepted at Plaza 60.
2010	Unattended Toll Plazas program Tollway implemented a program at Plaza 99 and Plaza 69, whereby manned toll booths are closed between 10 p.m. and 6 a.m. to improve efficiencies and reduce costs.
2011-2016	Cashless tolling at six new ramp plazas Tollway constructed six cashless ramp plazas between 2011 and 2016, including the Tollway’s first interstate-to-interstate cashless plaza at I-294 and I-57 (Plaza 42) in 2014.
2016-2017	AET mainline plazas on the Illinois Route 390 Tollway The first cashless mainline plazas opened on the western portion of IL 390 on July 5, 2016; The eastern segment of IL 390 opened on November 1, 2017.
2018	Change in video toll policy Tollway implemented a policy where I-PASS customers that are Video Tolloed (VTolloed) more than five times in a calendar month on any individual license plate registered to a customer’s I-PASS or electronic tolling account will be charged the cash toll rate for the sixth and every subsequent VToll incurred that month.
2019	AET ramp plazas at Illinois Route 23 and Illinois Route 47 Tollway opened new AET ramp plazas in December 2019 at Plaza 7A (Illinois Route 23) and Plaza 64A (Illinois Route 47). No cash is accepted at these two ramp plazas.

By 2006, I-PASS was used for approximately 78 percent of passenger car transactions and 80 percent of commercial vehicle transactions. The Tollway now has one of the highest ETC usage rates of the major toll facilities in the U.S.² with a usage rate of 90.7 percent in 2019. The I-PASS usage rate is highest during the peak periods at urban toll plazas when the majority of commuters use I-PASS.

Figure 3-2 | I-PASS Usage Rates (2010-2019)³



Between 2006 and 2011, the overall I-PASS rate grew moderately, averaging a 1.1 percent increase per year. In 2012, I-PASS usage jumped by 2.4 percent to 86.3 percent of all transactions. This increase in I-PASS usage can be attributed to the passenger car I-PASS discount implemented with the toll rate increase in January 2012. Commercial vehicle toll rates did not change in 2012. Thus, truck I-PASS usage saw only a modest increase of 0.3 percent, in line with trends.

From 2012 to 2015, I-PASS usage remained stable, with only slight increases. Passenger car usage remained flat at 86.3 percent between 2012 and 2015, while commercial vehicle I-PASS usage increased an average of 0.9 percent per year, from 86.4 to 89.2 percent. Between 2015 and 2017, passenger car I-PASS usage increased 1.2 percent to 87.5 percent and the commercial vehicle usage increased 1.1 percent to 90.3 percent. This increase in passenger car usage can

be partially attributed to high I-PASS usage on the new, cashless Illinois Route 390 Tollway and growth at recently opened cashless tolling ramp plazas. In 2018, the introduction of a new video tolling policy encouraged customers to use I-PASS transponders, increasing the rate to 90.6 percent. That policy is explained in the Video Tolling section below. In 2019, the passenger car I-PASS usage rate increased by 0.1 percent to 90.7 percent, while the commercial vehicle I-PASS usage rate increased by 0.5 percent to 90.8 percent. Figure 3-2 shows annual I-PASS usage rates for the last 10 years.

Higher I-PASS usage for commercial vehicles is likely due to a combination of financial and operational advantages. In addition to the overnight toll discount for commercial vehicle users, the Tollway offered commercial vehicle I-PASS users a daytime discount for traveling during the off-peak, daytime hours between January 1, 2005 and December 31, 2008. In terms of current advantages, I-PASS eliminates the need for commercial vehicles to collect toll receipts and submit expense reports, which are time consuming to complete and expensive for companies to process. Furthermore, because I-PASS is interoperable with E-ZPass, commercial vehicles can pay with the same transponder across state lines and over various tollways/turnpikes. Finally, I-PASS assists with long-distance travel, as trucks with I-PASS can continue at prevailing highway speeds, rather than stopping to pay tolls.

VIDEO TOLLING

Since the advent of I-PASS, the Illinois Tollway has assessed tolls using cameras mounted overhead at plazas. Each time a driver passes through a toll lane, a picture of the vehicle's license plate is taken. If an I-PASS transponder cannot be read from that vehicle and the driver did not pay with cash or a credit card, the image is retained for processing. If a valid payment was received, the image is discarded. All retained images are then reviewed, and the license plate is checked against a database of vehicles registered to I-PASS accounts. If the license number is found to correspond with an account in good standing, the toll can be withdrawn from the account. This is called a Video Toll, or VToll.

Because VTolls can occur due to equipment malfunction or an improperly mounted transponder, the Tollway has historically not charged a fee for processing them. However, some customers have used this policy to evade tolls by registering their I-PASS with a license plate, but not installing the transponder in their vehicle. Or, more commonly, a customer will register multiple vehicles with the same transponder and not transfer the transponder between vehicles before using the Tollway. The advantage to the customer is that a certain small portion of images are discarded for readability issues and those tolls are not able to be assessed, either as violations or VTolls. To a customer, this is like getting a "free" toll.

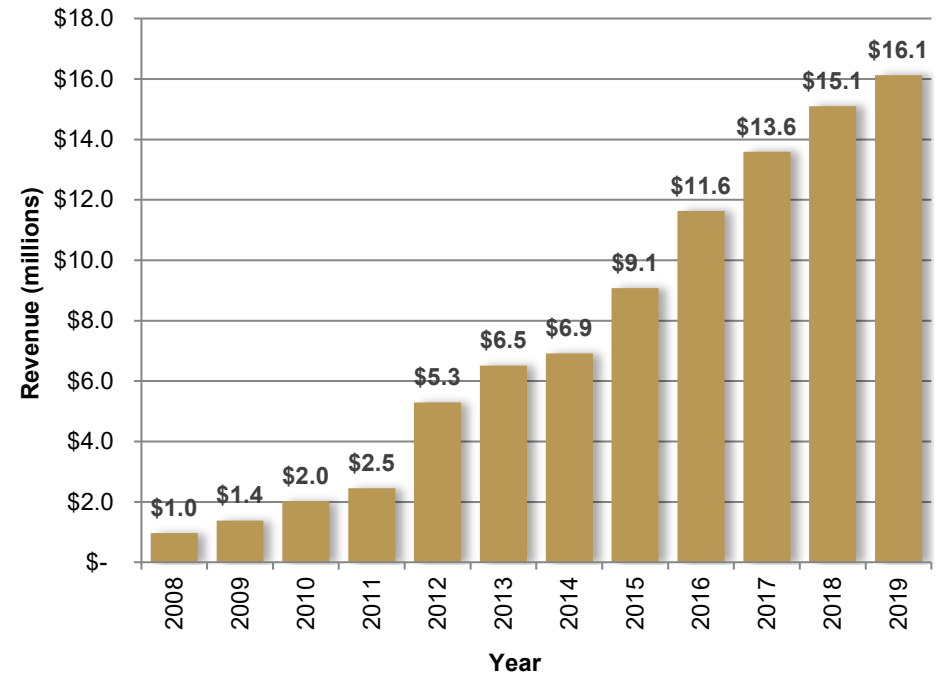
This free toll, however, is costly to the Illinois Tollway. In addition to any toll revenue that is lost when a plate cannot be read, it was estimated that in 2018, processing a VToll cost the Tollway approximately \$0.23 per transaction while an I-PASS transaction only cost \$0.08.⁴ To address this, in January 2018 the Tollway began charging cash toll rates for excessive VToll use. After the fifth VToll on a license plate in a calendar month, any subsequent VToll associated with that license plate will be charged the cash toll rate for the remainder of the month. The count starts anew in the next month, with VTolls reverting to being assessed at the discounted I-PASS rate until the sixth occurrence. This new policy is partially responsible for the increase in I-PASS usage on the Illinois Tollway starting in 2018.

