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CHICAGOLAND TRANSPORTATION NEEDS FOR THE 2016 OLYMPICS

(110–85)

FIELD HEARING

BEFORE THE

SUBCOMMITTEE ON
HIGHWAYS AND TRANSIT

OF THE

COMMITTEE ON
TRANSPORTATION AND
INFRASTRUCTURE
HOUSE OF REPRESENTATIVES

ONE HUNDRED TENTH CONGRESS

FIRST SESSION

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October 25, 2007

SUMMARY OF SUBJECT MATTER

TO: Members of the Subcommittee on Highways and Transit

FROM: Subcommittee on Highways and Transit Staff

SUBJECT: Field Hearing on "Chicagoland Transportation Needs for the 2016 Olympics"

PURPOSE OF HEARING

The Subcommittee on Highways and Transit is scheduled to hold a field hearing on Monday, October 29, 2007 at 10:00 a.m. in room 2525 of the Dirksen Federal Building in Chicago, IL to receive testimony on the transportation needs of Chicagoland as it bids to host the 2016 Olympics. The Subcommittee will hear from the President and CEO of Chicago 2016 Committee, the Illinois Secretary of Transportation, the City of Chicago, Dupage County, The Chicago Transit Authority, Chicago Metra, the Illinois Road and Transportation Builders Association, the Transportation for Illinois Coalition, and the American Council of Engineering Companies.

BACKGROUND

On April 14, 2007, the United States Olympic Committee ("USOC") selected Chicago as the U.S. Bid City for the 2016 Games. Chicago is now competing against Rio de Janeiro (Brazil), Baku (Azerbaijan), Doha (Qatar), Tokyo (Japan), Madrid (Spain), and Prague (Czech Republic). The International Olympic Committee ("IOC") is expected to make their final decision on October 2, 2009, and a strong transportation plan is integral to selection. Chicago's transportation system and facilities will be thoroughly reviewed by the IOC as it chooses the winning bid.

Transportation Challenges in Hosting the Olympic Games

Transportation issues with staging the Olympic Games are related to a dramatic short-term surge in transportation demand that has the potential to make it difficult to manage the games themselves and difficult to manage the normal functioning of the host city. In 1996, Atlanta, the last

U.S. city to host the summer Olympic Games, had an estimated 2 million spectators over 17 days. This was in addition to the 200,000 competitors, team officials, media, organizing committee staff, as well as 100,000 Atlantans working in the immediate vicinity of the sporting venues.

To accommodate the transportation needs of the games, a number of transportation infrastructure improvements were undertaken. The existing rail transit system was improved and expanded with three new stations, 7 miles of new track, and other system capacity enhancements. During the games, rail service was provided around the clock and rail cars were reconfigured to increase their passenger capacity. The existing bus system was similarly enhanced and a supplemental bus system was provided with 1,400 buses borrowed from transit agencies around the country. Over the 17 days of the Games, ridership was estimated to be 1 million trips a day (14.4 million trips on the existing transit system and 3.8 million trips on the supplemental system), about double the normal 500,000 average weekday trips. Pedestrian enhancements were also made near the sporting facilities.

Another element of the transportation plan was to reduce traffic volumes by encouraging area residents to reduce their driving by carpooling, working at home, shifting work hours, working a compressed work week, etc. As a result, traffic volumes in central Atlanta decreased by about 25 percent during the event.

According to a 2001 study conducted by the Government Accountability Office, the total direct cost for planning and staging the 1996 Summer Olympic Games in Atlanta and the Paralympic Games that followed was $2.4 billion (in 2001 dollars). Of that amount, the federal government provided $193 million, local government $234 million, and the Atlanta Olympic Committees $2 billion (Atlanta Committee for the Olympic Games and the Atlanta Paralympic Games). Of the $193 million provided by the federal government about $21 million (11%) was spent on transportation, significantly less that the $101 million (52%) spent on safety and security.

Chicagoland's Transportation Infrastructure

With a population of about 8 million people, the Chicago region is the third most populous in the United States after New York and Los Angeles. Commensurate with its size, the Chicago region has a very large, diverse, and mature transportation system. The Chicago urbanized area has 25,000 miles of roads (including 485 miles of freeways), a public transit network that includes buses, heavy rail, and commuter rail systems, and two major airports.

More than 600 million transit trips are provided annually in the Chicago region, the third largest number in the United States. Chicago ranks second in terms of transit passenger miles, over 10 percent of weekly commuter choose transit over any other mode.

The largest provider of public transit service in the region is the Chicago Transit Authority ("CTA"). CTA operates more than 2,000 buses and nearly 250 directional route-miles of heavy rail transit (the "L") with 144 stations. 82 percent of all transit rides in the Chicago region are on CTA. Chicagoland is also served by two commuter rail operations, Metra and the Northern Indiana Commuter Transportation District, that operate more than 1,000 directional route miles of

track and 250 stations. Additionally, suburban Chicago is also served by a bus provider, Pace, that operates an estimated 700 buses.

Chicago 2016 Committee

Chicago 2016 is a registered 501(c) (3) not-for-profit organization dedicated to strengthening the Olympic Movement and hosting the 2016 Olympic and Paralympic Games in Chicago.

WITNESS LIST

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Illinois Road and Transportation Builders Association
Executive Director
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Mr. Dave Kennedy
American Council of Engineering Companies – IL
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Springfield, IL

PREPARING FOR THE 2016 OLYMPICS

Monday, October 29, 2007

HOUSE OF REPRESENTATIVES,
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE,
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT,
Washington, DC.

The Subcommittee met, pursuant to call, at 10:00 a.m., at the Dirksen Federal Courthouse, 219 South Dearborn Street, Room 2525, 25th floor, Chicago, Illinois, Hon. Peter A. DeFazio [Chairman of the Subcommittee] Presiding.

Mr. DEFAZIO. The Committee on Transportation and Transit will come to order. We're here this morning at the request of Representative Lipinski. We'll hear from him in a moment. I'm pleased to be here. I'm pleased to be in the great City of Chicago, which is the U.S. Nominee—Gentlemen, please be seated. You don't need to stand here—the U.S. Nominee to represent our country and host the Olympic Games in 2016.

I think of Chicago, in terms of the basic infrastructure, as the crossroads of the world, the crossroads of the country in terms of freight, passenger traffic. I usually associate Chicago with landing and changing planes at O'Hare. But I'm really pleased to come downtown this time and experience the city a little more fully. This Committee wants to hear from folks who are advocating for the Olympic Games to come here to Chicago. We need to hear what Chicago has in place, which I think is awesome in terms of the existing transit systems. And also, what additions Chicago feels it might need if it should become the successful host.

Should they become the successful host representing the United States of America, then, of course, there will be a concern by the United States Congress that we partner with you as we did with the Atlanta Olympics. Most of the federal partnership are, you know, somewhat transit, but the greatest amount of security. We would expect it might be similar in this matter. I also serve on the Homeland Security Committee, and would be interested in any contribution people have in that area as well.

I will ask at this point for unanimous consent that the Honorable Bobby Rush, when he comes, be allowed to sit with the Committee. He's not a regular Member of the Committee.

Hearing no objection that will be allowed. With that, I will turn to the senior Republican on the Committee, the Honorable Mr. Duncan, from the great state of Tennessee.

Mr. DUNCAN. Well, thank you very much, Mr. Chairman, and I appreciate your calling this hearing. About 10 years ago or so, when I was Chairman of the Aviation Subcommittee that I led a

field hearing near O'Hare Airport on air traffic control needs, and about four years ago here, when I was Chairman, we had a lot of resources on the Environment Subcommittee at that time. And Mayor Daley was a witness for us at a field hearing held at the Chicago Aquarium. And so, this is the third field hearing I have participated in in this area.

I've been to Chicago many times. I think it's a great city. And I did not—after the Aviation Field hearing they took us to Wrigley Field, and we saw it. It was my first visit to Wrigley Field, and we saw a no-hitter brought by the Cubspitcher, with two outs in the ninth inning. And I always will remember that.

And—and at any rate, we're—we're getting ready to start public hearings all across the country in preparation for a major six-year highway bill in 2009. And so, we will be—This is a—This is really on the front end of those hearings, this is the first real field hearing we've had on some of those needs, and that's because Chicago is such a great and important city that we thought it was very appropriate for Chairman DeFazio to bring us here.

In addition to that, the six years that I chaired the Aviation Subcommittee, Congressman Bill Lipinski was my Ranking Member. And I heard—There were several people who said they didn't think that a Chairman Ranking Member in the Congress, at that time, had a close or a better working relationship as we did with the Congressmen. We did not deal with Congressman Bill Lipinski, he was in Great Britain. And I have renewed that great respect and admiration for the current Congressman Lipinski. Both—both the Lipinskis are really district-oriented congressmen, and really care about their—their homes and their home areas and their districts. And so, it's an honor to be here with Congressman Lipinski.

And with that, I'll just say that, in—in addition, we want to help on the Olympic needs, but we also want to know about other needs that the City of Chicago has in the highway and transit area over the next six or seven years. Thank you very much.

Mr. DEFAZIO. Thank you, Mr. Duncan. I will now turn to Representative Lipinski to hear his opening statement. And since my Republican colleague has already waxed so poetic about him, which says something for him, I don't feel that I need to——

Mr. LIPINSKI. You can go ahead and add, too.

Mr. DEFAZIO. Let's just say that it's Dan's second term. But he has already become a valuable Member of the Transportation and Infrastructure Committee. I'm proud to serve with him. I, too, enjoyed a strong working relationship with his dad, who was a leader on many transportation issues, and the reputation is being carried on. I'll turn now to Congressman Lipinski.

Mr. LIPINSKI. I thank you, Chairman DeFazio and Ranking Member Duncan. I'd like to thank you for coming out this morning. We define from our requests the rules of this hearing, and bring the Subcommittee here highlighting the transportation needs of the Chicago area for the 2016 Olympics and beyond. I'd also like to thank all our witnesses for your participation and your input in this hearing. And I know there are a number of individuals and organizations that wish to participate in today's proceedings, but were unable to do so because of time constraints, and all of the tes-

timony that the Chairman has raised at the unanimous consent that the written testimony be put into the record.

Mr. DEFAZIO. As you pointed out to me, that I haven't asked for that, but now I will. I would ask the consent that we receive any written testimony for this hearing and hold the record open for thirty days.

Mr. LIPINSKI. Thank you, Mr. Chairman. I know there are also others who are out here in the hallway, who were—wanted to make sure that their—their voices were heard. And, I certainly invite them to bring testimony to the Subcommittee. And also, I invite them, if they would like to meet with me about local issues, certainly can come or write to my—to my office, make an appointment and you can come and talk about the—the local issues in regard to transit.

Now, the 2016 Olympic's bid is a great opportunity for all of Chicagoland. All of us who live here know that Chicago is the greatest city in the world. The Olympics would be our opportunity to showcase our region to more than two million visitors, and to over four billion TV viewers around the world. But this case is not just about Chicagoland. It is crucial to remember that this bid is America's bid. That is why I asked Chairman DeFazio to bring the Subcommittee here, because our government certainly has an interest because Chicago's bid is America's bid.

Hosting the Olympics creates a dramatic short-term service in demand for transportation. During the 1996 Olympics, the last summer games held in the U.S., Atlanta hosted over two million visitors. Fortunately, Chicago already has a world-class transportation system.

We sit in the crossroad of the country for planes, trains and automobiles. Chicago is home to two of our nation's busiest airports, O'Hare and Midway, with O'Hare being the world's second busiest airport. Chicago ran the most important rail hub in the world. There's over 2.5 million passengers passing Amtrak Chicago hub each year. Metropolitan Chicago also has 25,000 miles of road, including 485 miles of freeway. The CTA, Metra and Pace provides extensive public transportation services throughout Metropolitan Chicago, including over two million rides each weekday. And Chicago has extensive bike and walking paths.

Chicago's extended infrastructure in transportation capability means that we are ready and well-suited to host the Olympics. In fact, the transportation systemis the much stronger—strongest point for the U.S. Olympic Committee. However, there's always a need to continue investing and improving your system, and not only for the additional transportation demand of the Olympics.

Even without the Olympics, the transportation demands will increase as the region's—region's population is expected to grow by more than one million in the next 20 years. And right now, our Committee is beginning to discuss the next highway funding bill, which I hope will provide half a trillion dollars in transportation funding across the country. Chicago needs to have continued strong federal support in this bill when we pass it in 2009. And I'm hopeful that this hearing will help lead the way in this.

The region has already begun a substantial project for our future. For example, the Federal Government, the State of Illinois,

City of Chicago, Metra, the nation's great railroad, have covered a 1.5-billion-dollar-CREATE project, which will modernize the quality and commuter railways. CREATE will improve passenger rail service, decrease congestion on the road, and keep Chicago's vital rail hub as now is. The O'Hare Modernization Project is another critical transportation improvement that is currently taking place. And there are many other road, rail and public transit projects that are planned, or even underway, to make our world-class transportation system even better, including energy efficient—energy efficiency products intended to improve upon Chicago's Green reputation. I am sure that the Chicago Olympics will be the greatest Olympics in history.

So, to keep Chicago the city that—where vision and planning are necessary, I look forward to hearing from our witnesses today on their vision and their plans for transportation for the Chicago region for the 2016 Olympics and beyond. Thank you.

Mr. DEFAZIO. Thank you. Bobby, you're at the end, if that's where you'd like to sit. And that was approved. And again, brief opening statements, to stay on schedule, if you'd like to go now.

Mr. RUSH. I do have a brief statement, Mr. Chairman. First of all, we want to thank you and I welcome you to the City of Chicago. I want to thank the Ranking Member Duncan and my colleague from the Third Congressional District, Congressman Lipinski,and I salute him in terms of his outstanding leadership on—on transportation issues. It is a relief, I am pleased—It is a priv-—privilege to participate in this hearing on such an important issue. We're marching into Congress, trying to work hard with the Subcommittee—with this Committee rather, Subcommittee, to ensure that Chicago receive the federal funds and resources necessary to keep our city moving forward.

This hearing is important because it will allow us to begin deliberation on the re-authorization of the safe accountability—accountable best moving efficient transportation that we have, I'd like to think we're moving to this part of the bill in 2009. Mr. Chairman, in the interest of time, and—and—and—and I would ask that you do receive to hear my entire statement. But I also, Mr. Chairman, want to just emphasize that in my District, there are, indeed, an oversight of transportation planning, an oversight—a much oversight of the interchange between Interstate 294 and Interstate 57.

They are, indeed, like two ships passing in the night. These two major interstates will divide the northern interchange connection. It's my understanding that the only two other interstates in the nation that were built, like, in a similar manner. While the State of Illinois has spent, and our county spent millions of dollars to rehabilitate both I-294 and I-57 to improve in the area of intersection, both took off, and planning for the proposed interchange connections of each are taking place.

Indeed, over eight interstates crossing and/or connected to I-57, only I-294 lacks a direct interchange. Likewise, in this case, if—I-294 has a seven-interstate problem and are connected to it. It is a priority for the economic viability, for the reason that we address this issue. And I look forward to working with the Subcommittee to identify capital and resource solutions to this really significant problem that might—that the constituents in my district are—are

currently serving on. Mr. Chairman, I again thank you so much for my statement, myself and my time.

Mr. DEFAZIO. All right. Thank you, gentlemen, for being brief. You get extra credit in the request for this again. I'm going to change the order a bit because we have one person to testify who is on a very tight timeline. So, I first recognize Ron Huberman from the Chicago Transit Authority.

TESTIMONY OF RON HUBERMAN, PRESIDENT, CHICAGO TRANSIT AUTHORITY, CHICAGO, ILLINOIS; DOUG ARNOT, DIRECTOR OF SPORTS/OPERATIONS, CHICAGO 2016 COMMITTEE, CHICAGO, ILLINOIS; HON. MILTON R. SEES, SECRETARY, ILLINOIS DEPARTMENT OF TRANSPORTATION, SPRINGFIELD, ILLINOIS; TOM BYRNE, COMMISSIONER, CHICAGO DEPARTMENT OF TRANSPORTATION, CHICAGO, ILLINOIS; ROBERT J. SCHILLERSTROM, CHAIRMAN, DUPAGE COUNTY BOARD, WHEATON, ILLINOIS

Mr. HUBERMAN. Great. Chairman and Members of the Committee, thank you for allowing me to testify.

As we present the need of the CTA, the Chicago Transit Authority, this presentation I'm gonna go through very quickly here, is really going to highlight two different factors.

The first factor is that, we would very well like the Olympics to be here in Chicago, in that if brought up to a good state of repair, could handle the current Olympic process as it exists. Clearly, some of the New Starts that we're going to present, that we believe we can easily complete by the Olympics, would add tremendous value to making the Olympic venue transportation work more effectively.

But really, the core issue for the Chicago Transit Authority is that we have the lines, we have the systems all in very close locations to the venues where these Olympics—where the Olympics is proposed. Part of the Olympic plan here is very competitive, given what a tight footprint it's in. CTA has a great deal of presence within that footprint. But our challenge is going to be without capital dollars coming into the system to bring it to a state of good repair, it makes it more challenging.

Just a quick history of the Chicago Transit Authority. We're the second largest transit property in the country. We move 1.6 million riders every single day on eight rail lines, over 242 miles of track. There are 154 bus routes covering 2,500 miles. The Loop Elevated has a great history. It went in place in 1897. That is the steel structures that you may see as you drive around the city, these are original 1897 structures. The north Red Line was built in 1900. Two of our eight bus garages were built before 1910 as horse barns. The State Street subway, which is the Blue Line, which clearly runs right in front of the Dirksen Federal Building here, we started in 1943, and was pre-World War II design, completed in 1951.

This is a system that, with the success of Chicago's urban core and the region, has seen increased ridership over eight of the last nine years. Our biggest challenge is that we have 6.3 billion in unfunded capital needs. And really, they're not—they don't scream out in one particular area, but really across the whole system. And I'm gonna walk through some of the highlights of that.

Part of our challenge has also been CTA's declining share of federal formula funds. Since 1989, CTA's share of formula funds has steadily decreased. So, for example, if you look at this particular chart here, gentlemen, you can see if the formula share had remained the same, the CTA would receive an additional 1.9 billion dollars. We believe that this is occurring for several reasons. One is, more properties are receiving this funding as the population shifts into the sunbelt. It's really what we believe is the major phenomena.

Second of all, we have new systems developed in the New Start Program, which is a great use of those dollars, obviously. Those systems now come on line, and also share into the—into the formula funds. The challenge for the older properties in this phenomena is not alone to Chicago, with New York, Philadelphia, Boston, many of the old transit properties facing the same issues, which is as our share decreases as more rail and properties come on line, we have fewer dollars by which to maintain the systems, which very often, given their age, are more capital intensive to begin with.

Let me walk you through two examples of—of some of the challenges we have in what makes up that six billion dollars in unfunded capital. We have 1.2 million feet of track, 22 percent of it is the slow zones. And quite literally, gentlemen, as you may be aware, we put in a slow zone, one where it is not safe to operate at full speed. Close to one quarter of Chicago's system is currently a slow zone. It has to do primarily with deteriorating ties and deteriorating tracks.