UNPAID TOLLS – ONLINE PAYMENT OPTION

Under the Illinois Tollway’s 7 Days to Pay program, drivers can pay unpaid tolls online within a grace period without a penalty. These customers pay the cash toll rate and are considered cash customers by the Tollway, since they do not have an I-PASS account. The program grew out of a policy that allowed a grace period to pay missed tolls. The grace period was meant to be a “last resort” for paying tolls before violations and fines were assessed. Then in 2009, with the opening of the first cashless toll plaza, the Tollway began promoting online payments as an alternative to I-PASS for missed or unpaid tolls. In addition, in 2010, the limit on the number of transactions that can be paid online was removed, allowing users to pay online for as many trips as they desire. In 2014, the Tollway increased online payments with new signs at toll plazas, press releases, and television public service announcements. Also, the improved website now allows users to calculate their unpaid tolls by selecting their route on a map, ensuring accurate toll calculations.

Figure 3-3 shows annual revenue generated by online payments since 2007. In 2012, revenue from online payments increased more than 100 percent from \$2.5 million in 2011 to \$5.3 million as a result of the toll rate increase. Revenue from online payments increased significantly again in 2016 and 2017 with the opening of seven new cashless toll plazas on the Jane Addams Memorial Tollway and the new, cashless Illinois Route 390 Tollway. In 2019, growth was robust, but more modest than previous years, showing a \$1.0 million increase over 2018.

Figure 3-3 | Annual Revenue from Online Toll Payments (2007-2019)



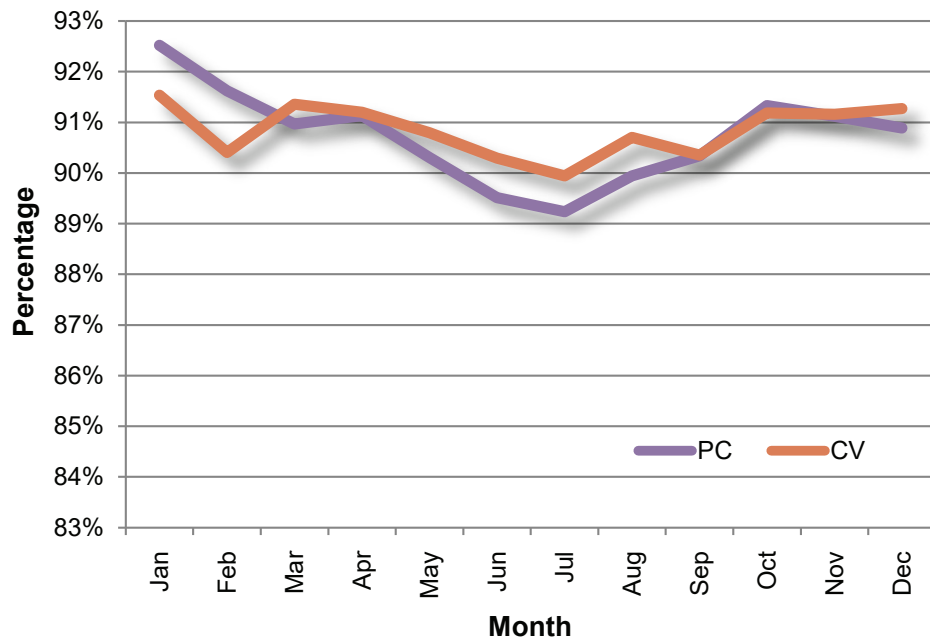
Current I-PASS Trends

SEASONAL I-PASS USAGE

Figure 3-4 illustrates the seasonal variations in I-PASS usage for passenger cars and commercial vehicles in 2019. Passenger car I-PASS usage shows more seasonal variation than commercial vehicle usage. From March through September of 2019, commercial vehicle I-PASS usage was higher than passenger car I-PASS usage.

I-PASS usage rates for both passenger cars and commercial vehicles drop during the summer months. In the case of passenger cars, this is due to an increase in recreational travelers and a decrease in commuters. In general, recreational travelers are infrequent drivers on the Tollway system and often live out of state. As a result, they are less likely to have an I-PASS transponder.

Figure 3-4 | I-PASS Monthly Usage Rates Passenger Cars and Commercial Vehicles (2019)⁵

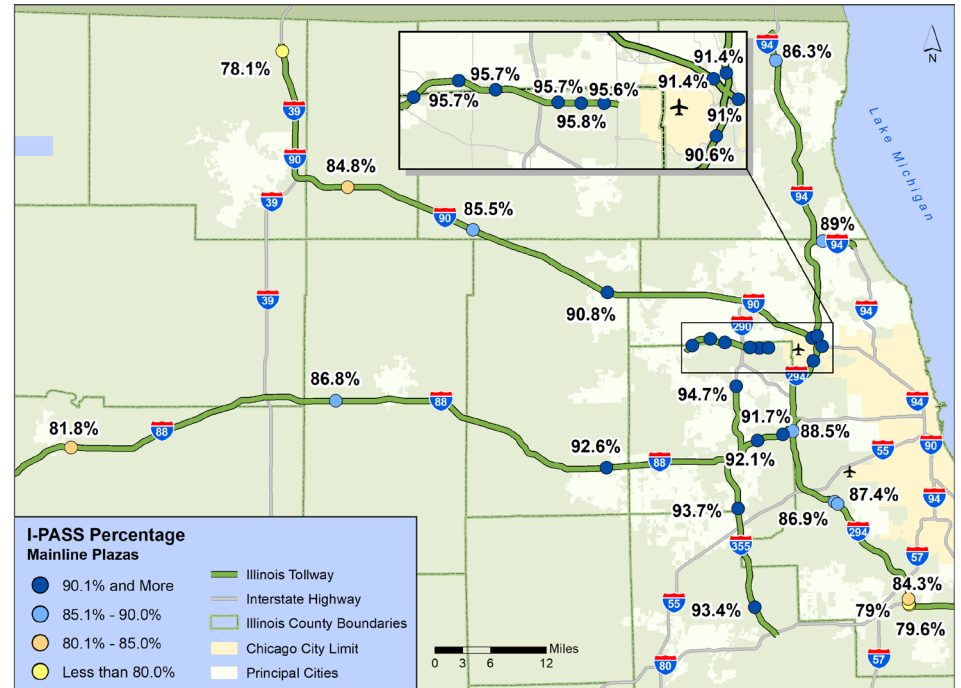


In the case of commercial vehicles, the drop during the summer months also results from increased recreational traffic. As shown in Figure 1-20, passenger cars pulling trailers are considered commercial vehicles under the Tollway’s vehicle classification system. During the summer months, this group increases as recreational car drivers pull boats, campers, or other trailers.

PLAZA LEVEL I-PASS USAGE

I-PASS usage varies among toll plazas. Figure 3-5 shows the 2019 I-PASS usage rates at the system’s mainline toll plazas. I-PASS usage rates are generally lowest on the rural fringes of the system, as indicated by the yellow and orange toll plaza symbols on the map. The lower I-PASS rate at rural mainline plazas can be attributed to a higher proportion of travelers from out of state. These occasional Tollway users are less likely to own an I-PASS. In contrast I-PASS usage rates tend to be highest in urban areas where the Tollway is used largely for commuting purposes, as indicated by the map’s blue toll plaza symbols. The mainline plazas have an average I-PASS rate of 90.3 percent.⁶

Figure 3-5 | I-PASS Usage Rates, Mainline Toll Plazas (2019)⁷



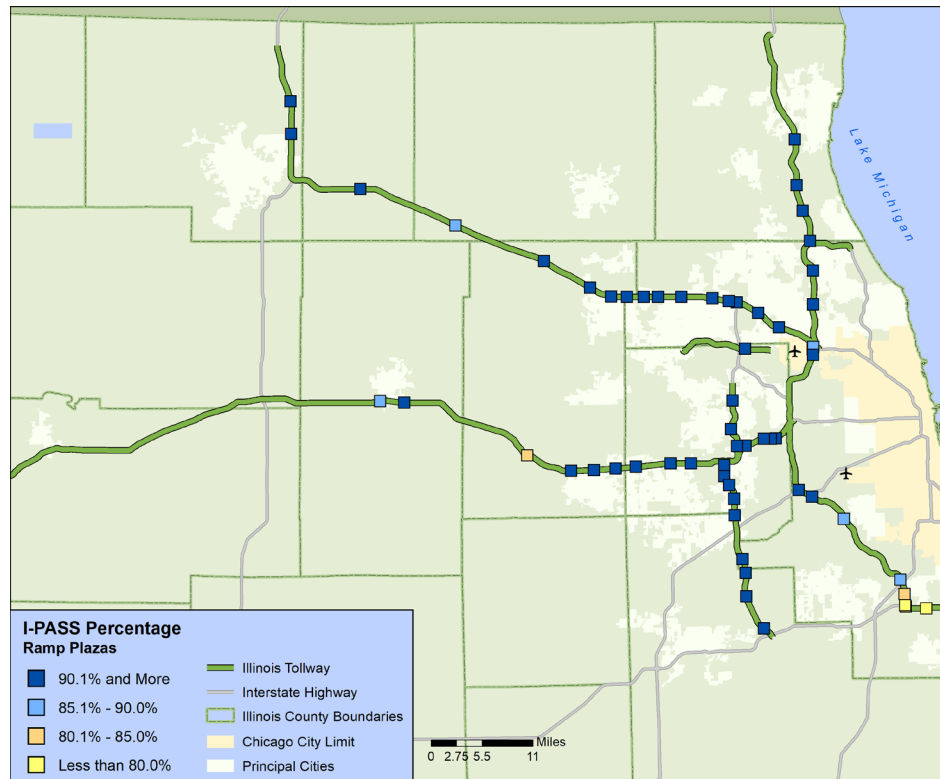
While the mainline plazas are used by recreational drivers and long-haul truckers traveling through the region, the ramp plazas are more likely to be used for shorter trips made by local residents and commuters, who are familiar with I-PASS. As a result, ramp plazas generally have higher I-PASS usage rates, as illustrated by Figure 3-6. In aggregate, ramp plazas have an I-PASS usage of 92.6 percent.

Nearly all ramp plazas have an I-PASS rate of 85.0 percent or higher. This shows that I-PASS ownership is common throughout the area served by the Tollway and not just the urban core. The only four ramp plazas with an I-PASS rate less than 85.0 percent are located on the south Tri-State Tollway. Two of these are on ramps that provide an interstate-to-interstate connection between I-80 and the Tri-State, which have a relatively high proportion of interstate users.

Most of the highest I-PASS usage rates are located along the Veterans Memorial Tollway (I-355) and Illinois Route 390 Tollway (IL 390), the Tollway routes with the most commuters making local trips. All but one of the plazas along these routes (US Route 6 Ramp Plaza) have I-PASS usage rates higher than 93 percent. The highest I-PASS usage rate at a mainline plaza in 2019 was 95.8 percent at Mittel Drive (Plaza 322) on the IL 390 Tollway. Ramp plazas with the highest I-PASS usage

rates were 127th Street (Plaza 93), IL 7/159th Street (Plaza 97) and Maple Avenue (Plaza 83) on the Veterans Memorial Tollway; Ketter Drive (Plaza 325) on the IL 390 Tollway; and Illinois Route 47 (Plaza 6) on the Jane Addams Memorial Tollway. I-PASS usage rates at these plazas were 96 percent or higher.

Figure 3-6 | I-PASS Usage Rates, Ramp Toll Plazas (2019)⁸



The lowest I-PASS usage rates are located at the rural fringes of the Tollway system, where commuter trips are less frequent. These toll plazas and their I-PASS usage rates are shown in Figure 3-7. The only plazas where I-PASS usage rates are 80 percent or lower can be found at the western and southernmost plazas on the Tollway system. On the Jane Addams, the westernmost mainline plaza, South Beloit (Plaza 1), had an I-PASS usage rate of 78.1 percent. On the Tri-State Tollway, the three southernmost plazas, which all lie along I-80, had I-PASS rates of 77.7 percent, 79.0 percent, and 79.6 percent. They are Halsted Street (Plaza 47), I-80 West (Plaza 43), and I-80 East (Plaza 45). Halsted Street has the lowest cash tolls on the system (among the plazas that accept cash),⁹ so local commuters may not experience enough savings to justify investing in I-PASS at this location. The I-80 plazas may be the only toll plazas encountered by interstate drivers who are traveling on I-80 through the region. These drivers may be less likely to invest in I-PASS, if they are using the system infrequently and reside out of state, especially in nearby Indiana.

Figure 3-7 | Toll Plazas with I-PASS Rate of 80 Percent or Lower (2019)¹⁰

Plaza #	Plaza Name	Route	I-PASS Rate
47	Halsted St – Ramp	I-80/I-294	77.7%
1	South Beloit – Mainline	I-90/39	78.1%
43	I-80 West – Attended	I-80/I-294	79.0%
45	I-80 East – Attended	I-80/I-294	79.6%

Although systemwide I-PASS usage increased from 90.6 percent in 2018 to 90.7 percent in 2019, changes varied at the plaza level. The largest increase in I-PASS usage from 2018 to 2019 was observed at South Beloit (Plaza 1) on the Jane Addams Memorial with an increase of 1.3 percent. The largest declines in I-PASS usage rates were observed at Annie Glidden Road (Plaza 67) on the Reagan Memorial Tollway (-2.2 percent) and at Balmoral Avenue (Plaza 30) on the Tri-State Tollway (-1.7 percent).

Active Transponders

Figure 3-8 shows the annual growth of active I-PASS transponders as well as the annual I-PASS usage rate from 2005 to 2019. The Tollway issued its one millionth I-PASS transponder in fall 2003. By the end of February 2005, two million transponders had been shipped.

Through 2011, the I-PASS usage rate had mostly leveled off, while the total number of active I-PASS transponders kept increasing. The number of active transponders jumped in 2012 as toll rates for passenger cars changed on January 1, 2012. This considerable increase in transponder sales correlated with the growth in I-PASS usage for the same period. From 2013 to 2015, sales of new transponders slowed along with the growth in I-PASS usage. Then, between 2015 and 2017, I-PASS usage and the sale of transponders showed a substantial increase. This is largely due to the opening of the new, cashless Illinois Route 390 Tollway.

With the announcement of the new excessive VToll surcharge policy in late 2017, transponder sales increased again in 2018, when more than 930,000 transponders were sold. Approximately 830,000 transponders were sold in 2019.

Figure 3-8 | Active I-PASS Transponders vs. I-PASS Usage Rates (2005-2019)¹¹

Year	Number of Transponders	Annual Growth Rate	Year	I-PASS Annual Usage Rate	Usage Rate Growth
2005	1,849,533		2005	74.7%	
2006	2,452,663	32.6%	2006	78.4%	3.7%
2007	2,822,853	15.1%	2007	79.7%	1.3%
2008	3,245,184	15.0%	2008	81.0%	1.3%
2009	3,566,173	9.9%	2009	81.7%	0.7%
2010	3,834,347	7.5%	2010	82.6%	0.9%
2011	4,096,187	6.8%	2011	83.9%	1.2%
2012	4,542,274	10.9%	2012	86.3%	2.4%
2013	4,870,340	7.2%	2013	86.5%	0.2%
2014	5,172,522	6.2%	2014	86.6%	0.1%
2015	5,521,305	6.7%	2015	86.6%	0.0%
2016	5,951,828	7.8%	2016	87.0%	0.5%
2017	6,644,449	11.6%	2017	87.8%	0.8%
2018	7,578,275	14.1%	2018	90.6%	2.8%
2019	8,407,266	10.9%	2019	90.7%	0.1%