Our system has 121 viaducts and bridges. We have 87.5 miles of two-track elevated structures and 8.3 miles of embankment walls. The majority of these were literally turn-of-the-century structures, which has now gone beyond their useful life. In this particular picture here, you see the very common phenomenon around the CTA property, which is steel structures that were placed underneath the concrete structure to provide temporary stability. This is an example from the north side of our city. This original structure was built in 1922. Our steel supports were placed in the 1990s as a result of structural instability. They were put in as a temporary measure. They exist today.

Mr. Chairman?

Mr. DEFAZIO. I'm just wondering if you can move the screen for us a little bit——

Mr. HUBERMAN. Sure.

Mr. DEFAZIO. —so we can—There you go. That's good. Thank you.

Mr. HUBERMAN. I apologize, Mr. Chairman.

Mr. DEFAZIO. Sure.

Mr. HUBERMAN. Okay. So, here again, it's a 1922 structure, steel supports put in the 1990s, which was meant to be temporary. And, however, they remain today because of lack of funding in this particular area.

If you take a look at the elevated structure, 87 miles of elevated structures, many that literally were built in the very early 1900s. Again, a lack of capital has not allowed us to maintain the system in a state of good repair. And what you have is crumbling founda-

tion, what you have is busted infrastructure. With minimal capital dollars in this area, we can certainly extend the life of this infrastructure for a great deal of time.

If you take a look at our rolling stock, 990 million in this particular deficit, 12 percent of our fleet was purchased in 1969/1970; 16 percent of that fleet was purchased in 1976. We went back to that 12 percent that's been in service since 1969, it was designed in '63, ordered in '65, delivered in '69, to give you a sense of how old this rolling stock is. We rely on that rolling stock every day to move people around the system.

One of the challenges of the age of that particular rolling stock, Chairman and Members of the Committee, is that we operate, on average, 18 to 24 hours each day. And it's, obviously, beyond the FTA standard life of 25 years. These cars travel collectively an average of 225,000 miles daily, moving 640,000 people. One of the challenges we've had on our operating budget, is that if we delay overhaul, mid-life and0 we cover just keeping rolling stock in good condition, we're seeing our operating deficits flow in terms of maintenance. Again, this is a big challenge for us.

Since 2003, due to lack of operating funds with the local issue here, which we are fighting in Springfield right now for additional operating funds, we've been transferring from capital funds to bring into operations, those operating shortfalls, which again, is causing a deterioration in the system. Our bus fleet is near 2,196 buses, 34 percent of that fleet is greater than 16 years old. An additional 18 percent is greater than 12 years old. Obviously, the FTA standard for a bus is 12 years old. These buses travel 214,000 miles every day with 960,000 people.

So, for example, we have 400 buses with over 450,000 miles on the buses. Obviously, with Chicago winter and salt, we have a deterioration problem with the body. We have 536 buses with over 580,000 miles on them. These are 1991 buses. They operate an average of 17 hours a day when they hit the street. We have many passengers very frustrated with the CTA over broken buses. We are equally frustrated. In short of capital dollars to replace this, we—we're going to see it continue to deteriorate.

We have 480 buses with over 255,000 miles on them with additional problems. If we take a look at our maintenance and support facilities, we have 525 facilities, I think there's also 144 stations, nine terminals.

What you're seeing here is a turn-of-the-century station with ceiling damage. That same ceiling structure provides support for the elevated train that travels above. We have 87 elevated stations, 22 subway and 35 at ground level. Twenty-three are more than 80 years old. You can imagine the challenge there.

Quickly going into the New Start issues, is there are four that we think would add a great deal of value to the Olympics. The Yellow line, the Circle, the Orange and the Red are both moving quickly. To which, if we take a look again at New Start, the same phenomenon that's coming from the formula funds, it's referring to the New Start dollars.

While we are the second largest transit property in the country, moving 1.6 million, our percentage in New Start dollars is 3.2 per-

cent. For many, the same phenomenon that's occurring in formula funds.

The Red Line essentially pushes to 130th Street. We see great value in this particular extension, because it would allow a great—more transit-oriented development along the various stops in the loop, and move people into the Olympic arena.

The Orange Line extension is the one that travels to Midway. Extending it down to 79th Street area and Ford City Mall will, obviously, add great value there. There's additional hotels there for—around Midway Airport that are currently under development, and after developed, that would add value in being able to transport those people by rail into the Olympic arena.

The Circle Line is by far our most important New Start. As you may be aware, we have a loop that all trains in our system go in and out of. This creates an outer loop. But our most concentrated investment would add 100,000 new riders to the system every day by connecting many of our existing lines and trading out of the loop. Nothing would add greater value to the Olympics than this particular New Start here.

And finally, the Yellow Line going north to Old Orchard Mall, which is another New Start, would allow us to really enable all the individuals in the northern suburbs of Chicago to much more easily access downtown in terms of attending the Olympics. And, gentlemen, that is a quick overview of—of the state of the Chicago Transit Authority, our current challenge is to getting to a state of good repair, and what will be considered value at the Olympics if we can complete those New Starts in time for the opening Games. Thank you.

Mr. DEFAZIO. Thank you. It's a tremendous amount of material covered in a short time.

And I'd like to point out that we do have the little light there, because we want to give everybody that's been invited an opportunity to testify, and thank you for using it.

And we will now turn to Mr. Arnot and proceed with testimony.

Mr. ARNOT. Thank you, Mr. Chairman, Ranking Member Duncan, Congressman Rush, Congressman Lipinski, for the opportunity to be here this morning. My name is Doug Arnot. I am the Senior Vice President for Games Operations for Chicago 2016. Chicago 2016 is a private, not for profit organization that is bidding for the 2016 Olympic and Paralympic Games on behalf of the City of Chicago. Please note that in all references below I am speaking about the Olympic Games and the Paralympic Games.

Chicago is currently bidding for the 2016 Games against six other world-class cities. I'd like to note that at no time should any of my comments be taken as though we assume that we will be successful. My role at Chicago 2016 is to oversee all operational and planning aspects related to the bid, which includes venues, security and transportation. It is worth noting that I have been involved in the planning and preparation for four Olympic Games, including Los Angeles, Atlanta, Sydney and Salt Lake City.

One of the most challenging aspects of the Olympic Games is Games Transport System. One of the greatest assets of Chicago's bid for the 2016 Games is Chicago's significant transport infrastructure. Chicago 2016 is committed to hosting both the greenest

games possible and moving spectators 100 percent within our Olympic transport system. That is, it will probably be an advantage on the public transportation, supplemented by the Olympic bus system.

However, it is important to note a few things regarding transport and transport funding in Chicago as they relate to our bid plans. Chicago's Olympic bid plans do not call for any significant additional, or new, transportation infrastructure to be built in order to host the Games. Yet, we are fully supportive of any improvement to the city and regional transport that will benefit Chicago for its user regardless of hosting the Games. If the bid and the Olympics were to accelerate projects, they should be projects that are in the best interest of the future of Chicago regardless of the Games. Of course, improvements to the city and regional transport would enhance Chicago's bid.

I'd like to take a few minutes to discuss the specifics regarding our Olympic transportation proposals and planning. Chicago 2016 Olympic transport system would have three goals: To provide transportation for all athletes, Olympic family and accredited persons through a dedicated Olympic transport system; to safely and effectively transport spectators and Olympic guests via public transport; to minimize the Games transport impact on the citizens of Chicago.

Our venue plan was conceived with these—these three goals in mind, taking advantage of our existing transportation infrastructure. The plans for the proposed Games in Chicago are compact and city-central. The spectator transport system would utilize Chicago's transportation infrastructure, augmented by the Olympic transportation overlay. It's important to know that an Olympic transport system is very different from a normal transport system in any city.

Spectators will use public transportation connected directly to the venues by either a short walk or a shuttle. There will be a significant Olympic fleet of buses, vans and some cars for transport of athletes, officials, Olympic workforce and special international guests. Logistics operations are concentrated in the off hours. As in all Olympic cities, effective transportation will requirecooperation from the general public, after a significant public information program that will reduce the background traffic for the Games.

As in any special event, only permanent vehicles will be permitted to pass through vehicle security checkpoints with appropriate privileges for neighborhood residents. While not required, improvements to Chicago's transportation system and roadways would certainly enhance the bid, the international reputation and perception of Chicago in its bid.

This is where the Federal Government can assist Chicago in 2016, which is now not justChicago's bid, but America's bid, to bring the Olympic Games back to American soil. In the past, federal involvement around the Games in Atlanta and Salt Lake City, in the area of transportation, were very helpful to the Games' ultimate success. We and the City of Chicago would greatly appreciate your support.

In conclusion, I would like to repeat a few comments that I think are worth stating again. Chicago 2016 is not asking for specific im-

provements for the Olympics, rather the funding and backing of already-planned transit improvements. Chicago 2016 hopes to have an Olympic transport plan that addresses all the demands created by hosting the Games. Certainly, any improvements enabled by additional funding would enhance that plan. With your support, Chicago has a fantastic chance to bring the 2016 Games to American soil, and we are America's bid, not just Chicago's.

Finally, I'd like to take a step back from the technical side of the bid and remind everyone why we're here, and why we're bidding for the Olympic Games. We're bidding to inspire the youth of our city, our region, and our nation and the world. And to be inspired by the power of sport and the power of the Olympic movement. We're bidding to show that Chicago can be a fantastic host to the world, through the Olympic values of friendship, fair play and respect, we hope to show the rest of the world that America can inspire the world. Thank you.

Mr. DEFAZIO. Thank you, Mr. Arnot. Secretary Sees.

Mr. SEES. Chairman DeFazio, Ranking Member Duncan, Congressman Lipinski, Congressman Rush and other distinguished attendees, thank you for coming to Chicago for this historic first ever Highways and Transit Subcommittee Field Hearing in Chicago. I'm Milton R. Sees, Secretary of Transportation for the State of Illinois. Hopefully, during your visit, you've already experienced some of what makes Illinois, along with the Chicago area, a world-class transportation hub. You may have experienced the nation's second busiest airport, O'Hare International, the nation's second biggest transit system, RTA and its three service wards, CTA, Metra and Pace. Or, perhaps, you've seen and traveled on the third largest interstate highway system in the U.S.

Recently, our agency has been engaged in the most aggressive and comprehensive reconstruction project ever undertaken on a continuously active expressway, the Dan Ryan. During this time, we brought it in on budget and under time. We have taken steps throughout the Chicagoland region to mitigate traffic and congestion with the Dan Ryan, routine upgrades, the widening of I-55, and the facelift to the Edens Expressway. And all of this has been undertaken while keeping a mindful eye on the minority communities involved in these projects.

We are also home to six of this country's seven class I railroads, making this area the nation's largest freight rail hub. In short, IDOT has been very, very busy upgrading and improving one of the best transportation systems in the world. Illinois works, and Chicago is the city that works along with us. The State of Illinois and the Department of Transportation stand ready to assist the City of Chicago in their bid for the 2016 Olympics, and we will work with them on specific needs as they develop their bid to the International Olympic Committee.

At this time, I would like to touch on a couple of topics that I feel are highly relevant to these efforts. The first is technology. Illinois has been a leader in the development and employment of intelligent transportation systems known as ITS. We recognize the technology has provided significant benefits to the traveling public in the way of traffic management,operational improvements, congestion and safety relief. We believe that these kinds of technology

tools, which we would be expanding and enhancing, will be essential to moving people around the Olympic sites when the 2016 Games come to Chicago. We would ask the Subcommittee to continue to help not only Chicago, but all of Illinois with funding to implement these technologies, along with the emerging technology that will become available in the future.

The second area that I wish to touch on is innovation as it relates to the change in project delivery and process. At this time, we all need to become innovated. The project delivery process needs to be changed and simplified. Currently, it takes too long to get a major transportation project from conception to operation. The Federal Government, along with their transportation partners, the states need to commit to working together over the next two years to address this issue.

The number of federal laws and related regulations, requirements and guidance that transportation agencies——

VOICE. I need to talk.

Mr. SEES. —must comply——

VOICE. Why do I have to——

Mr. DEFAZIO. Ma'am, ma'am.

VOICE. (Inaudible chanting.)

Mr. DEFAZIO. Ma'am, the Committee will be——

VOICE. (Inaudible chanting.)

Mr. DEFAZIO. Ma'am, ma'am. The Committee needs to come to order.

VOICE. (Inaudible chanting.)

Mr. DEFAZIO. Ma'am, if you won't be quiet, we'll have to have you removed. I'm sorry.

VOICE. (Inaudible chanting.)

Mr. DEFAZIO. There will be a recess until we can come to order.

[Recess.]

Mr. DEFAZIO. Okay. We're back to order. Representative Rush has made headway with the protestors. We're going to come back to order. We will need the room to be quiet.

I'm going to ask one more time, please proceed. Restore our order. I have three times asked for order. And if we can't be in order we'll have to ask for people to be removed so we can complete the hearing.

Okay. One more time. The press needs to return to their designated positions. Thank you.

Okay. I'm asking the group to please just observe order and we will return to testimony.

Okay. Okay. The Committee is now back in order. Secretary Sees, please continue.

Mr. SEES. Thank you, Mr. Chairman. Before I go back to my remarks, I certainly want the Committee to understand that we at IDOT are working closely with the City of Chicago and the CTA to try and address the concerns that have been expressed here before the Committee by the citizens. We are committed to trying to preserve what will serve us for our transit, as well as continue to expand services available to—of those members of our citizen groups that are in need of special transit. So, having said that, I would like to return to my comments about innovation and trying

to, at least, alter the project delivery process as it stands today with regard to major projects.

As I was saying, currently it takes too long to get a major project from conception to operation. The Federal Government, along with their transportation partners, the states, need to commit to working together over the next two years to address this issue. The number of federal laws and related regulation requirements and guidance the transportation agencies must comply with has grown exponentially over the last 50 years, since we began the interstate era. The process must be simplified, more pragmatic, and more timely and less costly. We can no longer afford a process that takes 10 years or longer to get a project from phase one into design to complete the project. Time is money, and extended delays reduce the buying power of our transportation and transit dollars.

In summary, IDOT has the expertise and the experience necessary to provide for any and all transportation needs that may arise as Chicago prepares to host the 2016 Olympics. This concludes my remarks. But I did want to respond to Congressman Rush's question about the interchange at I-57 and 294. This past summer, the Illinois general assembly included 16 million dollars in the FY-'08 budget to pay for design of the interchange. And we will select the design consultant in January, and we expect them to be in the field working this coming spring. So, we are working to address that, Congressman. But thank you for your continued interest and support in IDOT, and certainly the citizens in your district. Thank you, sir. And thank you, Mr. Chairman, that concludes my remarks.

Mr. DEFAZIO. Okay. Thank you.

Now, we'll turn to Mr. Tom Byrne, the Department of Transportation Commissioner.

Mr. BYRNE. Good morning Mr. Chairman and Members of the Subcommittee. I'm Thomas Byrne, Commissioner of the Chicago Department of Transportation. On behalf of Richard M. Daley, welcome to the City of Chicago. I come before you today to discuss transportation needs of the City of Chicago. While the 2016 Olympics would present a unique set of challenges and opportunities for our city and state, should we be the selected city, Chicago needs to not begin and end with the 2016 Games.

I'd like to start my testimony with a few statistics about Chicago's transportation system. Chicago has over 3,700 miles of streets and 1,900 miles of alleys. Our 36 movable bridges conduct over 25,000 operations per year, with another 46 fixed-span bridges and 119 viaducts throughout our city. Our 19 overpasses and underpasses help pedestrians and bicyclists traverse some of our busiest roadways safely and easily. We have 28,000 signalized intersections and 600 rail crossings.

I throw these numbers out in their raw form to illustrate the sheer size of Chicago's surface transportation system, and therefore, the enormity of our need. Our transportation system is strong and effective. We get people where they are going in a safe and timely manner, but for far too long, we have been asked to do more with less and we have. But now, if we are to do more, we need more. And we believe we do have more to do.

Today I'm going to focus on three of our primary areas of concern. These areas are bridges, roads and transit. Let's start with our bridges. As with the rest of the nation, Chicago's bridges are in great need. Our bridges not only provide our residents and visitors with routine transportation, they are also a critical link in our disaster preparedness plan. Should any incident occur that requires evacuation of the downtown area, whether terrorist related or not, it is our bridges spanning the Chicago River that will bear the brunt of traffic.

As I mentioned, Chicago has 36 movable bridges. These bridges provide for the needs of both our road and water travelers. But they are extremely expensive to build and maintain. The reconstruction of a typical movable bridge can cost up to 40 million dollars, whereas a fixed span is generally in the 12-million-dollar range.

Chicago has an aggressive bridge inspection and maintenance program. Because of our diligence, I am pleased to say that none of our 195 bridges and viaducts are in an unsafe condition. However, we do have 35 bridges that are in need of major rehabilitation if they are to continue to fulfill their transportation function in the future. The work needed to bring these bridges into acceptable state of repair is estimated to cost 554 million dollars.

Moving to our roadway provides no relief in terms of need. Chicago has roughly 990 miles of arterial roadways. At the present day cost, which will surely rise in the years to come, we will require 833 million dollars to resurface the entire arterial system. Our arterial resurfacing program is designed to extend the life of pavement by 10 years. A complete reconstruction of an arterial is currently running about 7.5 million dollars per mile, which equates to a staggering sum of just under 7.5 billion to reconstruct our arterial system. The number does not include work needed on the other 2,700 miles of residential streets through our great city.

Another CDOT responsibility involves the City's transit system. The City of Chicago owns the subway system, the Red Line, the O'Hare Branch of the Blue Line and the Orange Line. Additionally, CDOT is responsible for the maintenance of all downtown transit stations. We have established a 15-year program of transit station renovation and construction projects. These projects are prioritized according to station's condition and safety considerations.

Over the past 10 years, the City has programmed more than 230 million dollars for transit station reconstruction. We rely heavily on the Congestion Mitigation and Air Quality Program for funding such projects. Over the next 15 years, we have identified over 700 million dollars in need for 13 transit station projects. An average of 54 million dollars per station. If you consider that from 2003 to 2007, CMAQ funding for the entire northeastern Illinois region averaged just under 70 million dollars annually, you get a good idea as to the need for increased funding for this program.

Mr. DEFAZIO. Mr. Byrne, I'll have to ask you to summarize if you can, because we're running on, and we're going to be tight on time because we're in a rush.

Mr. BYRNE. Two weeks ago I was in Washington D.C. And had the pleasure of meeting with Congressman DeFazio, Congressman Oberstar and Administrator Capka and Simpson of the FHWA and

the FTA. I came away from my meeting with the Administrators concerned that they did not agree that additional funding is needed. They seemed more concerned over the process of earmarking than the lack of sufficient funding.

I would like to end my testimony today by making it perfectly clear that funding available from federal, state and local sources is insufficient to meet the needs of our nation's transportation system, and that significant new revenue must be generated at all levels of government if we are to fulfill our essential responsibility to the American people by providing them with the finest transportation system in the world. Thank you for your consideration.

Mr. DEFAZIO. Thank you. We will go to Mr. Robert Schillerstrom, DuPage County Board Chairman.

Mr. SCHILLERSTROM. Good morning, Mr. Chairman, Congressman Duncan, Congressman Lipinski and Congressman Rush. I want to thank you for the opportunity to address you about our region's transit and transportation needs for the 2016 Olympics. I wholeheartedly support the City's bid for the 2016 Olympics, and I applaud Mayor Daley for spearheading this effort that will showcase our dynamic region.

Chicago is a vibrant, exciting city, rich in culture and flavor. It is a city of neighborhoods that is family friendly. It is a city of world-class museums and theaters, internationally respected universities, great cuisine and elegant shopping. We have magnific-—magnificent parks and a stunning lakefront. Chicago deserves to be on the—on the world stage.

I have been pleased to work with the City on a variety of projects. As Chairman of DuPage County, I've advocated for the expansion of O'Hare International Airport and successfully championed a western access to the airport as part of its modernization. That additional entrance to the nation's busiest airport will relieve gridlock when the world comes to Chicago.

Western access to O'Hare was designated as a project of national importance and received significant funding thanks in great part to the support of the Members of this Committee. It is critical that western access continue to be a priority and continue to be funded appropriately.

I have worked throughout the region with our Illinois delegation to support CREATE. CREATE is a visionary idea that will greatly improve both freight and passenger rail. The expansion of rail capacity is another tool in relieving congestion that will aid the movement of people and goods. This is an urgent economic issue to the midwest, and I ask the Committee to continue its advocacy for CREATE.

I also want the leaders to honor our region, including the city, to develop plans that will alleviate traffic congestion, reduce emissions and both stimulate development and preserve our quality of life.

From a suburban perspective, I believe the Olympics will give our region an opportunity to advance our transportation plans and to expedite many critical projects. If we take a comprehensive look at our trans-—transportation needs, we cannot ignore the significance of the changing demographics of our region and the ever-increasing suburban need for expanded service.

The goal in the region is in the suburbs, and even more importantly, the job growths in the suburbs. Since 1970, 46 percent of all new jobs in the region have been in DuPage County. Over a quarter of a million workers, who live in other counties, commute daily into our county for employment. But the by-product of our growth is increased traffic congestion. This traffic congestion, and the chokehold it has on our economy, knows no boundaries.

Projections indicate that by the year 2020, our region will add another 200,000 people. Our infrastructure must accommodate this growth. There is a critical need for reverse commute, suburban market-based transit, expanded commuter rail facilities and innovative bus routing.

The Chicago region came to prominence as a transportation center. We are the crossroads of North America. Our excellent highway system and well-maintained infrastructure has played a major role in developing our region as a dynamic employment destination.

But today, we are at a different crossroad. If we do not increase our infrastructure investments, we will not be able to maintain our transportation preeminence, nor our economic viability. There is little argument that worsening traffic congestion and delays have a detrimental effect on mobility, a key economic development and quality-of-life component. How we address mobility and mass transit will define our region for generations. A world-class city deserves a world-class transit system. And the CTA and RTA must remain viable for the economic health of our entire region.

The Olympics will challenge us to move international athletes, visitors and media around the region to effortly—effortlessly access games, entertainment and events. Chicago will put its best foot forward. But at the same time, we must also be able to move workers to the workplace and goods to the marketplace. While the world is enjoying the Olympics, we must ensure that congestion does not hamper commerce.

Over the last two years, we have developed regional consensus on the need for expanded transit. Mass transit is a key component of our transportation plan. But full funding for these plans is in jeopardy. Currently, there is legislation offered by the Illinois House Committee on mass transit that would serve as a solution to our transit challenges. This groundbreaking legislation is supported by the CTA, the RTA, labor and business. The legislation designates the funds for the collar counties that will be used and greatly access-—accelerate critical road, safety and transit projects.

We are all anxious to welcome the world to Chicago for the 2016 Olympics. Adequate funding—Adequately funding our transit and infrastructure improvements will mean that the world will experience our hospitality withconvenience and efficiency. Hosting the summer Olympics in the United States should serve as a catalyst for federal, state and local governments to fulfill our transit needs. All partners must recognize and support expanded transit as a key component to attracting tourism and industry for the Olympics and beyond.

If we are to go for the gold, we must acknowledge that we need congestion relief. We need expanded transit, improved roadways,——

Mr. DEFAZIO. Mr. Schillerstrom, I have to ask you to summarize if you can.

Mr. SCHILLERSTROM. Very well. —better facilities and more flexible services.

Mr. DEFAZIO. That's a good point for which to stop. Thank you.

We'll now go to a short round of questions, because we do have another panel and we do have time constraints. I made an observation of what we've seen here both in some of the passion of the audience and in the testimony; the problems that have been raised today are not unique to Chicago or to Illinois, but are shared by all Americans.

As we heard in the testimony by the head of the CTA, we're pretty much living off tax capital. A system, much of which was built in 1897, and the substantial amount of which was also built post-World War II. Tremendous investments, great foresight, and it's time for this generation to provide the same sort of investments and foresight for the future of Chicago, the suburbs, Illinois and the nation.

And in response to Mr. Byrne, you may well have had some memories of this administration who said no additional funding is needed. And I've heard that refrain from the president on down for four years now. But this Committee, on a bipartisan basis, Republicans and Democrats alike, all said as we entered into debate four years ago over SAFETEA-LU that we needed a substantial increase in funding. And the Committee unanimously supported that. But this administration stood firm, and ultimately we were forced to negotiate a lower level of investment than the Committee felt was warranted.

We will not repeat that mistake, nor will this administration be in place when we write the next bill. And hopefully we have the proper candidates running for president who understand the need to invest in our transportation future for all Americans, and also, to help a system like this for special needs and special events. So, just with that reflection, I thank everyone. I would also note that since Mr. Huberman had to leave, that Dorval Carter, who is the Executive Vice President for CTA, is available for questions from the members of panel.

Mr. Duncan.

Mr. DUNCAN. Well, thank you, Mr. Chairman, and I'll do the same as you've just done. Ordinarily, I ask a lot of questions, but because of time constraints and another panel, I'll just make a few comments in response to some of the testimony.

First, I think it's very admirable that Mr. Arnot is making such an effort to lessen the inconvenience to the systems of Chicago through the measures. And also, that he's expressed such strong support, regardless of the Olympics, for this future, very necessary, transit and how to improve it. These—these improvements are going to have to be made because of the one million, relative to Congressman Lipinski's ad-—admission, but—and in addition to the age of the infrastructure, they're gonna have to be done regardless of the Olympics or not.

Secretary Sees mentioned the—his concern about the time of the—the great length of time it takes from conception to completion of these projects. I remember when I chaired the Aviation Sub-

committee and had a hearing, and they said that it took 14 years for the main—the newest runway at Atlanta Airport to be—to go from conception to completion. It took only 99 days of actual construction, those were done in 24-hour days. So, really, it only took 33 days, I was so happy to get the final approvals, and mainly because of all the environmental rules and regulations and red tape.

We're losing out to foreign countries, in part because when they decide to do a major aviation or highway project, or—or major dam, I mean, they just go ahead and do these things, and do 'em in two or three years. And we could, too, if we would cut out some of these rules and regulations and red tape. We had some environ-—We do have some environmental streamline planning provisions in SAFETEA-LU, which I hope will start making some progress in that area. But we've had some that we really need to take a look at with regard to the next hour.

We—there is an important federal role in all of this, because people from Tennessee, and California, and every other state in the union, and even from around the country, use the aviation and the highway systems, rail systems in—in the Chicagoland. And so, there—there is an important federal role. On the other hand, Mr. Byrne, you know, the Federal Government can't do it alone. We've got almost a nine-trillion-dollar national debt, and worse than that, we've got over 50 trillion now in unfunded future pension liabilities, our Social Security and our military pensions and all—all of that.

So, we've got to have federal, state and local cooperation while—while people from around the country and around the world use all these systems frequently. Still, the systems of Chicago and the suburbs are the—are the most frequent users. The—the CREATE program has—has received strong support from freight rail and from Metra.It received 100 million dollars in SAFETEA-LU, and there—there's—going back to additional funding, but also, we're gonna have to look at some innovated financing and—and maybe even some private sector initiatives that—that we haven't used before.

Mr. Schillerstrom mentioned the congestion. And I have to tell you, the most conservative estimates, one—one of the most major logistics studies said that we lose about 67 billion a year now due to congestion. Just time and time in the—in the traffic jams all over the country, and that's probably a pretty low estimate.

But what we're gonna have to do, Mr. Carter and Mr. Huberman made a great presentation of the fact, that we're gonna have to really prioritize these things and go hit the—hit the bridges and the—the stations and the rail lines that need the most immediate work. Because we always need to try and improve and do better, but we can't do everything at once. With that, I'll give it back to the Chairman.

Mr. DEFAZIO. Thank you, Mr. Duncan. You mentioned project streamlining. There were significant changes made in SAFETEA-LU. The Bush Administration has not seen fit to implement those changes. It's only been a little more than two years, which I understand. So we are pushing on that, and we will continue to push. We felt changes were merited and it didn't take too long. I don't know if we did everything we need to do, but we haven't implemented that yet. Mr. Lipinski.

Mr. LIPINSKI. Thank you, Mr. Chairman. Chicago certainly has great needs in transportation needs. They are not just for today, but for the future. And we really need to look and plan for the future. Our needs are so great because, really, we have such an extensive system that has served very well for—for many years, roads, rail and mass transit. But there has really been, as the Chairman noted, there has been a lack of federal support, especially in mass transit.

Now, the opportunity that we are gonna have on—on the Committee comes in two years with the next highway reauthorization bill, which I'm hopeful is going to be half a trillion dollars to take care of some of our infrastructure needs that we have all across the country.

And certainly, I think Chicago is a very good microcopy of what is going on all—all across the country. Our needs are only greater because our system is much more extensive. And now, we have the Olympics that we see coming up. But it's going to take the two years before this Committee can really make a difference. And I believe that we will, led by Chairman DeFazio, make a big difference in that bill.

Now, just one quick question for Mr. Arnot. Compared to Atlanta, how is the Chicago system—transportation system, mass transit, how does that compare to what we have in place already, compared to where Atlanta was at—at a similar period of time?

Mr. ARNOT. Well, certainly, Congressman, the Chicago system, the infrastructure that exists, is far more significant than the infrastructure that existed in Atlanta prior to the Games. Enhancements to the existing infrastructure would certainly improve our ability to move people during Games. But—and I am certain it did not have the existing infrastructure that Chicago has now.

Mr. LIPINSKI. But we are in a—a better position in regard to having the infrastructure—the sense of infrastructure in place to be able to move people around for the Olympic Games?

Mr. ARNOT. I would say so, yes, sir.

Mr. LIPINSKI. And there are certainly needs that need to be dealt with today. And those are things that I am confident and very hopeful that will be dealt with here on the local level, and the Federal Government needs to step up more so we do not have similar problems coming at us in the future. I'm confident that we, on this Committee, will be doing that. Thank you, Mr. Chairman.

Mr. RUSH. I want to——

Mr. DEFAZIO. Go ahead.

Mr. RUSH. I want to thank the Chairman. Mr. Sees, last Thursday the government and a number of public civilians celebrated the reopening of the Dan Ryan Expressway. It was a 500-million-dollar construction project, and some of it came from federal funds, which I fought for and supported along with the Chairman and other Members of this Committee. Now, are you aware that the community surrounding the Dan Ryan was nearly shut out of contractor jobs that were part of this project?

I want to just add that I requested and received a report from 2005, for how soon we can form a committee, which I shared with the government's office. Details of lack of vehicle minority to this administration project, even though the members of my district, for

the most part, got all the gust and undergo, I'm concerned about that. How can we be sure that jobs and contracts that we develop with the transportation projects in Illinois can go to businesses and residents and impact their area again and again when we create programs? Now, we have this opportunity, and I—I'm just really, really concerned about that aspect.

I have chaired in the contracts, and the job creation and the problems of these construction projects. I intend to fight to make sure that Chicago and the Chicago region can come to meet its fair share of federal transportation dollars. But at the end of the day, people need jobs, and infrastructure improved is one way for people to become employed.

I would like to know what kind of guarantees, what kind of programs and qualities that we can implement henceforth to make sure the jobs are in contracts. Our people need equal contracts so we can distribute it throughout the—throughout the region.

Mr. SEES. Well, the Governor's Office has issued that as an expectation of the Illinois Department of Transportation. And we have been meeting on a weekly basis to determine the most effective and creative way to not only increase the participation by minority contractors, but also to increase the availability of jobs, actual jobs for the minority workers throughout this state, but with special emphasis on the Chicago area. Because my background involves considerable years in the private sector and working with organized labor, I have reached out to organized laborers to try and become a partner with them to increase in the opportunities available for the minority community in various crafts and trades.

I think that those will pay—Those efforts will pay dividends farther down the road. Because while it is important to create opportunities for minority construction and contracting firms, it is essential to the well-being of the communities to create good paying jobs for the average workers in our communities. And that's where the trades and crafts become so essential as partners in that effort.

You mentioned the Dan Ryan, and particularly, we did try some——

Mr. DEFAZIO. Mr. Sees, about 30 more seconds.

Mr. SEES. —we did try some innovating approaches to that, including an on-the-job training program and other community outreach efforts. I think we learned a lot from the Ryan. We'll be applying those to the Edens and future projects. But I'd be happy to meet with you individually, Congressman, to discuss those efforts. Thank you, Mr. Chairman.

Mr. DEFAZIO. Thank you. This is a lot of the concern of the entire Committee, the Transportation Committee, and we certainly share your concerns in this matter. With that, I thank the panel. Thank you for your time, your testimony. And you are now dismissed. And we move to the second panel quickly. If the second panel can try and hold their testimony to about four minutes each, because we'd like to——

[recess.]

Mr. DEFAZIO. Okay. We've got Mr. Pagano, Mr. Whitley, Ms. Holst, Mr. Kennedy and Mr. Ross. You can all take your seats and we'll move along.

Okay. Let's begin. Mr. Pagano, and as I said, if you can—I know there is a lot to say, but—and I regret that we've got—we have votes this evening and we have to catch a plane. So, if you can do what you were going to do in about four minutes each, I'd really appreciate that.

TESTIMONY OF PHIL PAGANO, EXECUTIVE DIRECTOR, CHICAGO METRA, CHICAGO, ILLINOIS; DOUGLAS WHITLEY, CO-CHAIR, TRANSPORTATION FOR ILLINOIS COALITION, SPRINGFIELD, ILLINOIS; KATHLEEN HOLST, EXECUTIVE DIRECTOR, ILLINOIS ROAD AND TRANSPORTATION BUILDERS ASSOCIATION, ITASCA, ILLINOIS; DAVID KENNEDY, EXECUTIVE DIRECTOR, AMERICAN COUNCIL OF ENGINEERING COMPANIES-IL, SPRINGFIELD, ILLINOIS; T.J. ROSS, EXECUTIVE DIRECTOR, PACE SUBURBAN BUS

Mr. PAGANO. I will do that, Mr. Chairman. Let me thank the Committee for inviting us to this hearing today, and to recognize both Congressman Lipinski and Rush, who have been very important to transportation not only this week, but more particularly before for Metra.

Very quickly, Mr. Chairman, Metra is the largest commuter railroad in the United States. We have the greatest amount of—of—of service, amount of equipment, the amount of manpower, and we definitely have 11 rail lines. We serve an area about the size of Connecticut. And we're second in ridership. And frankly, we're both very quickly and very soon, I think, will be passing along Elburn, it would be another line in ridership.

Clearly, capital is a key to commuter rail, and frankly, to any large rail public transit system in the United States. Very early on in our existence, we coined the phrase, ″The more you capitalize, the less you subsidize.″ And we have used federal, state and local dollars to bring back a system that was in a state, frankly, of total disrepair. We put in 500 miles of rail, millions of ties, many stations, changed the entire view of our system. We literally had commuter railcars that you could have looked on the floors and seen the roadway, that has all been changed.

We have been able, in the last 20 years, to have the highest on-time performance in the United States, 97.6 percent. And we also have the highest in public ratio of any rail system in the United States, at 57.8 percent. We have tried, to thebest of our abilities, to use federal funds as carefully as possible. As you know, several years ago we were able to get through the Illinois delegation, in particular, Speaker Hastert, three full funding grant agreements for the UP West Line, North Central and SouthWest Service. I'm happy to say that in December of 2006, we brought those three projects one year ahead of schedule and 50 million dollars under budget.

We are here today to talk about other projects that we also want to move forward on in the same—same way. As other speakers before you have identified, the—this region has changed. Clearly, Chicago is a central hub, that there are more jobs and people in the suburban region and we need to change our system. This system was built in the early 1900s, and it was primarily built to

bring suburban people to downtown. We now have to change that and get into reverse commute and suburban to suburban.

Three projects that we—four projects that we have identified will allow us to do that. On the UP Northwest and West Line, we're gonna change—continue to change and get into reverse commute in inner suburban to those rail lines that carry approximately 30 percent of our riders. Our two New Start projects, the SouthEast Service Line, will add another spoke to the hub, and will bring the riders from the southeast areas of Cook and Will County where there is a need for economic development.

And then finally, we have the STAR Line, which is the first system to be proposed in the United States that will bring, actually, suburban to suburban ridership. We will start off at O'Hare Airport and go down to Joliet, it's approximately 50 miles. We will touch many other major corporate centers in Chicago, as well as hospitals and university systems.

Clearly, with the guidance of Congressmen Lipinski or Rush, and the Illinois delegation, and working with your Committee, we would hope that we would be able to get the necessary funds to move forward with our projects, not only for the 2016 Olympics, but for the region itself. Thank you.

Mr. DEFAZIO. Thank you, Mr. Pagano. Mr. Whitley.

Mr. WHITLEY. Thank you, Chairman DeFazio, Congressman Duncan, Congressman Rush and Lipinski. I'll try to be brief. I thought the first panel hit upon almost all the major points that needed to be brought forth. And Congressman Duncan and Congressman DeFazio, the questions that you made and the statements you made made it clear to me that you already are very well-informed about these issues, as you all point out, that are national. There are three or four points I would like to make.

Number one, Chicago has put up the tremendous infrastructure, both in rail and in interstate highway systems, and in aviation. So, we are well-positioned to host the Olympics in 2016. What is important that you take away, however, is that this is an opportunity to deal with some of the infrastructure needs that we have, which are primarily driven by congestion and age.

And when we're gonna be hosting the world, it's important that we have a good presence and a good image to that world, so that people can be moved around our metropolitan area to these various venues with the greatest amount of ease and efficiency. That means that we must continue to invest in the modernization; and we must continue to invest in the expansion; and we must continue to invest in greater sufficiency. And that's, in my estimation, in the county, technology, and, of course, now in the modern era of security.

These are components that were not a part of the original investment infrastructure in Chicago, and the Chicago metropolitan area. It must be entertained as we pursue to move forward to the 2016 Olympics. I appreciate very much the fact that you are here, that you're holding this field hearing. That you're experiencing firsthand what we have, and what we hope to build upon so that we will be a great host city for those 2016 Olympics.