E-ZPass Group

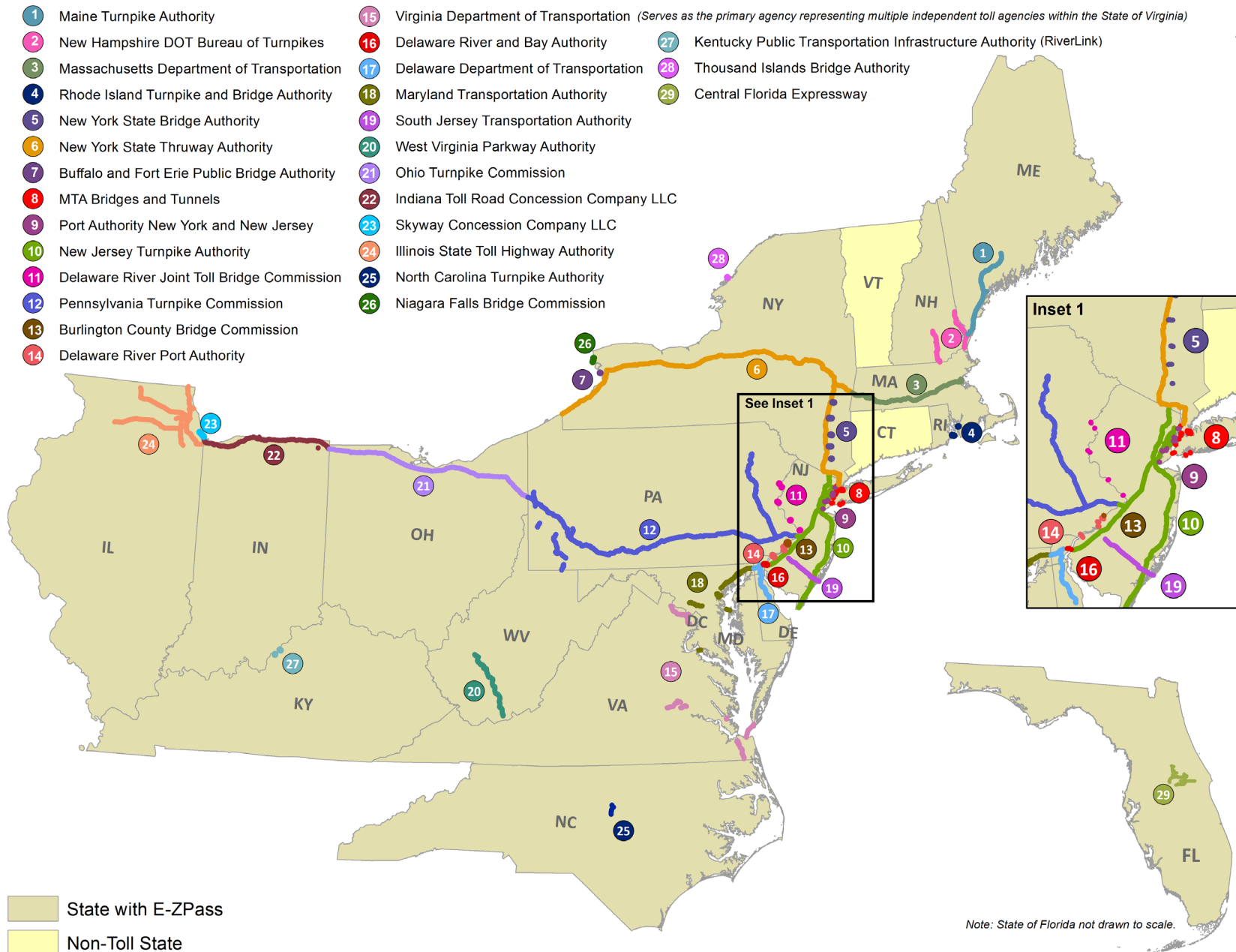
In May 2010, the E-ZPass Interagency Group (IAG) was renamed the E-ZPass Group (E-ZPass). ETC system usage now spans 17 states and more than 30 member agencies.¹² Figure 3-9 shows the location of toll facilities with E-ZPass membership.¹³

All E-ZPass member agencies use the same transponder-based technology for ETC. This allows drivers from other E-ZPass agencies to pay tolls electronically on the Tollway. It also allows I-PASS users to pay tolls on E-ZPass-member facilities with their I-PASS transponders. E-ZPass interoperability allows drivers to travel from the east coast to the Midwest, while paying tolls in a seamless, streamlined way. The E-ZPass network originally started in New York, New Jersey, and Pennsylvania in 1990.¹⁴ Since that time, it has expanded to include other independent systems that use the same transponder-based technology. The Illinois Tollway joined E-ZPass on September 26, 2005. As noted, E-ZPass facilities are currently located in 17 states and include the nearby Chicago Skyway and Indiana Toll Road.

Kentucky became the 16th state with an E-ZPass member agency in November 2015 when the Kentucky Public Transportation Infrastructure Authority (KPTIA) was accepted for membership.¹⁵ Tolling on the agency's first toll facility, the Ohio River Bridges Project, began in December 2016.¹⁶

In September 2018, Florida became the latest state to join the E-ZPass network when Central Florida Expressway Authority (CFX) announced acceptance into the agency.¹⁷ CFX operates a 118-mile toll system in the Orlando-Orange County area, and began accepting electronic tolls as early as 1994.¹⁸

Figure 3-9 | E-ZPass Group Facilities by Agency (2019)



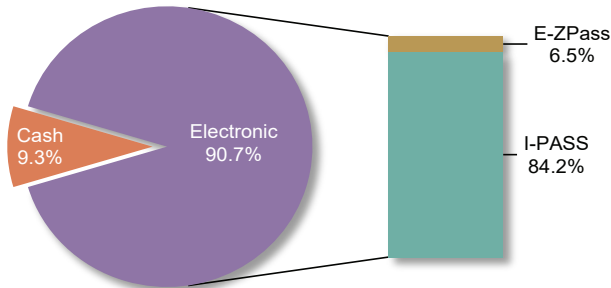
E-ZPASS ON THE TOLLWAY

E-ZPass transactions on Illinois Tollway roads have increased over time. In 2005, the first year that E-ZPass was accepted on the system, E-ZPass transactions were 3.5 million.¹⁹ That number has grown to 66.5 million in 2019.²⁰ As explained in prior sections, the ETC rate at the Illinois Tollway is called the I-PASS usage rate. This rate includes both I-PASS and E-ZPass transactions. E-ZPass revenues on the Tollway system have steadily increased over time, from \$11.9 million in 2005²¹ to \$286.1 million in 2019.²²

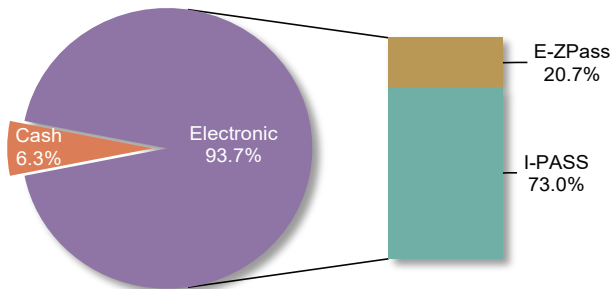
Figure 3-10 illustrates the breakdown of I-PASS/E-ZPass transactions and revenues relative to total Tollway transactions and revenues. In 2019, E-ZPass transactions accounted for approximately 6.5 percent of total transactions and 20.7 percent of total revenue.²³ Revenues are higher than transactions because a high proportion of E-ZPass payers drive commercial vehicles, which pay higher toll rates.