If you will continue, in the United States Congress, to champion increased funding for infrastructure as you did four years ago, and

in the comments you made a moment ago, that would go a long way towards helping all of us meet the needs, not only of Chicago and the host city for the 2016 Olympics, but clearly, United States, which as you pointed out, needs a new generational commitment to infrastructure investment as we saw in the Eisenhower era. Because 50 years ago, that generation invested in their future, and that is exactly what we have to do today, is invest in our future. Thank you very much for the hearing.

Mr. DEFAZIO. Thank you, Mr. Whitley. Ms. Holst.

Ms. HOLST. Good morning, Mr. Chairman, Congressman Duncan, Congressman Lipinski and Congressman Rush. My name is Kathi Holst, and I am president of the Illinois Road and Transportation Builders Association, the largest association in design and construction professionals in Illinois. The RoadBuilders have supported and will continue to support the efforts of Chicago Mayor Daley and other members of the Chicago Olympic Committee to bring the 2016 Summer Olympics to our city.

You hear from others about the grandeur and desirability of Chicago as a world-class city to host the 2016 Games. Many tout Chicago's unique geography, transportation hub and cultural and racial diversity that acts as a nexus to not only North America but to the world community at large. No where is that better evidenced than in the design and construction industry responsible for building, expanding and maintaining the city's unique architecture and public infrastructure.

Chicago is much more than the boasts that earned it the title of the ″Windy City″ back in 1876. It is a city that has walked the walk, so to speak. Before there was an interstate system, Illinois and this region constructed the midwest's first limited access highway system, the Illinois Tollway, which 60 years later still stands as the pre-eminent toll system in the country.

The Chicago—The construction industry in this region took the old Douglas Airframe plant and made it into the world's busiest airport. It even made the Chicago River turn backwards away from the lake to insure the health and safety of its citizens.

Mr. Chairman, my two colleagues have prepared statements that will be placed into record. The comments of Mr. Tim Faerber, chairman of our planning and design division, deal with the permitting and design issues unique to the Olympics and what you can do to assist in that endeavor. Those comments are augmented by those of Mr. Ken Aldrige, president of Aldridge Electric, one of the largest specialty subcontractors in this county, who discusses the construction capabilities and needs of the contracting community.

While the design challenges of an Olympics are many, the IRTBA planning and design division has 89 of the largest and most sophisticated designs and consulting firms in the world and they are ready to begin work. The design firms within the association are responsible for nearly four billion dollars worth of construction activity by all levels of Illinois government. Six of the world's largest firms have offices and personnel in Chicago, and they are augmented by over 30 other national firms and nearly 50 regional Illinois firms. There is, perhaps, no element of transportation design

and construction oversight that is not done by an IRTBA member firm.

As such, we boast the people who have been meeting the unique and special challenges of this type of infrastructure work. In fact, we have already begun to research the '04 games in Athens and the 2012 games set for London. The lessons learned from those games and others serve to tell us what kind of infrastructure we will need to build for Chicago in 2016. One thing we know for certain is, Chicago has a complete network of transportation in place to serve the Olympics.

As we reflect on the planning for the 2016 Games, we recognize the plan's compactness and proximity of the venues that will be utilized and impacted. There is clearly a longitudinal nature of the Chicago Olympic venues from the tennis and aquatic facilities in the north to the Olympic Village and boating facilities in the south, the lake forms the common denominator to all travel. The need to transport athletes securely and in a timely fashion, along with the ability of the public to move amongst the venues is the key. Simply stated, athletes and their fans need to get from the Olympic Village to their respective venues quickly, safely and on time.

A very important consideration for Chicago is the acknowledgment that we live in dangerous times. Ever since the tragedy in Munich, the Olympic movement has had an ever-increasing emphasis on athlete security, and most recently, spectator security. However, guaranteeing that the spectators and visitors to the games are equally safe becomes an even greater challenge.

The Olympic plan for Chicago calls for no vehicular traffic in the main stadium area. Thus, all spectators and visitors must be transported by a mass transit system capable of handling such numbers. Thankfully, the CTA in conjunction with the RTA has that type of experience that comes from moving over two million riders per day.

So, what does the Olympic Committee need from Congress? First of all, it needs the financial resources that will insure that the best and the brightest are on the case, making sure that what is designed and built is indeed the safest and most reliable system possible. Secondly, it will need a congressionally mandated and sanctioned multi-agency coordinated permit review process. Typically, an improvement project takes nearly 10 years to plan, only two to three plan, design, construct and put into operation. Only two to three of those years is actual construction. It is often the view, approval and funding processes that constitute nearly half of that timeframe.

I want—I want to underscore that no environmental regulations are meant to be avoided or disre-—disregarded. It is—We're simply in need of our procurement process that is updated in a timely manner.

Mr. DEFAZIO. Thank you.

Ms. HOLST. Thank you very much.

Mr. DEFAZIO. Thank you. Mr. Kennedy.

Mr. KENNEDY. Thank you, Mr. Chairman and Members of the Committee. My name is David Kennedy, and I serve as the executive director of the American Council of Engineering Companies of Illinois. We're a statewide association, over 230 engineering firms, together we employ over 10,000 engineers, architects, scientists

and support personnel. And our members design a lot of things, including transportation projects. And frankly, we look forward to designing the Olympic Village in the future.

Mr. Chairman, I kind of fashion myself as a person who gets anything. And I just want to say to you that, and all the Members of the Committee, thank you, thank you and thank you for being here. Because very frankly, I think your presence speaks formidably, all of us witnesses can talk about today because it visibly shows your support, not only for transportation, but frankly, for our country's bid for the Olympics in 2016. This really isn't—This is no longer Chicago's bid, this is our country's bid. And your presence shows your support of that, your presence and that of your colleagues. Thank you very much.

I also want to recognize Congressman Lipinski, and thank him for his interest in transportation in serving in this Committee. I think Congressman Rush can tell you, we're very proud of our congressional delegation in this state, they so wisely assign themselves to various Committees all across the board so our city's interest and our state's interest is well represented. Now, we're looking for the new Congressman Lipinski, Dan Lipinski, to represent our city and our region in transportation issues at the federal level. Thank you for your interest and service, Congressman Lipinski.

I just want to make two quick points regarding transportation issues, that will help us in our Olympics. We all know that you're gonna have a reauthorizationbill in 2009. We all know that the trust in our trust fund is going to be running a deficit by that point. We have been able to do so many wonderful things over these many years with that highway trust fund. I think it goes back to the Eisenhower years if you added the interstate highway system. So, please, when you deal with this issue in a couple years, please sustain it, and please maintain it, and please enhance it just as I know you have already expressed an interest in doing.

The second point I'd like to make for you regarding the highway program, which will help us in the Olympics, deals with being very cautious about public private partnerships. There are people, including sources in this administration, who count this as the only solution to our highway funding. Frankly, I think public private partnerships is just another of many tools that we can use to enhance our transportation improvements. So, please do not accept the thought that this is the only way to solve our transportation funding, because it's not, it's just one of many ways to help the situation. The Olympics itself may provide an opportunity for what we can do to improve both public and private partnership projects. So again, please be cautious about those.

Our country has a great history of transportation. We're proud to say—we brag this is the Land of Lincoln. Congressman Duncan, of course, will tell us this is where Abraham Lincoln was born. But we play our share of fun, that if Abraham Lincoln could be with us now in the expansion, but also to the railroads in the 1800s.

And then another great midwestern of why Eisenhower created the state highway system, today we have this great aviation system. So, as we are now in the 21st century, and you're gonna be facing a new administration here soon, we hope—I don't know what the future holds, but this is a great country, in part at least,

because of our transportation system. So, thank you and continue to work towards that.

And then last, Mr. Chairman and Members of the Subcommittee, I would encourage you to continue to support those projects that help us here locally in economic development and otherwise, very frankly with the Olympics, we are very excited. We see this as an opportunity to improve an already great transportation system. So, we're going to be knocking on your door over the next couple of years, especially after we win this bid to bring the Olympics back to our country. Thank you.

Mr. DEFAZIO. Thank you, Mr. Kennedy. Mr. Ross.

Mr. ROSS. Thank you, Mr. Chairman and Members of the Committee. My name is T.J. Ross. I'm the Executive Director of Pace. We provide suburban bus services outside the City of Chicago to about five million people in a 3,500-square-mile area, and we also provide all ADA complimentary surveys and services throughout northeastern Illinois.

It's a little ironic, of course, that we're talking about an event nine years from now when the concentration in my mind, and many of our minds, is six days from now. We are looking, of course, I want to mention, that we're really pushing our state legislator—legislation to act on Senate Bill 572, which will help us avoid the service cuts and fare increases that start next week and continue on into January.

I'd like to make a few brief points about federal investment in transportation pretty—pretty quick here. First of all, Illinois is a donor state. Gas tax revenue, I think we get about 93 cents back on the dollar that we send in. And northeastern Illinois is a donor area to the rest of the state of Illinois. On top of that, our 5309 bus discretionary money, we normally get through the whole state in the neighborhood of four to 10 million dollars a year. That is in contrast to my home state, Iowa, usually gets more than Illinois does. But the majority of people that ride public transit in northeastern Illinois ride on buses.

So, we're looking for a greater share than 5309 discretionary bus and bus facility money. As my partner in transit, Phil Pagano has said, that he—having this change in north Illinois, two-thirds of the growth is in the suburbs, and we are looking at multiple origins and multiple destination patterns throughout northeastern Illinois, and we'll be looking at the same thing for the Olympics.

Our big push at Pace is in technology. Anything that I can do to speed up my system is going to improve my productivity and improve my attractiveness to my passengers and to people who are using automobiles right now. So with that, we are going to try to signal priority into large projects in south Cook that should be on the—happening 12 months from now. Bus rider transit, which is being pushed, and then, of course, upgrades to existing infrastructure, such as buses on shoulders, HOV lanes, and then a system of Park and Ride lots as well.

Over the last four years, Illinois has not had a capital funding program from public transit. And the one that—and as a result, it's a disinvestment as we talked about. The—Right now, the state proposal is about 429 million for a five-year program. I want to make this point that, that our five-year program for Pace would consume

that full 429 million dollars. That is—It gives you an idea of how much money is really needed here at CTA and Metra. We know they need far, far more than that. Specific to the Olympics, we know the efficient system is essential to a smooth operation of this massive event, and you can't possibly deal with all new rail lines, the bus system will be a big part of it, as it is—as it was in L.A., as it was in Atlanta, as it was in Salt Lake City.

So, in closing, I'm looking forward to the challenge of providing transportation for the 2016 Olympics. However, if Senate Bill 572, that's pending in legislature, does not pass, we could be until 2016 before we recover from the loss of ridership and the loss of service in the region. Thank you for your time. And I'll be happy to answer any questions.

Mr. DEFAZIO. Thank you.

I'll turn to Mr. Duncan.

Mr. DUNCAN. I'll be very brief and just make a few comments. Mr. Chairman, thank you very much. First of all, I want to thank Congressman Lipinski, we all received the briefing materials on the needs of this area. And—and also, I had the privilege of having dinner last night with Congressman Lipinski and his father, and we discussed many of these things at that time also.

This had to have been very important, and I appreciate all of the witnesses taking time out of their busy schedules to be with us. Mr. Lipinski and I—our young—my first three children went to the University of Tennessee, but my youngest is a student at Lincoln Memorial University. And his very serious girlfriend is from Matoon, Illinois. And, Mr. Ross, my mother moved from Iowa after college, and my other grandparents, both of them were born and raised in Illinois. So, I have a great interest in this state.

I said on an interview on WGN this morning that I'm a very conservative Republican. And I don't—I don't believe in spending hundreds of billions of dollars in other countries. In fact, now this morning—there's six Republicans who voted against the war in Iraq at the very beginning. And I note that that was the cause of those on that view. But I do believe in doing some things in this country.

I believe the first obligation of our—of the U.S. Congress should be to the American people. And we have a lot of needs in this country, and with all the time I've attended to those needs, and I was fortunate to the extent that I possibly can again. I'm sorry that I do have to slip out at this point to catch my ride. Thank you very much.

Mr. DEFAZIO. Same to you. And thank you, Ranking Member Duncan. I'll be not too far behind you. I have just a couple of brief questions.

Mr. Kennedy, you mentioned private-public partnerships. And I think you put it in proper respect, that you had concerns. It seems that the Bush Administration feels that if we would just privatize, we would solve our nation's infrastructure needs. I think you gave me the answer, but what percent of our problems do you think are being met or could be met by public-private partnerships?

Mr. KENNEDY. Mr. Chairman, I'm not sure I can put a percent on that. But I can say, where it may help us is in some of the new projects. For instance, I think the City of Chicago kind of led by

example, how they handled the Skyway and they've taken that—from that. However, there has been discussions about leasing other facilities. And the wisest person who is an expert in transportation once told me, this is very similar, like taking the facilities of our parents generation, that greatest generation built and paid for, our generation gets the privilege of using it. If we're not careful, we're now going to turn around and sell or lease those facilities, and spend the money from it and leave it to our kids to pay for it over again.

So again, I'm noting there are ways you can have public private partnerships, and they can be successful and resources can be used for good things. But we need to approach it very cautiously. I did note for Chairman Oberstar as a late issue, a letter outlining concerns of the Transportation Committee that they ask the very thing we want to hear.

Mr. DEFAZIO. That was actually a joint letter with—with me, expressing concern about protecting both public interest for the future generations and maintaining the integrity of transportation structures. Leasing what would be profitable sections of a system for private interest, while ignoring the entirety of the system which benefits public interest is poor policy. Thank you for appearing and noticing the letter.

Mr. KENNEDY. It was a good letter.

Mr. DEFAZIO. Thank you. Mr. Pagano, this is such an astounding number, I have just got to ask you, I think we under-appreciate the contribution that mass transit makes to avoid congestion. And you said in your testimony, in the absence of transit, 29 additional lanes and expressways would need to be constructed to downtown. Can you stand by that?

Mr. PAGANO. Oh, yeah, I can provide the Committee with the—how we came up with the information on that, we even worked with the Illinois Department of Transportation. I mean, the key is, that we carry somewhere about 100 to some odd thousand people between 6:00 a.m. And 8:30 a.m. And doing the calculations, and also how many people will travel on the highways, that it would equate to—to that number.

Mr. DEFAZIO. Yes, I'd appreciate it if you would provide it. Because again, this Administration does not seem to appreciate the contribution of transit to avoid congestion. And we would be happy to receive that material.

Mr. PAGANO. Mr. Chairman, if I may on your comment about public private use, we like to use ourselves in this region as an example. From the Metra prospective, we have worked very well with the freight railroads, in which our capital projects in many instances are divided up between a federal public contribution, and then the freight railroads come in and make their contribution to do the projects that we are going to improve on our infrastructure. The CREATE project is another example of both public and private issues.

Mr. DEFAZIO. Thank you. Just in reflecting on the testimony of this panel and the panel before, before I turn to my colleague, again, I think we have underlined, outlined and emphasized the need for additional investment in the country, not just for special events like the Olympics, but to maintain assets which we try—by

prior generations, and to enhance those assets to serve current and future generations. And I believe thus far we're dropping the ball.

We do need more investment. And we do need to better meet the needs of today's commuter systems. And I think today's testimony is going to be echoed at every hearing we hold around the country, and all the cities that aren't looking to have the Olympics, and all the rural areas that are trying to get their goods to the market, and all the ports that are trying to bring in products from overseas. Hopefully, somebody will turn that around and be shipping products out of the U.S. again, but that's a topic for another day. With that, I turn to Mr. Lipinski for any closing comments or questions.

Mr. LIPINSKI. I'd like to thank you, Mr. Chairman, for bringing the Subcommittee out here to hold this hearing. I think it's a great opportunity to highlight the need that we have in transportation in the—in the Chicago area. And these are needs, obviously, that are all foreseen. In other words, people of Chicago need transportation hubs as it is for the country. And we've been talking about the Olympics, which hopefully the Olympics can be, really, another great year wakening for the city and be able to highlight—spotlight the city for the world. An opportunity that we need to make sure that we do everything we can to—to take advantage of.

But I think it's important that clearly it's been made clear to all of us, who have—those who did not already know, certainly most of us do, about the current situation that's going on right now with mass transit, which, I believe, is at least partly on the plate of the lack of funding from the Federal Government. But right now, I certainly urge our legislators in Springfield to deal with this problem as quickly as they can, it's a very important issue for many, many people. I've spent hundreds of hours in my lifetime on CTA buses. I know how—how critical it is to have this old mass transit system up and running and as efficient as possible.

So there again, I urge the legislators to do that. And at the federal level, I'm confident that with the leadership on this Subcommittee of Chairman DeFazio, and I'm certainly going to be working as hard as I can for the Chicago region to fulfill those needs that we have in transportation, and to work together with our delegation, work with Bobby Rush, and anyone in the delegation to do what we can for the various great needs that—that—that we face. I think this was a great opportunity. I'd like to bring this forward to the Committee to where the decisions are going to be made on this bill in the next two years. Thank you, Chairman.

Mr. DEFAZIO. All right, thank you. I want to again thank you for your leadership in bringing the Committee here to Chicago. Congressman Rush.

Mr. RUSH. Thank you, Mr. Chairman. Mr. Chairman, first of all, let me join with my colleague by thanking you again for taking the time out from your busy schedule to come toChicago to hold this hearing. I want to also thank you for allowing me as a non-member of the Sub-—the Subcommittee, and Member of the Committee, to participate wholly and fully in this hearing. And I really thank you so much.

I also wanted to ask the Ranking Members to—I'd like to submit questions to the witnesses in writing and ask that——

Mr. DEFAZIO. Without objection, the Committee would reserve that privilege, and certainly extend that to you.

Mr. RUSH. Thank you so much, Mr. Chairman.

Mr. Chairman, I just want to conclude by joining with Congressman Lipinski, as you noted today or seen today, there has been—there is a lot of passion about the—not necessarily tomorrow's transportation issues, but today's transportation issues. I think that's a serious problem in our state, our city, and that there are citizens who are scheduled to experience some dire transportation issues in the next few days.

And I know that this—that is not in the jurisdiction of this Subcommittee or the Congress. But, Mr. Chairman, we need to do all that we can to emphasize to the State, the Legislature, to the Government, and to all of the state leaders, that this is an issue that must get addressed. And that lack of the movement in regards to resolving this particular problem, I think that our delegation speaks out for our delegation, and will be severely and sorely disappointed in the General Assembly if they don't get this issue resolved.

They can't come to us in Washington and expect us to cooperate with them, when they don't cooperate with each other. And they are our constituents. And demonstrated by the outburst of today, our constituents are suffering. We need cooperation at the state level. We get only State and Federal cooperation. It doesn't make sense. It's shameful, and it's an atrocity that we can't get this issue resolved and get it resolved from the Democrats. It wouldn't be so different if we were fighting Republicans and not Democrats. But this is Democrats. And these Democrats need to grow up and get this issue resolved so that our citizens can have public transportation. Thank you very much.

Mr. DEFAZIO. Thank you. And if you have any final questions, submit them. We are now adjourned.

[Whereupon, at 11:55 a.m., the Subcommittee was adjourned.]