Figure 3-10 | I-PASS and E-ZPass Transactions and Revenues on Tollway Roadways (2019)²⁴

2019 Transactions



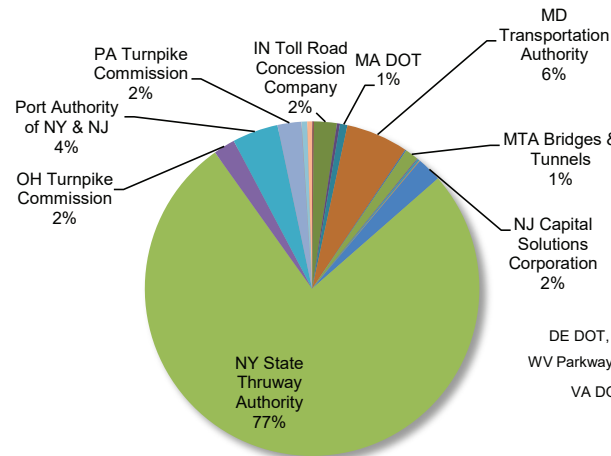
2019 Revenue



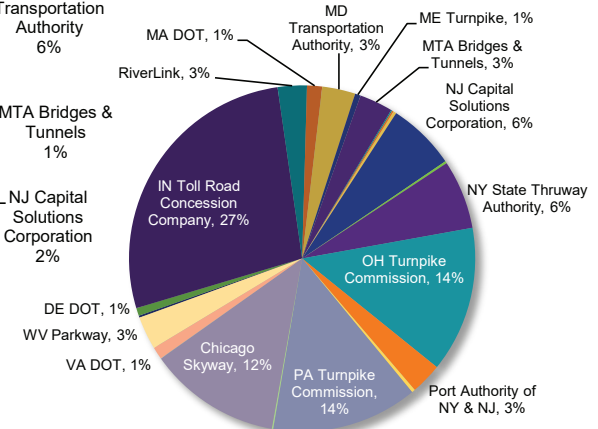
The majority of E-ZPass users on the Illinois Tollway have an account through the New York State Thruway Authority (NYSTA). As shown in Figure 3-11, NYSTA accounted for 76.6 percent of 2019 E-ZPass revenues. This high percentage is due in part to the large size of NYSTA, with highways that traverse the entire state of New York. The agency also provides a series of discounts for its E-ZPass account holders. These include volume discounts for commercial drivers, which have encouraged both in-state and out-of-state commercial drivers to set up E-ZPass accounts through NYSTA.

Figure 3-11 | Tollway Revenues from E-ZPass Transponders vs. E-ZPass Agencies' Revenues from I-PASS Transponders (2019)²⁵

Tollway Revenue from E-ZPass Users \$286.1 Million



E-ZPass Agency Revenue from I-PASS Users \$360.0 Million



I-PASS USAGE ON E-ZPASS SYSTEMS

In 2019, E-ZPass agencies collected \$360.0 million from I-PASS users. The right pie chart of Figure 3-11 shows a breakdown by agency. Not surprisingly, E-ZPass agencies nearest to the Tollway received the highest I-PASS revenues. These agencies included the Chicago Skyway, Indiana Toll Road, Pennsylvania Turnpike, and Ohio Turnpike. Along with the New Jersey Turnpike, these agencies comprise a direct connection between Illinois and the east coast.

Other Agencies

Figure 3-12 lists the major tolling agencies by ETC usage rates and annual toll revenue totals. In 2009, the Tollway had the second highest ETC rate in the nation. In 2010, the Tollway ETC rate became the highest in the nation, as the NHTA rates declined slightly. The Tollway's lead increased further between 2010 and 2016, particularly due to the Tollway's 2012 passenger car toll rate increase. In 2017, the Metropolitan Transportation Authority's (NY) ETC rate surpassed the Tollway and it remained there in 2018 and 2019, making it the highest in the nation. The Tollway's high ETC usage can be attributed to its toll rate structure, prominent marketing campaign, ORT, and long-term investments in ETC technologies.

Figure 3-12 | Major U.S. Toll Agencies by Revenue, Sorted by ETC Usage Rates (2019)²⁶

ETC Usage Rank	ETC Usage Rates	Toll Agency Name	Name of ETC System	Revenue Rank	Revenue (thousands)
1	95.1%	Metropolitan Transportation Authority (NY)	E-ZPass	1	\$2,071,411
2	90.7%	Illinois Tollway	I-PASS	4	\$1,380,751
3	87.8%	Port Authority of New York and New Jersey	E-ZPass	2	\$1,876,911
4	86.9%	New Jersey Turnpike Authority	E-ZPass	3	\$1,612,268
5	86.0%	Massachusetts Department of Transportation	E-ZPass	12	\$387,056
6	85.7%	Indiana Toll Road Concession Company	E-ZPass	15	\$297,872
7	83.5%	Florida Turnpike	SunPass	6	\$1,052,357
8	83.0%	North Texas Tollway Authority System	TollTag	7	\$899,647
9	82.5%	Pennsylvania Turnpike Commission	E-ZPass	5	\$1,315,498
10	82.0%	Maryland Transportation Authority	E-ZPass	11	\$674,568
11	78.9%	Oklahoma Turnpike Authority	PIKEPASS	13	\$327,429
12	78.7%	New York State Thruway Authority	E-ZPass	9	\$774,979
13	74.6%	Harris County Toll Road Authority (Houston)	E-Z Tag	8	\$828,454
14	72.0%	Bay Area Toll Authority	FasTrak	10	\$724,914
15	64.6%	Ohio Turnpike Commission	E-ZPass	14	\$307,608

Cashless Tolling

Over that last decade, many U.S. tolling agencies have converted all or part of their toll facilities to cashless tolling, also known as all-electronic tolling. In addition, a number of new toll facilities have opened with cashless tolling. By keeping traffic moving through ORT, cashless tolling reduces traffic congestion, improves roadway safety, reduces vehicle emissions, and eliminates the initial capital cost to construct cash toll lanes. The move from ETC/cash systems to cashless systems is a major paradigm shift in the industry.

Figure 3-13 shows selected major toll agencies that have implemented cashless tolling on all or parts of their tolling systems. These agencies have applied various strategies for transitioning users to cashless tolling. Most use license plate video images to invoice users who do not have ETC. Another common policy is a toll rate structure that offers lower toll rates for ETC users to encourage adoption of their ETC technology. Agencies also charge a series of invoices and late fees to offset the administrative costs of operating a cashless system.

More recently, several of the larger, legacy toll agencies have taken significant steps towards full or partial conversions to cashless tolling. The Massachusetts Department of Transportation (MassDOT) converted the Massachusetts Turnpike, Sumner Tunnel, and Ted Williams Tunnel to cashless tolling in late

2016. The MassDOT Tobin Memorial bridge had already been converted to cashless tolling in 2014. The Metropolitan Transportation Authority of New York City converted eight bridges and tunnels to cashless tolling in 2017. The agency’s only other toll bridge, the Henry Hudson Bridge, had converted to cashless tolling in 2012. The Port Authority of New York and New Jersey converted the Bayonne Bridge to cashless tolling in February 2017, as part of construction of a new bridge. The Thruway also opened the new Mario Cuomo bridge (formerly Tappan Zee Bridge) with cashless tolling in 2016. Two additional Port Authority bridges, the Goethals Bridge and the Outerbridge Crossing, were both converted to cashless tolling in 2019.

Several other agencies are currently planning the conversion to cashless tolling. The Pennsylvania Turnpike Commission (PTC) is planning to convert their entire system by 2022. As of 2017, PTC had opened five new interchanges with cashless tolling and converted the Delaware River Bridge plaza and the Beaver Valley Expressway to cashless tolling. In spring 2018, PTC’s Findlay Connector and Northeast Extension barrier plazas converted to cashless tolling.

As noted on page 21, the Illinois Tollway opened its first cashless toll plaza in 2009 and added 17 more by the end of 2019.

Figure 3-13 | Major U.S. Toll Agencies – All Electronic Toll Collection Profiles²⁷

System/Owner	Facility/Location	ETC System	Alternative Payment Method	ETC Price Per Mile	Alternative Price Per Mile*
Kentucky-Indiana Joint Board	Ohio River Bridges (Louisville, Ky.)	Riverlink Transponder	Riverlink Unregistered Plate	\$2.10	\$4.20
Massachusetts Department of Transportation	Massachusetts Turnpike, Boston-area Bridges/Tunnels	E-ZPass	Pay By Plate	\$0.04/mile (Turnpike Mainline)	\$0.09/mile (Turnpike Mainline)
Port Authority of New York and New Jersey	Bayonne Bridge (New York City)	E-ZPass	Tolls by Mail	\$6.25	\$7.50
Metropolitan Transportation Authority	Nine Bridges/ Tunnels (New York City)	E-ZPass	Tolls by Mail	Varies	Tolls by Mail is 77% higher than ETC toll, on average
North Texas Tollway Authority	Five Roads and three Bridges/Tunnels (Dallas, Texas)	TollTag	ZipCash	\$0.19/mile (Toll Roads)	\$0.29/mile (Toll Roads)
Washington State Department of Transportation	SR-520 Floating Bridge, SR 99 Tunnel (Seattle, Wash.)	Good To Go!	Pay By Mail	Varies	Tolls by Mail is 68% higher than ETC toll, on average
Transportation Corridor Agencies	Foothill, Eastern, San Joaquin Toll Roads (Orange County, Calif.)	FasTrack	One-Time Toll	\$0.51/mile	\$0.51/mile
E-470 Public Highway Authority	E-470 (Denver, Colo.)	ExpressToll	LicensePlateToll	\$0.31/mile	\$0.48/mile
Florida Turnpike Enterprise	Homestead Extension, Veterans Expressway, I-4 Connector, Wekiva Parkway, First Coast Expressway	SunPass	Toll-by-Plate	\$0.13/mile	\$0.17/mile
Miami-Dade Expressway Authority	SR 112, SR 836, SR 874, SR 924, SR 878 (Miami, Fla.)	SunPass	Toll-by-Plate	\$0.16/mile	\$0.32/mile
Tampa-Hillsborough County Expressway Authority	Lee Roy Selmon Crosstown Expressway (Tampa, Fla.)	SunPass	Toll-by-Plate	\$0.20/mile	\$0.24/mile
Illinois State Toll Highway Authority	IL 390 (Chicago, Ill.)	I-PASS	Pay Online	\$0.19/mile	\$0.39/mile
New York State Thruway Authority	Cuomo Bridge (formerly Tappan Zee) Plaza on Thruway Mainline	E-ZPass	Tolls by Mail	\$2.38	\$2.50
Pennsylvania Turnpike Commission	Delaware River Bridge Plaza on Turnpike Mainline and Beaver Valley Expressway, Amos K. Hutchinson Bypass (Turnpike 66) and Southern Beltway (I-576)	E-ZPass	Toll by Plate	"\$2.65 (Delaware River Bridge) \$0.17/Mile (Beaver Valley, Amos K Hutchinson Bypass, Southern Beltway)"	"\$3.60 (Delaware River Bridge) \$0.28/Mile (Beaver Valley, Amos K Hutchinson Bypass, Southern Beltway)"
Harris County Toll Road Authority	NE Extension and Ship Channel Bridge Plazas on Sam Houston Toll Road, Hardy, Westpark and Tomball Toll Roads (Houston, Texas)	EZ TAG	None	\$0.19/mile	N/A
Texas Department of Transportation	Four Roads (Austin, Texas) and Grand Parkway (Houston, Texas)	TxTag	Pay By Mail (Austin Roads), None (Grand Parkway)	\$0.19/mile (Austin Roads, Grand Parkway)	\$0.22/mile (Austin Roads)

*Toll rates are for passenger cars paying the most common ETC and Alternative rates. Rates are per direction on bridges/tunnels and for full length trips on roads. Rates are for peak periods, if applicable

Chapter 3 Summary

The Tollway's ETC system has grown over time and currently has one of the highest ETC usage rates in the country. It started as a small pilot program in 1993, but now accounts for a majority of toll payments. In 2019, 90.7 percent of transactions were paid electronically.

I-PASS usage rates reflect the travel patterns of the system's core users: commuters and interstate truckers. I-PASS rates are higher in the fall, winter, and spring than in the summer months when there is more recreational travel by infrequent users. I-PASS rates are highest where commuter traffic is highest, in the more centrally located urban areas and during peak commute hours. In 2019, the I-PASS rate was slightly higher for commercial vehicles (90.8 percent) than for passenger cars (90.7 percent).

Since 2005, the Tollway has been part of the E-ZPass Group. E-ZPass interoperability allows drivers to travel from the east coast to the Midwest, while paying tolls in a seamless, streamlined way. Over time, E-ZPass revenues have increased significantly. In 2019, the Tollway collected \$286.1 million in revenues from other E-ZPass agencies.

ETC has improved Tollway operations. It has materially reduced lane changes and eliminated stopped traffic around toll plazas. This has greatly reduced congestion and improved safety.



Endnotes

Executive Summary

1. *2019 Annual Traffic Data Report*. Illinois State Toll Highway Authority.
2. This statement is based on survey results reflected in Figure 3-12.
3. *ISTHA-IG Settlement Breakdown Report, 01/01/2019 to 12/31/2019*.

Chapter 1

1. United States Census Bureau, County Population Totals: 2010-2019, Accessed 11/24/2020, <<https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html>>. The 2019 estimated population for the State of Illinois is 12,671,821 and for the Tollway 12-county service area is 8,881,536.
2. In 2003, 2006, and 2011, the Tollway received grants from the U.S. Department of Transportation, Federal Highway Administration to study congestion pricing.
3. Census 2010, State of Illinois, ESRI Data.
4. Census 2010, State of Illinois, ESRI Data.
5. Orr, Ginger, "Illinois Tollway Through the Years." The Chicago Tribune. Accessed 11/4/2015, <http://articles.chicagotribune.com/1996-05-07/news/9701150615_1_16-mile-section-east-west-extension-toll-road>6.
6. The Tri-State Tollway length includes the 4.4-mile Edens Spur. The Reagan Memorial length includes the 1.5-mile East-West Connector Road.
7. Pursuant to a resolution of the Illinois General Assembly, the Illinois Tollway Board of Directors approved a resolution changing the name of the Northwest Tollway to the Jane Addams Memorial Tollway on 09/12/2007.
8. Projected population provided by Woods & Poole Economics, Inc (W&P), "2020 Complete Economic and Demographic Data Source (CEDDS)".
9. 2010 and 2019 population data from "County Population Totals and Components of Change: 2010-2019," US Census Bureau, Accessed 10/9/2020, <https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html?#>.
10. Employment statistics provided by Woods & Poole Economics, Inc. (W&P), 2020 Complete Economic and Demographic Data Source (CEDDS). Prior years may be restated.
11. Projected population provided by Woods & Poole Economics, Inc (W&P), "2020 Complete Economic and Demographic Data Source (CEDDS)".
12. 2010 and 2019 population data from "County Population Totals and Components of Change: 2010-2019," US Census Bureau, Accessed 10/9/2020, <https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html?#>.
13. Employment statistics provided by Woods & Poole Economics, Inc. (W&P), 2020 Complete Economic and Demographic Data Source (CEDDS). Prior years may be restated.
14. Projected population provided by Woods & Poole Economics, Inc (W&P), "2020 Complete Economic and Demographic Data Source (CEDDS)".
15. 2010 and 2019 population data from "County Population Totals and Components of Change: 2010-2019," US Census Bureau, Accessed 10/9/2020, <https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html?#>.
16. Employment statistics provided by Woods & Poole Economics, Inc. (W&P), 2020 Complete Economic and Demographic Data Source (CEDDS). Prior years may be restated.
17. Pursuant to a resolution of the Illinois General Assembly, the Illinois Tollway Board of Directors approved changing the name of the North-South Tollway to the Veterans Memorial Tollway on 10/26/2007.