STATEMENT OF THE HONORABLE PETER A. DEFAZIO
CHAIRMAN
SUBCOMMITTEE ON HIGHWAYS AND TRANSIT
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

FIELD HEARING ON
CHICAGOLAND TRANSPORTATION NEEDS FOR THE 2016 OLYMPIC BID

October 29, 2007

As we will hear from our witnesses today, the Chicagoland Region is uniquely positioned to successfully hold the 2016 Summer Olympic Games.

As the United States' nominee to the host the 2016 Games, Chicago represents not just the state of Illinois but the entire nation.

With the nation's second busiest airport, a mature rail and bus system that serves some 2 million riders a weekday, and the only city in the nation where six major railroads meet – Chicago clearly has the flexibility to meet the challenges of hosting the Olympics.

I look forward to hearing from our witnesses about the strengths and challenges facing Chicago as they compete to host the summer games.

Opening Statement for
Congressman Bobby L. Rush
Chicagoland Transportation Needs for 2106 Olympics Hearing
Monday, October 29, 2007 – 10:00 a.m.
Room 2525, 219 S. Dearborn, Dirksen Federal Building, Chicago

Good morning ladies and gentlemen, Subcommittee Chairman Defazio, Ranking Member Duncan, and my Illinois colleague Congressman Lipinski.

It is indeed my distinct privilege to participate in this hearing on such an important issue. During my tenure in Congress, I have worked hard with this committee to ensure that Chicago received the federal funds and resources necessary to keep our city moving forward.

This hearing is important because it will allow us to begin early deliberations on the reauthorization of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, which is set to expire in 2009.

I have had the opportunity as a member of congress to engage in this reauthorization process on three previous occasions and with each occasion, we as a Congress have sought to create legislation designed to strengthen and rebuild the transportation infrastructure of our nation.

Mr. Chairman, with the Metropolitan Chicago area being the transportation hub of the nation, we are in a unique position to set the tone for the overall planning of the next national highway bill.

I am eager to listen to the testimony of the witnesses gathered today so I can hear their thoughts on our transportation needs for this region. I am equally eager to work with you Mr. Chairman, Ranking member Duncan and Congressman Lipinski to ensure that our nation's collective transportation needs are realized.

I also look forward to addressing before this subcommittee a major issue in my congressional district and the south suburban Cook County region. In what could only best be described as a transportation planning oversight, Interstate 294 and Interstate 57 are like two ships passing in the night.

These two major interstates were designed with no interchange connection. It is my understanding that only two other interstates in the Nation were built in this manner.
While the State of Illinois has spent and are currently spending millions of dollars to rehabilitate both I-294 and I-57, including the area of intersection, little forethought and planning for the proposed interchange connection seems to have taken place.

Indeed, of the eight interstates crossing and/or connecting to I-57, only I-294 lacks a direct interchange. Likewise is the case with I-294 which has seven interstates crossing and/or connecting to it.

It is a priority for the economic vitality of the region that we address this issue. I look forward to working with the committee to identify capital and resource solutions.

In closing Mr. Chairman, various local elected in my district have submitted to my attention transportations needs for the communities they represent. If there is no objection, I ask that their communications be made part of the record.

Thank you Mr. Chairman for allowing me to participate in this hearing and with this important sub-committee and I yield back the balance of my time.

Tinley Park
ILLINOIS

Village President
Edward J. Zabrocki

Village Clerk
Frank W. German, Jr.

Village Trustees
Patrick E. Rea
David G. Seaman
Gregory J. Hannon
Michael H. Bettenhausen
Brian S. Maher
Thomas J. Staunton, Jr.

Village Hall
16250 S. Oak Park Ave.
Tinley Park, IL 60477

Administration
(708) 444-5000
Fax: (708) 444-5099

Building & Planning
(708) 444-5100
Fax: (708) 444-5199

Public Works
(708) 444-5500

Police Department
7850 W. 183rd St.
Tinley Park, IL 60477
(708) 444-5300/Non-emergency
Fax: (708) 444-5399

John T. Dunn Public Safety Building
17355 S. 68th Court
Tinley Park, IL 60477

Fire Department & Prevention
(708) 444-5200/Non-emergency
Fax: (708) 444-5299

EMA
(708) 444-5600
Fax: (708) 444-5699

Senior Community Center
(708) 444-5150

www.tinleypark.org

October 25, 2007

The Honorable Bobby L. Rush
Congress of the United States
1st District
700-706 E 79th Street
Chicago, IL 60619

Dear Congressman Rush:

I am writing in response to your letter of October 23, 2007, requesting information on potential transportation related projects that require federal assistance. Provided below is a listing of two projects which are included in the Village of Tinley park's long term plans; however, they cannot be accomplished without significant assistance from the federal government:

(1) Half Interchange at Interstate 80 and Ridgeland Avenue - Your office has previously supported this project through funding assistance for preliminary engineering. While the exchange is not completed as of yet a summary on the project and future construction costs is attached.

(2) Widening 80th Avenue Bridge Across Interstate 80 - This is a multi-jurisdictional project that will involve access for daily traffic including public safety response vehicles. If it is not addressed the roadway will develop into a public safety issue in the future.

A more detailed summary of each project is attached. Please feel free to contact my office should you have any additional questions. Thank you in advance for your consideration of this request.

Respectfully yours,

Edward J. Zabrocki
Mayor

HALF INTERCHANGE AT INTERSTATE 80 AND RIDGELAND AVE

Quick History: This project was previously identified as a high priority project. Traffic movements from the First Midwest Theater would be greatly improved thru this access point and with the addition of 1,000,000 square feet of trucking facilities just north, the tucks can be kept on the interstate and off the already congested arterial system.

Project Scope: Access justification; half interchange couple with 183rd Street/ Ridgeland Ave. / Interstate 80

Benefits:

- ✓ This is MULTI-JURISDICTIONAL project. Cook County Highway Department, IDOT, Cook County Forest Preserve District; Tinley Park
- ✓ Enhanced public safety
- ✓ Reduction is pavement deterioration on the arterial system.

Total Project Cost:	$10,000,000
Access Justification Report:	$200,000
Environmental Phase 1:	$1,000,000
Engineering PS&E:	$1,000,000

Estimated time frame – 5 years

WIDENING 80TH AVENUE BRIDGE ACROSS INTERSTATE 80

Quick History: 80th Avenue carries approximately 15,000 cars a day. The village of Tinley Park's geographic center is located at the corner of 183rd Street and 80th Avenue, generally this location. The village has over 10,000 residents located in Will County and this is the main egress to the north, with the next crossing either 1 mile east or 2 miles west. This segment of roadway is under the jurisdiction of the Will County Highway Department.

Project Scope: The proposed project includes the widening of the bridge to accommodate 4 lanes of traffic to connect up to the fully channelized 4 lane roadway to the north at 183rd Street.

Benefits:

- ✓ This is a MULTI-JURISDICTIONAL project between the Will County Highway Department, IDOT and the Village of Tinley Park.
- ✓ Enhanced public safety
- ✓ More efficient movement of traffic and improved access to the 1500 METRA parking stalls located directly to the north. .

Total Project Cost: $10,000,000
Environmental Phase 1: $1,000,000
Engineering PS&E: $1,000,000

Estimated time frame – 5 years

Village of Evergreen Park

9418 SOUTH KEDZIE AVENUE
EVERGREEN PARK, ILLINOIS 60805
Tel. (708) 422-1551
FAX (708) 422-7818

Mayor
James J. Sexton

Clerk
Catherine T. Aparo

Trustees
Jerome Bosch
Carol E. Kyle
Mark Marzullo
James A. McQuillan
Mark T. Phelan
Norbert F. Smith

October 26, 2007

Hon. Bobby Rush
Congressman
3235 W. 147th Street
Midlothian, IL 60445

Re: **Request for Funding for Infrastructure Improvement**
SAFETEA - LU
Projects within the Village of Evergreen Park

Dear Congressman Rush:

I have been informed that there is a possibility to receive grant funding for projects that would benefit our community. The Village of Evergreen Park is proposing three such projects which, most likely, will not be completely constructed without some sort of assistance from outside sources. The three proposed projects are:

Pavement Resurfacing Between 97th Street and 95th Street–From the GTW RR to California Avenue:
This area has a length of 1.8 miles bounded by the business corridor of 95th Street on the north and the local collector street of California Avenue on the east. Estimated cost - $1,200,000.00.

Pavement Resurfacing Between 99th Street and 96th Place–From the GTW RR to the CSX RR:
This area has a length of 1.8 miles bounded by the local collector street of California Avenue on the west and 99th Street on the South. Both streets encourage business traffic to travel to the Evergreen Shopping Plaza. Estimated cost - $1,200,000.00.

Pavement Resurfacing Between 99th Street and 95th Street–From Western Avenue to California Avenue:
This area has a length of 1.9 miles bounded by the Arterial street of Western Avenue on the east and 99th Street on the South and business corridor of 95th Street on the north. All streets encourage business traffic to travel to the Evergreen Shopping Plaza. Estimated cost - $1,300,000.00

The three above projects are of great significance to the Village of Evergreen Park. Each has a distinct level of importance from commerce along a section of businesses, to repairing a very deteriorated system of streets that our constituents have called upon us to restore.

On behalf of the Village Board and the residents of Evergreen Park, I would like to thank you for the opportunity to present these projects to you, and hope that we are able to discuss their funding in the future.

Sincerely yours,

VILLAGE OF EVERGREEN PARK

James J. Sexton JR

James J. Sexton
Mayor

Thk/thk

Printed on recycled paper

Village of Orland Hills

Date: October 26, 2007

Subject: Surface Transportation Project - SAFETEA-LU (A1)

Project scope includes removal and replacement of bituminous surface and binder. Marginal subsurface aggregate repairs and curb and gutter repairs, are estimated. Project will include all streets listed below with terminus as referenced.

91st Avenue	/ 159th Street to 160th Place	/ 1,050 ln. ft.
90th Avenue	/ 159th Place to 160th Place	/ 800 ln. ft.
159th Place	/ 91st Avenue to 90th Avenue	/ 500 ln. ft.
160th Place	/ 91st Avenue to 90th Avenue	/ 500 ln. ft.
Haven Avenue	/ Elm Place to Meadowview Dr.	/ 1,800 ln. ft.
Elm Place	/ Haven Avenue to Ridge Lane	/ 650 ln. ft.
88th Avenue	/ 159th Street to 163rd Street	/ 2,650 ln. ft.
O'Brien Drive	/ 88th Avenue to 167th Street	/ 1,150 ln. ft.
Beacon Lane	/ Leslie Drive to 167th Street	/ 900 ln. ft.

Total	/ 10,000 ln. ft.
Est. Cost per ln. ft.	$50

Est. Cost Road Work	/$ 500,000
Est. Cost subsurface	/$ 50,000
Est. Cost curb+gutter	/$ 80,000
Est. Cost engineering	/$ 125,000
TOTAL Est. Cost	/$ 755,000

Village of Orland Hills

Date: October 26, 2007

Subject: Surface Transportation Project - SAFETEA-LU (A2)

Project scope includes removal and replacement of bituminous surface and binder. Marginal subsurface aggregate repairs and curb and gutter repairs, are estimated. Project will include all streets listed below with terminus as referenced.

Hobart Avenue	/ 167th Street to 169th Place	/ 1,400 ln. ft.
93rd Avenue	/ 167th Street to 169th Place	/ 1,400 ln. ft.
Haven Avenue	/ 167th Street to 169th Place	/ 1,400 ln. ft.
89th Court	/ 167th Place to 169th Street	/ 850 ln. ft.
Vicky Lane	/ 167th Place to 169th Street	/ 850 ln. ft.
167th Place	/ 90th Avenue to 88th Avenue	/ 1,300 ln. ft.
Westwood Drive	/ 170th Street to Christopher Ave.	/ 1,400 ln. ft.
92nd Avenue	/ 169th Place to 171st Street	/ 1,400 ln. ft.
89th Avenue	/ 169th Street to Westwood Drive	/ 1,250 ln. ft.

Total	/ 11,250 ln. ft.
Est. Cost per ln. ft.	$50

Est. Cost Road Work	/$	562,500
Est. Cost subsurface	/$	55,000
Est. Cost curb+gutter	/$	75,000
Est. Cost engineering	/$	150,000
TOTAL Est. Cost	/$	842,500

Village of Orland Hills

Date: October 26, 2007

Subject: Surface Transportation Project - SAFETEA-LU (A3)

Project scope includes removal and replacement of bituminous surface and binder. Marginal subsurface aggregate repairs and curb and gutter repairs, are estimated. Project will include all streets listed below with terminus as referenced.

167th Street	/ 94th Avenue to 88th Avenue	/ 4,050 ln. ft.
Meadowview Drive	/ 94th Avenue to 88th Avenue	/ 4,050 ln. ft.

Total	/ 8,100 ln. ft.
Est. Cost per ln. ft.	$50

Est. Cost Road Work	/$ 405,000
Est. Cost subsurface	/$ 40,000
Est. Cost curb+gutter	/$ 50,000
Est. Cost engineering	/$ 100,000
TOTAL Est. Cost	/$ 595,000

-----Original Message-----
From: Mae Wilson <maewilson@core.com>
To: Johnson, Curtis
Sent: Fri Oct 26 16:07:56 2007
Subject: 4th Ward Transportation Projects

Mr. Curtis Johnson, Legislative Correspondent!

Presently, there are two transportation issues/concerns that we have for the 4th Ward:

1) With the current and pending density for the ward, we would like to see the Metra Station at 39th Street reopened,

2) Return Lake Park Avenue to a two-way street between 35th and 46th Streets

If you have any questions, please call my Chief of Staff, Mae Wilson at (773) 536-8103.

Toni Preckwinkle

Alderman, 4th Ward

From: Sodiqa Williams <sodiqa.williams@cityofchicago.org>
To: Johnson, Curtis
Sent: Fri Oct 26 15:48:17 2007
Subject: Transportation Project Suggestions for 8th Ward

Hello, I am an Assistant for Alderman Michelle Harris of the 8th Ward, City of Chicago.
The Alderman asked that I forward you the following transportation projects that are important in our ward:

1. WPA streets
2. Traffic Lights
3. New Residential Lighting

Thank you and if you have any questions, please call the 8th Ward at (773) 874-3300.

Best,

Sodiqa Williams
Assistant
8th Ward
Alderman Michelle Harris

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CITY COUNCIL
CITY OF CHICAGO

COUNCIL CHAMBER
CITY HALL - ROOM 300
121 NORTH LA SALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE: 312-744-6856

COMMITTEE MEMBERSHIPS
COMMITTEES, RULES AND ETHICS
HOUSING AND REAL ESTATE
HUMAN RELATIONS
PARKS AND RECREATION
SPECIAL EVENTS

LONA LANE
ALDERMAN, 18TH WARD
8146 SOUTH KEDZIE AVENUE
CHICAGO, ILLINOIS 60652
TELEPHONE: 773-471-1991
FAX: 773-471-2227

October 25, 2007

Bobby L. Rush, Congress of the United States
1st District, Illinois
2416 Rayburn HOB
Washington, D C. 20515

Dear Congressman Rush:

Thank you for your letter requesting my input regarding transportation needs for the 18th Ward. The following are three (3) transportation projects that will be important to my constituency:

1) Streetscape Program - Western Avenue from 71st Street to 87th Street
New Street Lighting, Sidewalk Repair as needed, Street Resurfacing as needed, plant trees, install bicycle racks, flower boxes w/sprinkler system, new trash receptacles, wrought iron benches and a clock tower centrally located within this radius.

2) Streetscape Program - 71st Street from Western to Kedzie
New Street Lighting, Sidewalk Repair, Street Resurfacing as needed, plant trees, install bicycle racks, flower boxes w/sprinkler system, new trash receptacles and wrought iron benches.

3) Marquette Park - 67th Street to 71st Street from California to Central Park
Repair Streets, Sidewalks and Curb and Gutter around the park.

Anything you can do to assist me in getting these projects funded would be greatly appreciated. Thank you for your consideration.

Sincerely,

Lona Lane

Lona Lane
18th Ward Alderman

LL/sbw

PAT DOWELL
ALDERMAN—3RD WARD

3RD WARD SERVICE CENTER
5046 SOUTH STATE STREET
CHICAGO, ILLINOIS 60609
TELEPHONE 773-273-9272
FAX: 773-073-6052
E-MAIL: pat.dowell@cityofchicago.org

CITY COUNCIL
CITY HALL, ROOM 200
121 NORTH LASALLE STREET
CHICAGO, ILLINOIS 60602
TELEPHONE 312-744-6734

COMMITTEE MEMBERSHIPS

COMMITTEES, RULES AND ETHICS
HEALTH
HOUSING AND REAL ESTATE
LANDMARKS
TRANSPORTATION AND PUBLIC WAY

October 26, 2007

Bobby L. Rush, Congressman
1st Congressional District
700-706- E. 79th Street
Chicago, Illinois 60619

Dear Congressman Rush:

The possibility of Chicago being the host city for the 2016 Olympics provides a real opportunity to access the capital funds necessary to make needed community improvements which will benefit my constituents and present the Mid South Side most favorably during the games. The following items represent the priority projects for the 3rd Ward which would benefit from federal support:

- Enhancement of the CTA Elevated Greenline (painting, lighting, paving CTA property under the elevated stations, reduction of slow zones) including a new CTA station in the South Loop area and upgrade of other CTA stations (35th, Indiana, 43rd, 47th, 51st, 55th) to support transit oriented development.
- Major boulevard improvements along King Drive (35th to 55th) and Garfield Boulevard (King to Halsted) including street reconstruction/resurfacing, curbs, sidewalks/pedestrian crossings, decorative landscaping (trees and flower beds), lantern lighting, reconstruction of State Street with landscaped (flower beds) medians from 22nd to 55th Streets and decorative lighting.
- Major reconstruction of railway viaducts and retaining walls (Norfolk Southern, Metra).

I look forward to working with you to insure a "win-win" initiative for the City and our neighborhoods.

Sincerely,

Pat Dowell

Pat Dowell
Alderman, 3rd Ward

M : VILLAGE OF ROBBINS MAYORS OFFI PHONE NO. : 708 385 0542 Oct. 31 2007 04:27PM P1

VILLAGE OF ROBBINS
INCORPORATED DECEMBER 14, 1917
3327 West 137th Street ✤ Robbins, Illinois 60472
Phone (708) 385-8940 ✤ Fax (708) 385-8949

Dr. Irene H. Brodie
Mayor
Pamela Bradley
Clerk

Trustees
Willie E. Carter
Richard Williams
Lynnie Johnson
Tyrone Haymore
Shanliel X. Simon
Tyrone Ward

OCTOBER 25, 2007

Honorable Bobby L. Rush
Congress of the United States
1st District, Illinois
Chicago Office
700 East 79th Street
Chicago, IL 60619

RE: **Village of Robbins – Transportation Projects**

Dear Honorable Rush:

The following is a high priority transportation project for the Village of Robbins:

Claire Boulevard Improvements

Item	Cost	Programmed SSMMA FY 06 STP Funds	Received Illinois First Funds	Project Shortfall
Construction	$5,000,000	$2,470,224	$214,256	$2,315,520
Phase III Engineering	$500,000	$199,776	$105,327	$194,897
Project Totals	$5,500,000	$2,670,000	$319,583	$2,510,417

If project shortfall funding is identified the project is ready for construction to be scheduled. The Village of Robbins Engineers for this transportation project is Baxter and Woodman of Mokena, Illinois. If you need additional information, please call me at (708) 385-8940 extension 269.