18. Will County Center for Economic Development. Accessed 11/19/2018 <http://www.willcountyced.com/why-will-county.html>>.
19. Projected population provided by Woods & Poole Economics, Inc (W&P), "2020 Complete Economic and Demographic Data Source (CEDDS)".
20. 2010 and 2019 population data from "County Population Totals and Components of Change: 2010-2019," US Census Bureau, Accessed 10/9/2020, <<https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html?#>>.
21. Employment statistics provided by Woods & Poole Economics, Inc. (W&P), 2020 Complete Economic and Demographic Data Source (CEDDS). Prior years may be restated.
22. Projected population provided by Woods & Poole Economics, Inc (W&P), "2020 Complete Economic and Demographic Data Source (CEDDS)".
23. 2010 and 2019 population data from "County Population Totals and Components of Change: 2010-2019," US Census Bureau, Accessed 10/9/2020, <<https://www.census.gov/data/datasets/time-series/demo/popest/2010s-counties-total.html?#>>.
24. Employment statistics provided by Woods & Poole Economics, Inc. (W&P), 2020 Complete Economic and Demographic Data Source (CEDDS). Prior years may be restated.
25. Traffic Activity by Class Report - Summary of Plaza by Type, Electronic Transaction Consultants.
26. Total count of cashless plaza is based on plaza number, not plaza location.
27. Plazas at Barrington Road (Plaza 10) and Roselle Road (Plaza 12) on I-90 are partially cashless. Only the cashless access portions of these plazas are listed in the Figure.
28. Grace Period Toll Summary Report, Accenture Tolling Systems and Illinois Tollway Business Systems. The 2008 total has been corrected from previous reports.
29. Ibid.
30. The 2015-2017 CV increases are 40 percent in 2015, an additional 7.14 percent in 2016 for a 2015-2016 total of 50 percent, and an additional 6.67 percent in 2017 for a 2015-2017 total of 60 percent.
31. In some prior annual toll revenue reports, toll rates per mile were provided based on traveling in one direction. This is an intuitive approach; however, since toll rates on the north and south directions of the Tri-State differ, it results in differing numbers depending upon the direction of travel. This report uses all the mainline toll plazas (including the Edens Spur) and includes both directions of travel.
32. The three plazas are mainline Plaza 320 (Lively Boulevard), mainline Plaza 322 (Mittel Drive), and ramp Plaza 325 (Ketter Drive).
33. Plazas 43 and 45, which are attended ramp plazas to and from I-80, were considered mainline plazas for this estimate because they collect tolls from all vehicles passing through the plazas on I-80/294.
34. New Monthly Revenue Report and Traffic Activity by Class Report, Electronic Transaction Consultants and Illinois Tollway Planning.

Chapter 2

1. *2019 Annual Traffic Data Report*. Illinois State Toll Highway Authority.
2. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
3. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
4. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
5. The average daily transaction per month is the total monthly transaction divided by the number of days per month. This measure helps control for months that have different numbers of days.
6. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
7. *Traffic Activity by Class Report*, Electronic Transaction Consultants.

8. Rural toll plazas are defined as: Plazas 1, 2, 4, 5, 6, and 7 on I-90; Plazas 65, 66, 67, and 69 on I-88; and Plaza 21 on I-94. The remaining toll plazas in the system are defined as urban.
9. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
10. Comprehensive Annual Financial Report for the Year Ended December 31, 2019, Illinois State Toll Highway Authority. Total revenues include fees for over-sized vehicles.
11. Ibid.
12. Toll rates were increased in 1963.
13. Toll rates were lowered in 1970.
14. Toll rates were increased in September 1983.
15. Toll rates were doubled for cash paying passenger cars in January 2005. Commercial vehicle tolls were raised as well. In addition, ten payment classes were simplified to four rate tiers.
16. The actual 2006 Toll Revenue number is \$567,499,808 as reported on page 58 of Comprehensive Annual Financial Report for the Year Ended December 31, 2010, which is also known as the 2010 CAFR. This report (i.e., the 2016 Annual Toll Revenue Report) rounds \$567,499,808 to \$567,500,000 unlike the CAFR, which rounds \$567,499,808 to \$567,499,000.
17. The actual 2009 Toll Revenue number is \$592,063,529 as reported on page 74 of Comprehensive Annual Financial Report for the Year Ended December 31, 2017, which is also known as the 2017 CAFR. This report (i.e., the 2017 Annual Toll Revenue Report) rounds \$592,063,529 to \$592,064,000 unlike the 2017 CAFR, which rounds \$592,063,529 to \$592,063,000.
18. 2010 Transaction used for this report total 817,082,498 based on data from the Traffic Activity by Class Report. This report rounds 817,082,498 to 817,082,000. This is inconsistent with the rounding in the Comprehensive Annual Financial Report for the Year Ended December 31, 2017, which rounds the 2010 annual transactions to 817,083,000 in some places.
19. Passenger car toll rates were increased 87.5 percent on January 1, 2012.
20. Commercial vehicle toll rates increased 40.0 percent on January 1, 2015.
21. Commercial vehicle toll rates increased 7.14 percent on January 1, 2016.
22. Commercial vehicle toll rates increased 6.67 percent on January 1, 2017
23. Comprehensive Annual Financial Report for the Year Ended December 31, 2019, Illinois State Toll Highway Authority.
24. Ibid.
25. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
26. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
27. Comprehensive Annual Financial Report for the Year Ended December 31, 2019; Comprehensive Annual Financial Report for the Year Ended December 31, 2014, Comprehensive Annual Financial Report for the Year Ended December 31, 2011; and Comprehensive Annual Financial Report for the Year Ended December 31, 2004, Illinois State Toll Highway Authority.
28. *Traffic Activity by Class Report*, Electronic Transaction Consultants. This map includes the mainline and attended plazas.
29. *Traffic Activity by Class Report*, Electronic Transaction Consultants. Monthly Financial Reports, North Texas Tollway Authority, Accessed 10/5/2020, https://www.ntta.org/whatwedo/fin_invest_info/NTTASystem/Pages/NTTA_System.aspx; Monthly Financials, Vehicle Trips Statistics, New York State Thruway, Accessed 10/5/2020, <http://www.thruway.ny.gov/about/financial/monthly/index.html>; Traffic Statistics & Revenue, New Jersey Turnpike, Accessed 10/5/2020, <http://www.state.nj.us/turnpike/investor-relations.html>; Florida's Turnpike Traffic Engineer's Annual Report 2019, Accessed 10/5/2020, <http://www.floridasturnpike.com/about.html>.
30. Ibid.
31. Current-Dollar and 'Real' Gross Domestic Product, BEA National Economic Accounts, Bureau of Economic Accounts, U.S. Department of Commerce, Accessed 10/28/2020, <<https://www.bea.gov/data/gdp/gross-domestic-product>>. Quarterly estimates are seasonally adjusted.
32. Labor Force Data by County, Annual Averages, Bureau of Labor Statistics, Accessed 10/28/2020, <https://www.bls.gov/lau/laucnty19.xlsx>.
33. Ibid.
34. Weekly Report for Chicago IL, Regular Reformulated Retail Gasoline Prices, U.S. Retail Gasoline Historical Prices for Regular Gasoline, U.S. Department of Energy, Energy Information Administration ("EIA"), Accessed 10/28/2020, <http://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMM_EPMO_PTE_YORD_DPG&f=M>.
35. Comprehensive Annual Financial Report for the Year Ended December 31, 2019, Illinois State Toll Highway Authority. *Traffic Activity by Class Report*. Electronic Transaction Consultants (ETC)

36. *Traffic Activity by Class Report*, Electronic Transaction Consultants.
37. Comprehensive Annual Financial Report for the Year Ended December 31, 2019, Illinois State Toll Highway Authority.
38. Comprehensive Annual Financial Report for the Year Ended December 31, 2019, Illinois State Toll Highway Authority.
39. Ibid.
40. Ibid.
41. Ibid.
42. Ibid.