Sincerely,

Beverly Gavin
Village Administrator

cc: Mayor Irene H. Brodie
Sylvia Parham, Village Planner

CHICAGO 2016
APPLICANT CITY

Doug Arnot
Scripted Testimony at
Highways and Transit Subcommittee Field Hearing
Monday, October 29th

- Welcome and thank you for having me here today. My name is Doug Arnot and I am the Senior Vice President for Games Operations for Chicago 2016.
- Chicago 2016 is a not for profit organization that is bidding for the 2016 Olympic and Paralympic Games on behalf of the City of Chicago. Please note that in all references below I am speaking about our Olympic and Paralympic plans. They are synonymous.
- Chicago 2016 is a separate organization from the City of Chicago that is entirely privately funded.
- Chicago is currently bidding for the 2016 Games against six other world-class cities, and although we are here to discuss the potential transport needs should Chicago receive the great privilege of hosting these Games, I would like to note that at no time should any of my comments be taken as though we assume we will host the Games.
- The final decision for 2016 host city is nearly two years away in 2009, and it will be a hard-fought race against great competition.
- My role at Chicago 2016 is to oversee all operational and planning aspects related to the bid, which includes venues, security and transport.
- It is worth noting that I have been involved in the planning and preparation for 4 Olympic Games including Atlanta, Sydney and Salt Lake City.
- One of the most crucial aspects of any Olympic Games is the Games Transport system.
- One of the great assets of Chicago's bid for the 2016 Games is Chicago's transportation infrastructure.
- Chicago 2016 is committed to hosting both the greenest possible Games and to move spectators 100% by public transport.
- Therefore Chicago 2016 is in full support of any and all efforts that ensure the necessary funding is provided to regions transport infrastructure

CHICAGO 2016
APPLICANT CITY

- However, it is important to note two things regarding transportation and transportation funding in Chicago, as they relate to our bid plans:

    1. Chicago's Olympic bid plans do not call for any significant additional, or new, transport infrastructure to be built in order to host the Olympic Games.

    2. Although we recognize that in the past, cities have often looked at the prospect of the Games as a chance to bring forward long-planned projects, Chicago 2016 has not proposed, nor has budgeted for any long-term city infrastructure projects.

Olympic Transport.

- I would like to take a few minutes to discuss specifics regarding our Olympic transportation proposals and planning. Chicago 2016's Olympic Transport plan would have three goals:

    1. To provide transportation for all athletes, Olympic family and accredited persons through a dedicated Olympic Transport system
    2. To safely and effectively transport spectators and Olympic Guests via public transport
    3. To minimize the Games transport impact on the citizens of Chicago

- In order to successfully meet these objectives, we have spent a considerable amount of time thinking about the best venue layout to maximize the effectiveness of our existing transportation infrastructure.

- The plans for the proposed Games in Chicago are compact and city-central, and would relay on Chicago's existing transport infrastructure, augmented by an Olympic Transport overlay.

- Our bid's plan is also one that puts athletes first by placing the Village in the center of our city. We want the athletes to experience the city of Chicago the way that the average Chicagoan does, by getting a chance to enjoy our lakefront, our museums and wonderful neighborhoods.

- Our plan is so compact that it will actually place 88% of the athletes within 15 minutes of their venue, a near record for a city-centered Games.

- And many of the venues that we will use already exist; with nearly 70% of our facilities already built, our bid takes advantage of many of Chicago's most well-known sites.

CHICAGO 2016
APPLICANT CITY

- So by utilizing a combination of existing venues along with some temporary facilities in some of Chicago's most well-known parks, we have a plan in place where 90% of our proposed venues are already connected by public transportion.

Logistical Overview of Olympic Transport

- It is important to note that while an Olympic Transport system utilizes nearly every aspect of a city's transport infrastructure, it is a very different system to design and to operate.

- It may be a short timeframe for the Olympic and Paralympic Games, around one month in total, but the logistical issues presented - from increased number of riders, dedicated lanes, potential road closings, and security - create specific challenges that are only known to the Olympic Games.

- Finally, as I mentioned, Chicago's bid plans will rely heavily on the use of various modes of public transport including the CTA (bus and train), Metra (suburban rail) and Amtrak (regional and national rail).

- It should be stated that Chicago's current transport system and the planned upgrades, which would allow for the necessary capacity increases that we would need at Games time, will provide an adequate transport system for the Games in 2016.

- But those projects would certainly need to move ahead with appropriate funding in order for our bid, and hopefully our Games, to be successful.

- This is where the Federal Government can assist Chicago 2016, which is now not just Chicago's bid but America's bid to bring the Olympic Games back to American soil.

- In the past, federal involvement around the Games in Atlanta and Salt Lake City in the area of transport has been critical to the Games' ultimate success.

- We need, and the city of Chicago needs, your support.

CHICAGO 2016
APPLICANT CITY

Conclusion –

- In conclusion, I would like repeat a few comments that I think are worth stating again:

  1. Chicago 2016 is NOT asking for specific improvements for the Olympics; rather the funding and backing of already-planned transit improvements.
  2. Chicago 2016 has not incorporated long-planned, city-wide improvements that may be accelerated due to the potential of hosting the 2016 Olympic Games.
  3. Chicago 2016 hopes to have Olympic transport plan that addresses all the demands created by hosting the Games. Certainly, any improvements enabled by additional funding would enhance that plan.
  4. With your support, Chicago has a fantastic chance to bring the 2016 Games to American soil. We are America's Olympic bid now, not just Chicago's.

- Finally, I would like to take a step back from the technical side of the bid and remind everyone here why we are bidding for the Olympic Games.

- We are bidding to inspire the youth of our city, our region and our nation to put down the video games and be inspired by the power of sport and the power of the Olympic Movement.

- We are bidding to show that Chicago can be a fantastic host to the world, and through the Olympic Values of friendship, fair play and respect, show the rest of the world that America can still be an inspiration.

- We are bidding to bring the world's greatest event to our city, promoting kinship through sport and an opportunity to change our world for the better.

U.S. House Transportation & Infrastructure Committee
Subcommittee on Highways and Transit
Chicagoland Hearing

Monday, October 29, 2007
10:00AM
2525 Dirksen Federal Building
219 South Dearborn St.
Chicago, IL

WRITTEN TESTIMONY OF THOMAS G. BYRNE
COMMISSIONER, CHICAGO DEPARTMENT OF TRANSPORTATION

Good morning Mr. Chairman and members of the subcommittee. I am Thomas Byrne, Commissioner of the Chicago Department of Transportation. On behalf of Mayor Richard M. Daley, welcome to Chicago. I hope you will have time to get out and enjoy our wonderful city while you are here.

I come before you today to discuss the transportation needs of the City of Chicago. And while the 2016 Olympics would present a unique set of challenges and opportunities for our City and State, should we be the selected city, Chicago's need does not begin and end with the 2016 games.

First, let me give you a few statistics about Chicago's transportation system. Chicago has over 3,700 miles of streets and 1,900 miles of alleys. Our 36 movable bridges conduct over 25,000 operations per year with another 46 fixed span bridges and 119 viaducts throughout the City. Our 19 overpasses and 19 underpasses help pedestrians and bicyclists traverse some of our busiest roadways safely and easily. We have 2,800 signalized intersections and 600 railroad crossings.

I throw these numbers out in their raw form to illustrate the sheer size of Chicago's surface transportation system and therefore the enormity of our need.

At CDOT we say if you drive on it, ride on it or walk on it, we are responsible for it. But that doesn't really go far enough. Yes, we are responsible for the roads, bridges, bike paths and sidewalks within the City but we also have responsibility for various transit facilities including over 60 rapid transit stations, we have installed over 11,000 bike racks – more than

any other City in the world, we've taken the lead in regional freight rail planning and, as if that weren't enough, as Commissioner of CDOT, I am also the Chicago Harbor Master with responsibilities over the City's waterways extending out into Lake Michigan.

Today however, I would like to focus on 3 of our primary areas of concern. I won't go into great detail but I want to make sure that you understand the breadth of our responsibilities and the scope and scale of our need. The areas are bridges, roads and transit.

Let's start with our bridges. As with the rest of the nation, Chicago's bridge need is great. Our bridges not only provide our residents and visitors with routine transportation, they are also a critical link in our disaster preparedness plan. Should an incident occur that requires evacuation of the downtown area, whether terrorist related or not, it is our bridges spanning the Chicago River that will bear the brunt of the traffic.

As I mentioned, Chicago has 36 movable bridges. And while such bridges provide for the needs of both our road and water travelers, they are extremely expensive to build and maintain. The reconstruction of a typical movable bridge can cost up to $40 million whereas a fixed span is generally in the $12 million range.

Chicago has an aggressive bridge inspection and maintenance program. Because of our diligence, I am pleased to say that none of our 195 bridges and viaducts are in an unsafe condition. However, we do have 35 bridges that are in need of major rehabilitation if they are to continue to fulfill their transportation function into the future. The work needed to bring these bridges into an acceptable state of repair is estimated to cost $554 million.

Our premiere bridge project is the reconstruction of North-South Wacker Drive. Wacker Drive is a bi-level roadway running through and under downtown Chicago connecting Lake Shore Drive with Interstate 90. It is comprised of an East-West and a North-South segment. We completed the reconstruction of the East-West segment in 2003 for just under $280 million. The project was completed on time and on budget. For the North-South segment we have estimated the final price to be around $315 million. We have completed phase I engineering and have begun phase II but until we secure the needed funding, there is no need to finish the engineering. At this point, the project has, for all practical purposes, stalled.

Moving to our roadways provides no relief in terms of need. Chicago has roughly 990 miles of arterial roadways. At the present day cost, which will surely rise in the years to come, we will require $833 million to resurface the entire arterial system. Our arterial resurfacing program is designed to extend the life of the pavement by about 10 years.

A complete reconstruction of an arterial is currently running about $7.5 million per mile, which equates to the staggering sum of just under $7.5 billion to reconstruct our arterial system. This number does not include work needed on the other 2,700 miles of collector and residential streets that run through Chicago.

As with our bridges, we have numerous roadway projects spanning the breadth and width of the City. And, as with our bridges, we are short of funding. One of our most critical needs is the reconstruction of North Lake Shore Drive.

Lake Shore Drive is US Route 41. It provides critical North-South access through the City and has been identified as the primary access and staging area for emergency vehicles in case of a major incident in the downtown area. In cooperation with the Illinois Department of Transportation, we recently completed a $162 million reconstruction of South Lake Shore Drive. While it is too early in the process to offer any reasonable cost estimates, the reconstruction of North Lake Shore Drive will be significantly more.

Another CDOT responsibility involves the City's transit system. The City of Chicago owns the subway system, the Red Line, the O'Hare Branch of the Blue Line, and the Orange Line. Additionally, CDOT is responsible for the maintenance of all downtown transit stations. We have established a 15-year program of transit station renovation and reconstruction projects. These projects are prioritized according to station condition and safety considerations.

Over the past 10 years, the City has programmed more than $230 million for transit station reconstruction. We rely heavily on the Congestion Mitigation and Air Quality Program for funding such projects. Over the next 15 years we have identified over $700 million in need for 13 transit station projects. An average of $54 million per station. If you consider that from 2003

through 2007, CMAQ funding for the entire northeastern Illinois region averaged just under $70 million annually, you get a good idea as to the need for increased funding for this program.

Complicating matters further is that transit station reconstruction in a dense urban environment, such as downtown Chicago, presents unique and expensive challenges. As there is generally no large, open area in which to stage construction equipment, all materials such as steel girders must be brought in by smaller vehicles such as pick-up trucks. Another factor increasing cost is the need to keep these stations open during construction. Just as the Dan Ryan Expressway was kept open during its current $830 million reconstruction, transit stations must remain open as well.

As you can see, the transportation need for the City of Chicago is staggering and there are many other CDOT programs and needs I could go into such as ADA compliant curb ramps in which, by court order, we must invest a minimum of $10 million per year over the next 5 years. There's also our pedestrian program, which includes at least four new pedestrian underpasses for Lake Shore Drive. The one planned for 67th Street is estimated to cost $18 million. There's also our nationally recognized bicycle program, Streetscaping Program, residential street maintenance, traffic calming and more. All this and I still haven't touched on the nation's most important freight rail project, CREATE.

As you are aware, Chicago is one of a number of stakeholders that participate in the freight rail program known as CREATE. CREATE's importance to the nation was recognized by you and your colleagues when you awarded it $100 million through the program of Projects of National and Regional Significance. Due to the obligation authority limitations, this $100 million was reduced to about $86 million. And while this was a good start for CREATE, it falls far short of the eventual $1.5 billion that is needed to assure that this nation's freight rail system remains efficient and effective thereby helping our nation maintain its position in the global economy.

I could go on with more projects but I think you get the idea. And I am sure that this tale would be repeated by every big city in the nation.

Two weeks ago I was in Washington DC and had the pleasure of meeting with Congressman DeFazio, Congressman Oberstar and Administrators Capka and Simpson of the FHWA and FTA. I came away from my meeting

with the Administrators concerned that they did not agree that additional funding is needed. They seemed more concerned over the process of earmarking than the lack of sufficient funding.

I would like to end my testimony today by making it perfectly clear that the funding available from Federal, State and local sources is insufficient to meet the needs of our nation's transportation system and that significant new revenue must be generated at all levels of government if we are to fulfill our essential responsibility to the American people by providing them with the finest transportation system in the world.

Thank you very much for your time and your consideration. And again, please feel free to contact me at your convenience if I may be of any assistance to you.

Testimony

of the

Illinois Road and Transportation Builders Association

Before the

House Sub-Committee on Highways and Transit

On The

Regional Needs Posed

by the

Proposed 2016 Olympic Games

Chicago Field Hearing

October 29, 2007

Presenters:

Kathleen Holst—President

Tim Faerber—Chairman—IRTBA Planning and Design Division

Kenneth Aldridge—Government Affairs Chairman

Testimony of President Kathleen Holst
of the
Illinois Road and Transportation Builders Association
on the
Transportation Needs Posed by the Proposed 2016 Olympic Games

Good Morning, Mr. Chairman and members of the committee. My name is Kathi Holst and I am President of the Illinois Road and Transportation Builders Association, the largest association of design and construction professionals in Illinois. The RoadBuilders have supported and will continue to support the efforts by Chicago Mayor Richard M. Daley and the other members of the Chicago Olympic Committee to bring the 2016 Summer Olympics to the city.

You will most undoubtedly hear from other witnesses about the grandeur and desirability of Chicago as a world class city to host the 2016 games. Speakers will tout Chicago's unique geography, transportation hub and cultural and racial diversity that acts as a nexus to not only North America but to the world community at large.

No where is that better evidenced than in the design and construction industry responsible for building, expanding and maintaining the city's unique architecture and public infrastructure. No where in America boasts the City's unique skyline and lakefront. Those very attributes form the basis of Chicago's bid to host the games in 2016. The lakefront offers an exceptional opportunity to capitalize on the beauty and isolation of the largest of the Great Lakes. From the tennis and boating facilities in the north to the proposed Olympic Village and the creation of new harbors and water amenities in the south, Chicago stands unique among American cities and the world in providing for the beauty, grandeur and yet security that is going to be hallmark of the 2016 games.

Chicago is much more than the boasts that earned it the title of the" Windy City" in 1876. It is a city that has "walked the walk" so to speak. Before there was an Interstate System, Illinois and this region constructed the Midwest's first limited access highway system—the Illinois Tollway—which 60 years later still stands as the pre-eminent toll system in the country. The construction industry

in this region took the old Douglas Airframe plant and made it into the World's busiest airport. It even made the Chicago River run backwards away from the lake to insure the health and safety of its citizens.

Today, Chicago's "can do" attitude is still reflected in the fact that it is the only place in the country where the five class 1 railroads intersect. It continues to host the nations' first or second number of aircraft movements at O'Hare and its port facilities are the largest non-coastal facilities in the nation. Its transit system is second only to New York and the ability to carry nearly 2 million people per day to and from work and play places it in a world class.

Mr., Chairman, my two colleagues have prepared statements that will be put into the record. However, in the interest of maximizing your time, I will attempt top summarize their points into my comments. The comments of Mr. Tim Faerber, who is currently the chairman of the RoadBuilder Planning and Design Division, deal with the permitting and design issues unique to the Olympics and what you can do to assist in that endeavor. Those comments are augmented by those of Mr. Ken Aldridge , President of Aldridge Electric, one of the largest specialty subcontractors in the county who discusses the construction capabilities and needs of the contracting community.

While the design challenges of an Olympics are many, the IRTBA Planning and Design Division which has 89 of the largest and most sophisticated design and consulting firms in the world are ready to begin work. The design firms within the association are responsible for nearly $ 4 billion worth of construction activity by all levels of Illinois government. Six of the world's largest firms have offices and personnel in Chicago and they are augmented by over 30 other national firms and nearly 50 regional Illinois firms. There is perhaps no element of transportation design and construction oversight that is not done by an IRTBA member firm.

As such, we boast the people who have been meeting the unique and special challenges of this type of infrastructure work. In fact, we have already begun to research the 2004 games in Athens and the 2012 games set for

London. The lessons learned from those games and from previous games serve to tell us what kinds of infrastructure we will need to build for Chicago in 2016.

One thing we know for certain is Chicago has a complete network of transportation in place to serve the Olympics. As we reflect on the planning for the 2016 games, we recognize the plan's compactness and proximity of the venues that will be utilized and impacted. There is clearly a "longitudinal nature" of the Chicago Olympic venues. From the tennis and aquatic facilities in the north to the Olympic Village and boating facilities in the south, the lake forms the common denominator of all travel.

The need to transport athletes securely and in a timely fashion along with the ability of the public to move amongst the venues is the key. Simply stated--Athletes and their fans need to get from the Olympic Village to their respective venues quickly, safely and on time. We will need to have all our transportation systems in good working condition and make only limited modifications and improvements to accommodate the unique Olympic travel demands. Any and all engineered solutions will serve a dual purpose—accommodating the needs of the Olympics also serving the future of the City of Chicago.

A very important consideration for Chicago is the acknowledgment that we live in dangerous times. Ever since the tragedy at Munich, the Olympic movement has had an ever increasing emphasis on athlete security and most recently, spectator security. Providing separate access for athletes is imperative and challenging. However, guaranteeing that the spectators and visitors to the games are equally safe becomes an even greater challenge.

The Olympic plan for Chicago calls for no vehicular traffic in the main stadium area. Thus, all spectators and visitors must be transported by a mass transit system capable fo handling such numbers. Thankfully, the Chicago Transit Authority in conjunction with the Regional Transit Authority has that type of experience that comes form moving over two million riders per day.

So what does the Olympic Committee need from Congress with regard to infrastructure? First of all, it needs the financial resources that will insure that the

"best and brightest are on the case" making sure that what is designed and built is indeed the safest and most reliable system possible.