Chapter 3

1. For a more detailed description, see 2011 Annual Toll Revenue Report.
2. See Figure 3-12.
3. 2006-2019 I-PASS transaction data is in part or full from the *Traffic Activity by Class Report* created by Electronic Transaction Consultants. I-PASS rates include E-ZPass transactions and are adjusted for I-PASS non-reads prior to 2018. Starting in 2018, due to the excessive VToll surcharge policy, I-PASS rates are no longer adjusted for I-PASS non-reads and instead use actual VToll and TToll transactions from Accenture Tolling Systems' *VToll-TToll Summary Report*.
4. Pyke, Marni. "Driving without a Transponder Cost I-PASS Users \$11.1 Million in Fees Last Year." Daily Herald, 08/12/2019. <https://www.dailyherald.com/news/20190812/driving-without-a-transponder-cost-i-pass-users-111-million-in-fees-last-year>
5. *Traffic Activity by Class Report*, Electronic Transaction Consultants and *VToll-TToll Summary Report*, Accenture Tolling Systems.
6. Ibid.
7. Ibid.
8. Ibid.
9. The passenger car toll rate for cash transactions at Plaza 47 (Halsted Street) is \$0.60.
10. *Traffic Activity by Class Report*, Electronic Transaction Consultants and *VToll-TToll Summary Report*, Accenture Tolling Systems.
11. Transponder sales from Illinois Tollway Business Systems. I-PASS data is from *Traffic Activity by Class Report*, Electronic Transaction Consultants and *VToll-TToll Summary Report*, Accenture Tolling Systems.
12. "Home," E-ZPass Group, Accessed 11/17/2020, <<http://www.e-zpassag.com/>>.
13. The map only shows 29 listed agencies, because several agencies are included under the Virginia Department of Transportation.
14. "About Us," E-ZPass Group, Accessed 11/17/2020, <<http://e-zpassag.com/about-us/overview>>.
15. "Official: Kentucky admitted to E-ZPass board," WDRB News. Accessed 11/4/2016, <<http://www.wdrb.com/story/30502156/official-kentucky-admitted-to-e-zpass-board>>.
16. "The Ohio River Bridges," Accessed 8/16/2017, <<http://kyinbridges.com/>>.
17. "E-ZPASS Now Accepted on CFX Toll Roads." Press Release. Accessed 11/21/2018 <https://www.e-zpassag.com/images/frontpage/feature/08_31_18_EZPass_Accepted_on_CFX_Roads_joint_Press_Release.pdf>
18. "About CFX." Central Florida Expressway Authority, Accessed 11/21/2018 <<https://www.cfxway.com/agency-information/agency-overview/about-cfx/>>
19. ISTHA-IAG Settlement Breakdown Report, Settlement Period 09/01/2005 to 12/31/2005.
20. ISTHA-IAG Settlement Breakdown Report, Settlement Period 01/01/2019 to 12/31/2019.
21. ISTHA-IAG Settlement Breakdown Report, Settlement Period 09/01/2005 to 12/31/2005.
22. ISTHA-IAG Settlement Breakdown Report, Settlement Period 01/01/2019 to 12/31/2019. E-ZPass Revenues collected by the Tollway totaled \$286,104,953 in 2019. I-PASS revenues collected by the E ZPass agencies totaled \$359,995,333 in 2019.
23. ISTHA-IAG Settlement Breakdown Report, Settlement Period 01/01/2019 to 12/31/2019.
24. ISTHA-IAG Settlement Breakdown Report, Settlement Period 01/01/2019 to 12/31/2019. E-ZPass Revenues collected by the Tollway totaled \$286,104,953 in 2019. I-PASS revenues collected by the E ZPass agencies totaled \$359,995,333 in 2019.
25. Ibid.

26. MTA ETC usage rate and revenue are from "Consolidated Financial Statements as of and for the Years Ended December 31, 2019, and 2018 Required Supplementary Information, Supplementary Information, and Independent Auditor's Report," Metropolitan Transportation Authority, p.15, Downloaded 11/10/2020, <<https://new.mta.info/document/17661>>.
- ISTHA ETC usage rate provided by Electronic Transaction Consultants, *Traffic Activity by Class Report and Accenture Tolling Systems' VToll-TToll Summary Report*. Revenue is from "Comprehensive Annual Financial Report for the Year Ended December 31, 2019. The Illinois State Toll Highway Authority, pp. 7, downloaded on 11/10/2020, <<https://www.illinoistollway.com/documents/20184/239486/2019+Comprehensive+Annual+Financial+Report+%28pdf%29/b5abf616-918f-c4f0-e75a-9f2474ed7b57?version=1.0>>.
- Port Authority of NY and NJ ETC usage rate is from "2019 Monthly Traffic and Percent of E-ZPass Usage," The Port Authority of NY & NJ, Downloaded 11/10/20, <<http://www.panynj.gov/bridges-tunnels/pdf/traffic-e-zpass-usage-2019.pdf>>. Revenue is from "Financial Statements and Appended Notes for the Year ended December 31, 2019," The Port Authority of NY & NJ, p.13, Downloaded 11/10/2020, <<https://corpinfo.panynj.gov/pages/financial-statements/>>.
- MassDOT ETC usage rate is from "MassDOT's Highway Division Performance Scoreboard, Fiscal year 2019," Massachusetts Department of Transportation, Downloaded 11/10/2020, <<https://www.mass.gov/doc/2019-annual-performance-report/download>>. Revenue is from "Basic Financial Statements, Required Supplementary Information and Other Supplementary Information, June 30, 2019," Massachusetts Department of Transportation, p. 15, Downloaded 11/10/2020, <<https://www.mass.gov/doc/fiscal-2019-massdot-0/download>>.
- NJTA ETC usage rate and revenue are from "Comprehensive Annual Financial Report for the Years Ended December 31, 2019 and 2018," New Jersey Turnpike Authority, pp.21-22, Downloaded 11/10/2020, <<https://www.njta.com/media/5445/2019-cafr-final.pdf>>.
- ITRCC ETC usage rate and revenue data are from "ISTHA-IAG Settlement Breakdown Report, Settlement Period 01/01/2019 to 12/31/2019." ETC usage rate is based on revenue.
- Florida Turnpike ETC usage rate and revenue are from "Comprehensive Annual Financial Report, Fiscal Years Ended June 30, 2019 and 2018," Florida Turnpike System, p.4 of 'Statistical Section' of document (p.36 overall), Downloaded 11/10/2020, <https://floridasturnpike.com/wp-content/uploads/2020/02/CAFR_2019.pdf>.
- NTTA ETC usage rate and revenue are from "Comprehensive Annual Financial Report Fiscal Year Ended December 31, 2019, North Texas Tollway Authority, pp. S12 and S8, Downloaded 11/10/2020, <https://www.ntta.org/what-wedo/fin_invest_info/NTTAsystem/Documents/2019-CAFR_Digital.pdf>.
- MDTA ETC usage rate and revenue are from "Comprehensive Annual Financial Report for the Fiscal Year Ended June 30, 2019," Maryland Transportation Authority, pp. 114, 115, Downloaded 11/10/2020, <https://mdta.maryland.gov/About/Finances/Financial_Statements_and_Annual_Reports.html>.
- PA Turnpike ETC usage rate and revenue are from "Comprehensive Annual Financial Report, Fiscal Years Ended May 31, 2019 and 2018," Pennsylvania Turnpike Commission, pp. 43, 36, Downloaded 11/10/2020, <https://www.paturmpike.com/pdfs/business/2019_Annual_Report.pdf>.
- NYSTA ETC usage rate is from "Vehicle Trips, Miles and E-ZPass Statistics, December 2019," New York State Thruway Authority, p.2, Downloaded 11/10/2020, <<http://www.thruway.ny.gov/about/financial/monthly/2019/vtm/dec2019vtm.pdf>>. Revenue is from "Audited Financial Statements, December 31, 2019 and 2018," New York State Thruway Authority, p. 15, Downloaded 11/10/2020, <<http://www.thruway.ny.gov/about/financial/statements/2019-audited-financial-statements.pdf>>.
- Oklahoma Turnpike ETC usage rate and revenue are from "Comprehensive Annual Financial Report for the Years Ended December 31, 2019 and 2018," Oklahoma Turnpike Authority, pp.73, 76, Downloaded 11/10/2020, <<https://www.pikepass.com/about/CAFR.aspx>>.
- HCTRA ETC usage rates for calendar year 2019 were calculated by CDM Smith, HCTRA's traffic engineering consultant. Revenue is from "Basic Financial Statements for the Fiscal Year Ended February 28, 2019" Harris County Toll Road Authority Enterprise Fund, p. 10, Downloaded 11/10/2020, <<https://www.hctra.org/reports>>.
- BATA ETC usage rate and revenue are from "Comprehensive Annual Financial Report For the Fiscal Years Ended June 30, 2019 and June 30, 2018," Metropolitan Transportation Commission, pp. 19, 18, Downloaded 11/11/2020, <https://mtc.ca.gov/sites/default/files/MTC_Comprehensive_Annual_Financial_Report_FY2019.pdf>.
- Ohio Turnpike ETC usage rate and revenue are from "Comprehensive Annual Financial Report For the Years Ended December 31, 2019 and 2018," Ohio Turnpike and Infrastructure Commission, pp. 54, 56. Downloaded 11/11/2020, <<https://www.ohioturnpike.org/about-us/annual-reports>>.
27. Data and information from internal CDM Smith database created with publicly available data.



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