Secondly, it will need a Congressionally mandated and sanctioned "multi-agency coordinated permit review process". The typical highway and transit improvement project takes nearly ten years to plan, design, construct and put into operation. It may be noted that only 2 to 3 of those years is actual construction. It is often the review, approval, and funding processes that constitute nearly half of that ten year time frame. When we look at an Olympic selection in November of 2009 and the need for the venues and transportation systems to be in place by 2015, we are limited to only six years. This can be met with a collaborative partnership between the City, State, and Federal leadership. This is necessary if we are to deliver the infrastructure improvements on schedule.

I want to underscore that no environmental regulations are meant to be avoided or disregarded. Rather coordinated reviews with timelines means that such reviews are done jointly so that one agency does not hinder the progress of the other. Only you in Congress can achieve this. The design and construction industry has bemoaned this issue for decades and environmental streamlining has been called for in the last two TEA-bills. Yet, the ten year time lag continues.

This Olympic endeavor also needs to have all parties cooperating in ways never before imagined. Some will do this as a matter of course in performing the public service duties. However, the realities of the approval process often mean that some parties will have to be mandated and dragged into the process.

Finally, Chicago and the industry will be relying on the private sector to deliver most, if not all, of the public transportation and building infrastructure. The current procurement process needs to streamlined in such a manner that the innovations of the private sector can be acknowledged and compensated. Yet, the system has to insure that the public monies expended whether for security, infrastructure, communications, or operations is spent wisely. It is a balancing act that will require trust and verification at levels rarely seen in this country.

I would be remiss if I did not focus a minute on the capability of the design and construction sector in this region to fulfill the work. IRTBA has just recently completed a study on its workforce. In the past, this construction community has delivered on some of the most sophisticated and difficult construction programs.

Other speakers have commented upon the Interstate system in the region, the pre-eminent Tollway highway system, the world's busiest airport, the ability to make the Chicago River run backwards, the Deep Tunnel Project which was the single largest public program in the country for three years and O'Hare expansion. The list seems endless but the projects were delivered by the industry in this area. We boast the one fo the most educated and yet diverse workforces in the country.

Last year, for example, the industry's disadvantaged business enterprise program accounted for nearly one of every four dollars spent on public infrastructure budget of the region. Our companies and the union labor that support them are some of the most highly trained professionals in the country. Yet as we look to the future, we must continue to insure that those "baby boom" workers are replaced by an equally professional workforce. To that end, IRTBA has positioned itself and is developing support programs to insure that this region's construction industry will not only have the quantity, but more importantly, the diversity and quality that will sustain our member companies and the agencies that rely upon them.

Chicago transportation construction industry is arguably the strongest in the country. Its production capacity is constantly challenged to do better with less and it annually meets or exceeds those challenges. No where in the country can we take down one of the nation's busiest interstate highways, keep it open to traffic, and finish the project in less than two years--ahead of schedule. I might add that the industry accomplished this task not just once but in the last three major interstate reconstruction programs.

While we can build the systems for the 2016 Olympics, we will need your help. The Olympic adventure will have to see unprecedented cooperation at all levels of government. It will the need financial resources that will guarantee that

these facilities will be the pride, not of Chicago but of the nation. Make no mistake about this Mr. Chairman, with the eyes of the world upon us-this is NOT the Chicago Olympics of 2016 but that of the United States.

We at RoadBuilders fully understand the implications of being in the spotlight on the world stage. Success will be measured when all levels of government and the private sector pull together to achieve something greater than any one of us. We stand ready to work with you, Chicago, the region, and Illinois to insure that the infrastructure needs of the 2016 Summer Games are designed and built that will insure the performance and safety of the world's greatest athletes as well as the thousands of world visitors.

Testimony of Timothy Faerber
of the
Illinois Road and Transportation Builders Association
on the
Transportation Needs Posed by the Proposed 2016 Olympic Games

My name is Tim Faerber, and I am Vice-President of HNTB and current Chairman of the IRTBA Planning and Design Division. The division consists of 89 planning, design and construction services firms. HNTB is one of the nation's leading Planning, Engineering, and Architecture firms. Our 3,000 employees have designed and built many of the best airports, highways, bridges, rail lines and subways in the country. HNTB has over 130 professionals working right here in Chicago.

In this region, however, we are not alone. The design firms within the association are responsible for nearly $ 4 billion worth of annual construction. Six of the world's largest firms have offices and personnel in Chicago. They are augmented by over 30 national firms and over 100 regional firms. There is no element of transportation design and construction an IRTBA member firm does not perform.

One thing we know for certain is Chicago has a complete network of multi-modal transportation in place to serve the Olympics. As we look at the plan for the 2016 games, we recognize two distinct geographic features that will guide the transportation requirements. The first is the proximity of the venues in a dense urban setting. The second is the longitudinal nature of the Chicago Olympic venues. From the tennis and aquatic facilities in the north, to the Olympic Village and boating facilities in the south, the lake is the dominant feature affecting travel.

The need to transport athletes and spectators safely and efficiently is the top priority. We will need to make limited but critical modifications and improvements to our current transportation systems in order to accommodate the unique Olympic travel demands. Any and all engineered solutions will serve a

dual purpose—accommodating the needs of the Olympics and also serving the future of the City of Chicago.

As we think about the safe and efficient movement of people throughout the games, it is imperative that we have the most advanced technology to provide intelligent traffic systems. Intelligent traffic systems are the most cost effective way to communicate travel conditions, enhance safety, and facilitate emergency response.

The evolving technology of video cameras and systems continues to improve. We will need to be using not only the best available technology but also have the right systems in the right place to have sufficient coverage of all venues. This will require the City to both maintain and continue to build upon an already highly sophisticated system that can be coordinated with the Office of Emergency Management. The City is fortunate to have a world class Emergency Response Center which would be the logical place to coordinate security and efficient mobility.

In addition to technology, mass transit will be a critical component of the transportation needs. The safe and efficient movement of people in a dense urban area requires us to limit the use of individual vehicles and fully use our mass transit systems. Thankfully, the Chicago Transit Authority and METRA in conjunction with the Regional Transportation Authority have the type of experience to build upon to successfully achieve this. We will need to further develop the system to accommodate the needs of the Olympics with an eye toward the future of the City of Chicago.

We appreciate your attention to the US Olympic effort here in Chicago because the Federal Government needs to be a full partner in the development of our transportation systems. The typical highway and transit improvement project takes nearly ten years to plan, design, construct and put into operation. We do not have that much time. When we look at an Olympic selection in November of 2009 and the need for the venues and transportation systems to be in place by 2015, we are limited to only six years. We need your leadership to streamline the permitting and approval processes. This can be accomplished

with a collaborative partnership between the City, State, and Federal agencies that have jurisdiction over these projects. I want to underscore that no environmental or safety regulations are meant to be avoided or disregarded. Rather we are recommending that reviews are done jointly under specific timelines to insure that schedules are met. Congress will play an instrumental role in making this happen.

In addition, Chicago will be relying on the private sector to deliver most, if not all, of the public transportation and building infrastructure. The current procurement process needs to accommodate innovations in the private sector. The procurement process should acknowledge the benefits of innovation and compensate appropriately. We need to make these modifications within the system to continue to insure that the public monies expended, whether for security, infrastructure, communications, or operations are spent wisely. It is a balancing act that will require trust and verification at levels rarely seen in this country.

While our transportation plans will build upon the existing systems, there will be a need for improvements and modifications. These improvements will enable us to host the Olympic events that will impress America's leadership upon the world. We will be hosting visitors from around the country and around the world. With this being the United State's showcase, we believe it deserves a federal funding partnership.

As the nation and Chicago prepares to host the world, we need to collaborate and be partners. Thank you for this opportunity to allow the Illinois Road and Transportation Builders Association's Planning and Design Division to express our thoughts.

Testimony of Kenneth Aldridge
of the
Illinois Road and Transportation Builders Association
on the
Transportation Needs Posed by the Proposed 2016 Olympic Games

Good Morning, Mr. Chairman and members of the Committee. My name is Ken Aldridge and I am the chief executive officer of Aldridge Electric, a $200 million specialty contractor. I also serve as Government Affairs Chairman of the Illinois Road and Transportation Builders Association and am Vice-Chairman for the Central Region of ARTBA.

My company performs work in 35 states and I have experienced various ways to deliver contracting services to governmental agencies. They are often as different as night and day. As Tim Faerber stated, the procurement process necessary to deliver the needed transportation and other infrastructure to the 2016 Games will require unprecedented cooperation among governmental agencies at all levels, direct federal assistance for design, construction and security, and the inclusion of the private sector at all the stages of construction.

I would be remiss if I did not focus a minute on the capability of the design and construction sector in this region to fulfill the work. In the past, this construction community has delivered on some of the most sophisticated and difficult construction programs. Other speakers have commented upon the Interstate system in the region. However, our contractors have also built the pre-eminent toll highway system in the nation, made the Chicago River run backwards, developed the Deep Tunnel Project which was the single largest public program in the country for three years and are currently expanding O'Hare Airport to restore its rightful status as the "world's busiest".

The list seems endless but all of the projects were delivered by the industry already in this area. We boast the one of the most educated and yet diverse workforce in the country. Last year, for example, the industry's disadvantaged business enterprise program accounted for nearly one quarter of the total $ 4 billion worth of public infrastructure construction in the region. Our

companies and the union labor that supports them are some of the most highly trained professionals in the country.

Yet as we look to the future, we must continue to insure that those "baby boom" workers are replaced by an equally professional workforce. To that end, IRTBA has positioned itself and is developing the support program to insure that this region's construction industry will not only have the quantity, but more importantly, the diversity and quality that will sustain our members companies and the agencies that rely upon them.

Chicago transportation construction industry is arguably the strongest in the country. Its production capacity is constantly challenged to do better with less and it annually meets or exceeds those challenges. No where in the country can we take down and totally reconstruct one of the nation's busiest interstate highways, keep it open to traffic, and finish the project in less than two years--ahead of schedule. I might add that the industry accomplished this task not just once but in the last three major interstate reconstruction programs.

Finally, while we can build the systems for the 2016 Olympics, we will need your help. The Olympic adventure will have to see unprecedented cooperation at all levels of government. It will the need financial resources that will guarantee that these facilities will be the pride, not of Chicago, but of the nation. Make no mistake about this Mr. Chairman, with the eyes of the world upon us-this is NOT the Chicago Olympics of 2016 but that of the United States.

The stakes are huge and the industry here is poised to do its share to insure that the 2016 Olympic Games in Chicago will not only be the safest, most enjoyable, and profitable. But, maybe, more importantly, the 2016 games will show the entire world how to cooperatively design, construct and manage events of this magnitude in the future.

Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit
Monday – October 29, 2007
10:00 a.m.
Chicago, Illinois (Dirksen Federal Building Room 2525)

Members of the Subcommittee, thank you for including me in today's hearing. My name is Ron Huberman and I am the President of the Chicago Transit Authority.

Over the past century and a half, the Chicagoland region has built a robust transit system designed to meet the transportation needs of our community. As we plan for the future growth of our system, we face many challenges. One of those challenges is working along with our regional transportation partners to put together a plan that will earn us the right to host the 2016 Olympic and Paralympic Games. The other challenge is identifying the funding necessary to both maintain our existing aging infrastructure while also identifying opportunities to expand to meet future demand. Although the CTA New Starts could all be completed by the 2016 Olympics, CTA already has the existing infrastructure within and near the footprint of proposed Olympic venues. Our biggest challenge today is bringing this robust system into a state of good repair for tomorrow.

The CTA is the second largest transit agency in the country, providing over 1.6 million rides each day on 242 miles of track and more than 2,500 miles of city streets. CTA service represents 80% of all transit trips in the region. As you arrived in downtown Chicago for this hearing, you likely noticed the Loop "L", our 110 year-old elevated structure which transports people to and from the central business district each day.

Radiating out from the Loop we have eight rail lines which transverse the region and 154 bus routes reaching daily into nearly every neighborhood within the City of Chicago as well as forty suburban municipalities. Trains and buses serve both of Chicago's international airports: O'Hare and Midway. CTA service also links with Metra Commuter Rail and Pace Suburban Bus systems to provide intermodal connections for the region's diverse population.

In eight of the last nine years, CTA ridership has been on the rise. While this bodes well for the future, you may also be aware of the operational funding shortfall that the CTA and the region are currently facing. We are working diligently with the Illinois General Assembly and the Governor to stabilize our operational funding so that we can continue to provide the service that is worthy of our world-class city. We remain hopeful that we will not be forced to implement contingency plans to cut service and raise fares. While we are engaged in these day-to-day efforts to secure a stable operational funding source, we also have the responsibility to our customers to plan for and invest in capital infrastructure projects necessary for our region's future.

As this panel begins preparing for the reauthorization of SAFETEA-LU, I would like to take the opportunity to provide you with a snapshot of the CTA's needs to maintain and improve upon the core capacity of this unique and dynamic – yet aged – bus and rail system.

Chicago is the second oldest public transit system in the country. Like many of our large urban sister cities in the East, the CTA's oldest infrastructure was built before the turn of the last century and is currently in desperate need of funding to bring it back to a state of good repair. We estimate the cost to do this is $8.7 billion over the next five years – $6.3 billion of which is unfunded.

The graying of the urban core – the aging infrastructure of large city transit systems -- is a phenomenon that this country can no longer ignore. The CTA, like New York, Boston, Philadelphia and other cities with older transit systems, is challenged to provide clean, on-time, efficient and safe service using equipment that is well past its service life. To further exacerbate CTA's capital funding problem, our share of federal formula funds has dropped significantly since 1989 when CTA received approximately four percent of FTA formula funds. CTA's percentage of the total has steadily decreased resulting in a loss of approximately $1.9 billion between 1989 and 2007, an amount equal to nearly one-third of CTA's current unfunded capital need.

The CTA's most immediate need exists with rail infrastructure. Deteriorating rail-ties and aging rail infrastructure has resulted in 250,000 plus feet of "slow zones," which are portions of the rail system where speed must be reduced to ensure safe operations. Although slow zones ensure the safety of our customers, the cost in inconvenience and frustration to our customers may in some cases be encouraging them to opt out of public transportation altogether. As we've focused on the removal of these slow zones, scarce resources have been diverted from other capital projects, further exacerbating the need for additional capital funding. The second most pressing issue facing the CTA is the deterioration of our 121 viaducts and bridges and the 87 plus miles of elevated steel structure.

Twenty-eight percent of the CTA's 1,190 rail cars exceed the federal standard for useful life of 25 years. Seventy-eight percent of these cars have traveled, on average, more than one million miles each. Because monies were not available to complete mid-life overhauls on schedule at the age of twelve years, we anticipate increased operating costs of more than $194 million over the next four years.

Thirty-four percent of our 2,196 buses is more than sixteen years old and an additional eighteen percent is more than twelve years old – the Federal standard for the useful life of a bus. Aging buses are less reliable and more expensive to run. In addition to replacing our oldest buses, the CTA also needs funding to provide the essential mid-life overhaul for the buses we purchased in 2000. We estimate that deferring these overhauls will result in additional maintenance costs totaling nearly $40 million in the next four years.

The CTA oversees more than 525 facilities. Of the CTA's 144 rail stations, 23 are more than 80 years old and only 77 are ADA accessible. The oldest facilities in CTA's system date back to 1897, when the Loop elevated system was built. Additionally, two of the CTA's eight bus garages were built before 1910 as horse barns.

The CTA's goal is to replace existing equipment and facilities with the best that the 21st Century has to offer including modern technology and environmentally sound and customer-friendly design. We are also committed to making our system fully accessible to our elderly and disabled customers.

These are among the many projects necessary to maintaining CTA's core infrastructure and to meet the needs of the millions of riders who count on us to get them where they need to go each day. The challenge of older properties is that our share of funding has decreased while costs continue to increase due to aging infrastructure.

Again looking to the future, the CTA is currently conducting Alternatives Analyses for authorized projects including the Circle Line, the Red Line Extension to 130th Street, the Orange Line Extension to Ford City, and the Yellow Line Extension to Old Orchard. Each of these projects builds upon the existing network of transit already found in the region and all would contribute greatly to the Olympics. The Red Line Extension would lead to transit oriented development in the South Loop, the Orange Line Extension to Midway Airport area transit oriented development, the Yellow Line would allow for improved access from the suburbs to downtown and the Circle Line would be the most important New Start. Circle Line would create an outer loop and move an estimated 100,000 riders a day.

The bottom line is: We cannot build our way out of congestion and we simply cannot maintain this critical transit system without an appropriate level of capital investment. CTA's value added to the Olympics would be significant. The Chicagoland region is graced with one of the best transit systems in the country. The reality is that other cities are spending billions of dollars in Federal funding just to create a system that is close to what Chicago already has. It would be a tragedy to fail to invest the funds necessary to maintain this system that provides 495 million rides a year.

Thank you and I'll be happy to answer any questions you may have.

Urban Core Renewal:
Moving CTA into the Future

Ron Huberman President

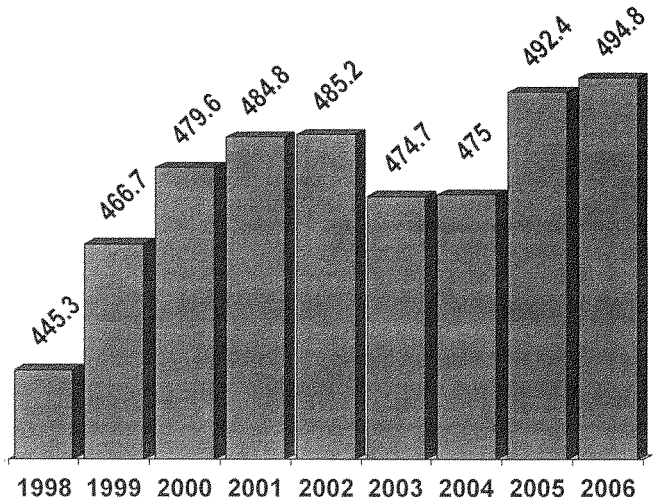
Chicago Transit Authority

Chicago Transit Authority

- CTA is the 2nd largest public transit agency in the US operating:
  - 8 rail lines on 242 miles of track
  - 154 Bus Routes covering 2,529 miles
- The Loop Elevated system was build in 1897
- The north Red Line rail system was built in 1900
- Two of the CTA 8 bus garages were built before 1910 as horse barns
- The State Street and Dearborn subways were started in 1943 and the Dearborn subway was started pre-WWII and completed in 1951

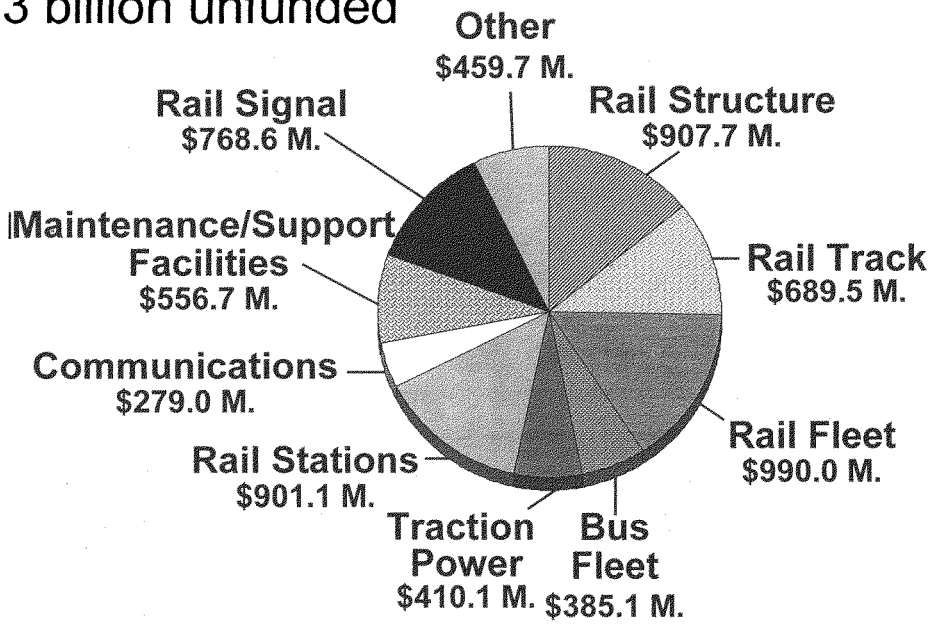
Ridership

- Ridership has increased 8 of the last 9 years



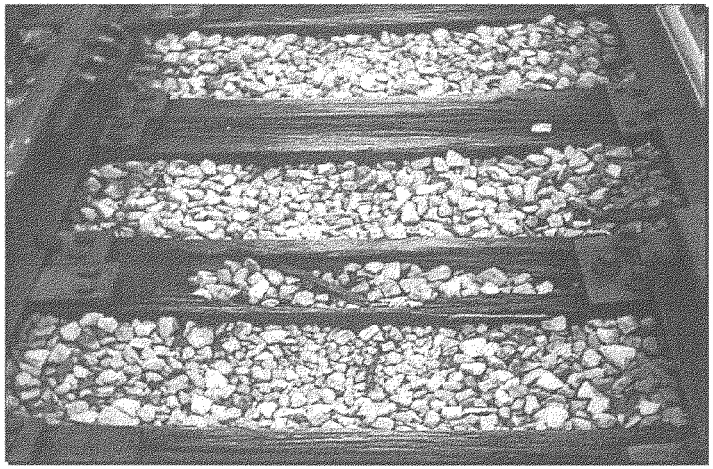
2008 Unfunded Capital Need

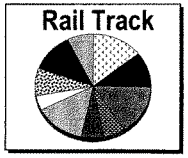
- $6.3 billion unfunded



Rail Track -- $689.5 Million

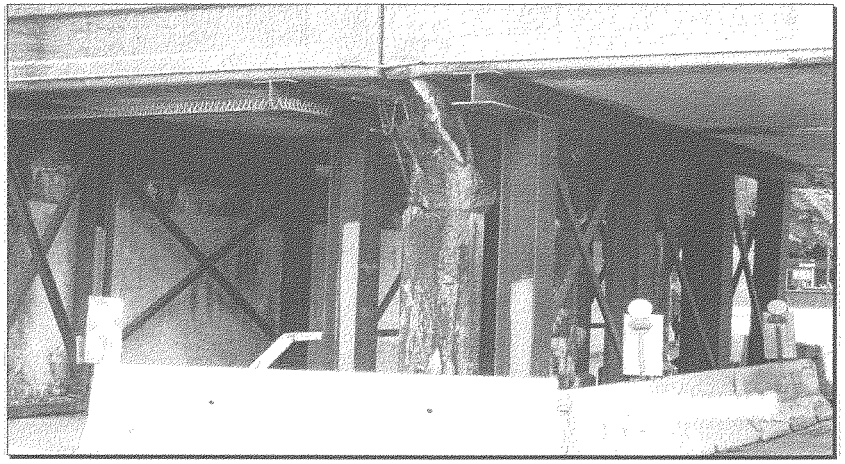
- 1.2 million feet of track
- 250,000+ feet (22%) of slow zones
- 760,000 rail ties in system

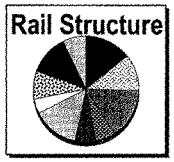




Rail Structure -- $907.7 Million

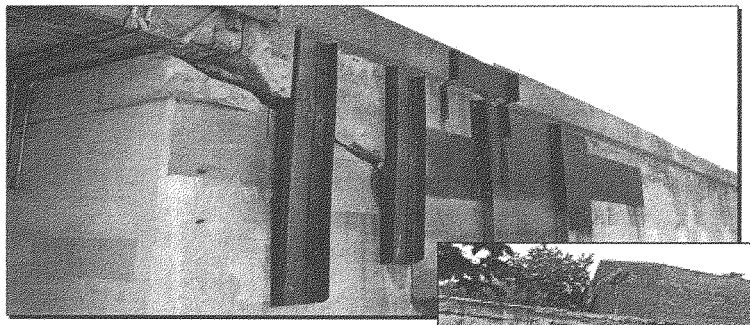
- 121 viaducts and bridges
- 87.5 miles of 2-track elevated structure
- 8.3 miles of embankment retaining walls

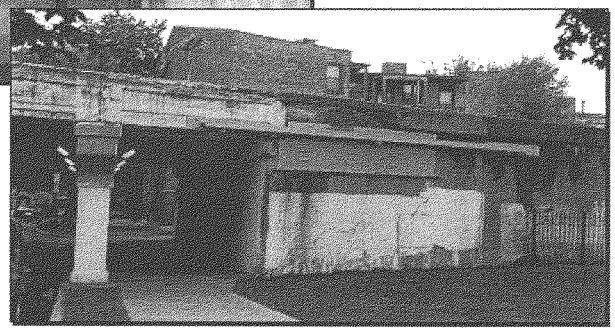




Red Line Rail Viaducts

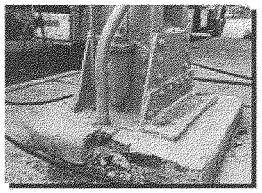
- Original structure built in 1922. Steel supports placed in the 1990s as a result of structural instability.





Elevated Structure on 4-Track Rail

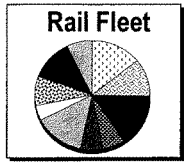
- The 87+ miles of elevated steel structure have not received life-extending protective coating

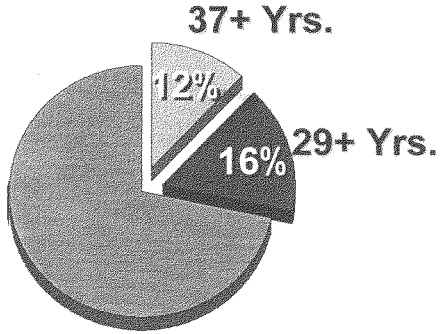


Elevated Foundation Columns

Rail Fleet -- $990.0 Million

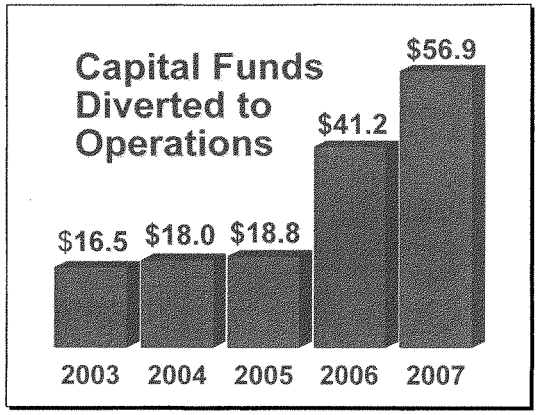
- CTA has 1190 rail cars
  - 12% of fleet purchased in 1969/70 (37 years)
  - 16% more purchased in 1976/77 (31 Years)
- Fed. standard for rail car useful life is 25 yrs.
  - 28% of fleet (336 cars) exceeds 25 years
  - Fleet average age is 24 years
- 225,419 miles traveled a day
- 640,000 riders daily
- 142 cars are not ADA accessible

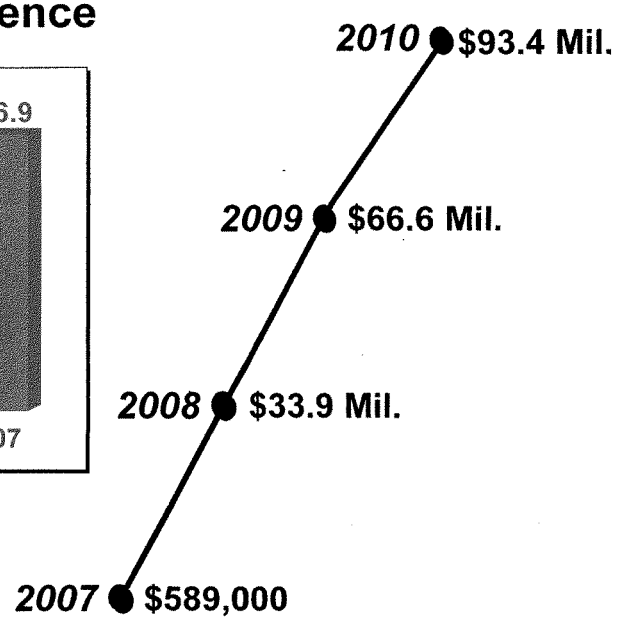




Capital Delay Costly

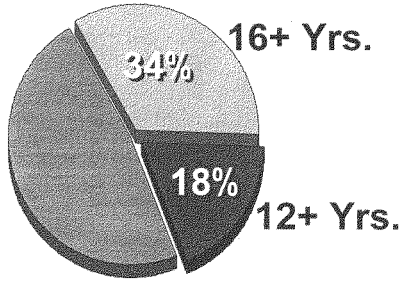
- **Delaying mid-life overhauls increases cost and customer inconvenience**

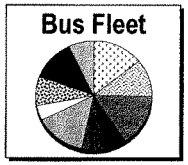




Bus Fleet — $385.1 Million

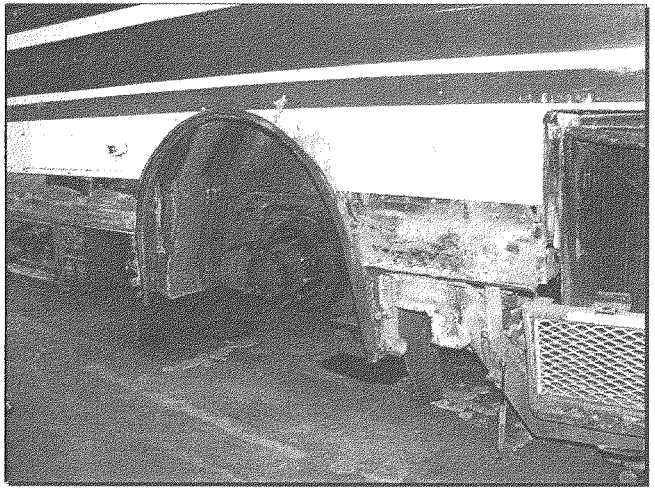
- CTA has 2196 buses
  - 34% of fleet is more than 16 years old
  - An additional 18% is more than 12 years old
- Fed standard for useful life of bus is 12 yrs.
- 24,400 weekday trips on 154 routes
  - 214,295 miles traveled a day
  - 960,000 riders daily





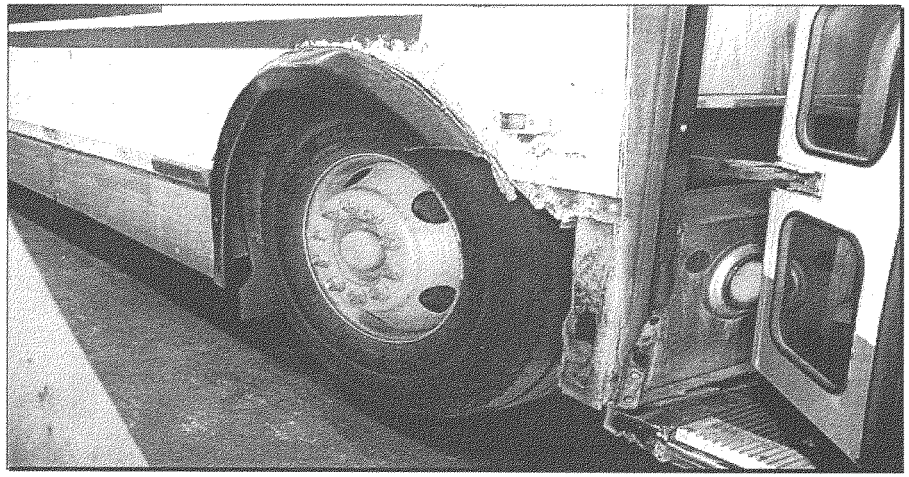
1995 Bus with Sidewall Deterioration

- Average mileage for the 400 buses in this series is 450,000+ miles



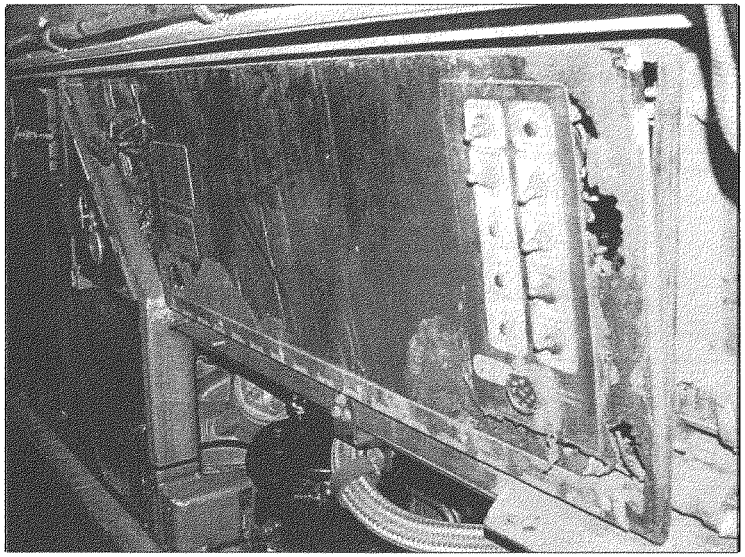
1991 Bus with Sidewall Corrosion

- Average mileage for the 536 buses in this series is 580,000+ miles



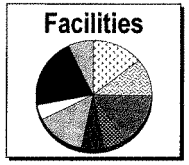
Rear Engine Electrical Panel on 2000 Bus

- Average mileage for the 480 buses in this series is 255,000+ miles



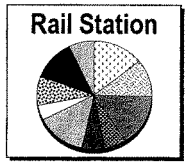
Maint./Support facilities — $556.7 Million

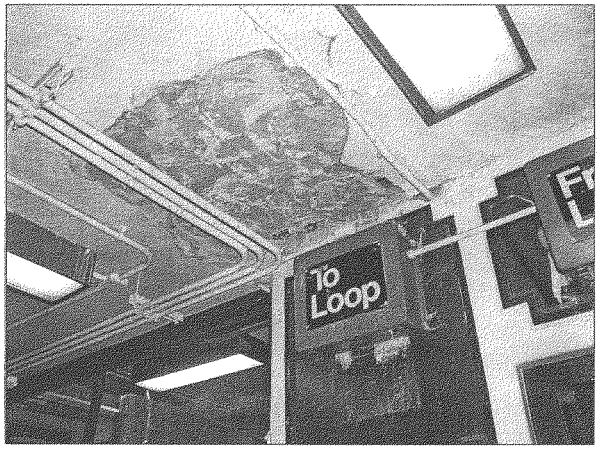
- CTA oversees 525 facilities
  - 8 Bus garages and 1 heavy maintenance shop
  - 144 rail stations, 9 rail terminals/yards and 1 heavy maintenance shop
  - 59 electric sub-stations
  - 6 warehouse and storage facilities
  - 2 training facilities



Rail Stations — $907.7 Million

- 144 Rail stations
  - 87 elevated
  - 22 subway
  - 35 ground level
- 23 are more than 80 years old
  - 106 elevators
  - 139 escalators
- 77 stations are ADA accessible





Ceiling damage in station roof which provides the structural support for the track above

Chicago Transit Authority
cta
Urban Core Renewal:
Moving the CTA into
the Future
CTA Bus &
Rail Service

Committee on Transportation and Infrastructure: Subcommittee on Highways and Transit
Field Hearing: Monday, October 29, 2007, Chicago, IL
***Final Testimony submitted by:
David E. Kennedy, Executive Director,
American Council of Engineering Companies-Illinois,
5221 S. 6th St Rd, Suite 120, Springfield, IL 62703; 217/529-7430

Good morning Mr. Chairman and members of the Subcommittee. My name is David Kennedy and I serve as Executive Director of the American Council of Engineering Companies of Illinois. We are a statewide association of engineering firms that together employ over 10,000 engineers, architects, scientists and support personnel. Our members design buildings, environmental projects, transportation systems and other infrastructure projects.

Thank you for hosting a meeting in Chicago and giving many of us an opportunity to share our thoughts on transportation support for the Olympics. I know you are advocates for transportation and there are many effective organizations in Washington, D.C. ably carrying the transportation banner. Yet, we appreciate you coming to Chicago asking for our input since the Olympics present a great opportunity for improving our transportation system.

I also want to acknowledge Congressman Dan Lipinski and thank him for his work on transportation issues, including its application to Chicago's Olympic bid. Chicago has a history of showing leadership in the transportation field and has wisely offered her best over these many years to Congress. Not long ago, Congressman Bill Lipinski was the man Illinois looked to for transportation leadership. That leadership by the way, crossed partisan lines, as both Republican and Democratic members looked to him for help. Speaker Denny Hastert showed great leadership in the last transportation reauthorization bill, successfully working with the Congress and the White House. Before that, we had Congressman Dan Rostenkowski, who used his Ways and Means Committee service as a way to advance transportation issues. And of course there were others. Today, that role has been passed to Congressman Dan Lipinski and we really appreciate all that he does to help Chicago and the state. We will especially need his help to improve our transportation systems when we win the Olympic bid.

Members of the Subcommittee and Congress know that our Transportation Trust Fund will start running a deficit in 2009. Others can elaborate on why that is occurring from a financial perspective. As for me, let me say that our funding shortfall is a direct result of Congress and the Administration trying to keep taxes and user fees as low as possible. While this is admirable, please be aware that costs do go up, inflation is real in the construction industry, and eventually you will have to address this funding shortfall by increasing revenues. For us in Illinois, we will need this additional support to better move visitors for the Olympic Games.

I encourage you to show continued leadership on this issue when it arises by supporting measures to replenish our Transportation Trust Fund. People understand these things and are supportive when they are convinced that the money is being spent wisely and is necessary for a better transportation system. The Olympics certainly gives us that opportunity.

Be cautious of solutions considered easy fixes to the transportation funding shortfall. By easy fixes, I mean those solutions our elected officials consider easy votes. We currently have some public officials and private interests preaching that Public/Private/Partnerships are the only way to obtain additional funding. I don't believe this is accurate. What is being advocated in many cases is an agenda of "Privatization" over government functions and opportunities to profit. Nothing is wrong with either of those concepts, except it should never be done over the public interests. The application of this process to our Olympic improvements may present that opportunity and should be considered.

Please don't misunderstand me; my organization is not against Public/Private/Partnerships. But, we know we need to be selective and cautious about where, when and how we use this process. Be skeptical of those that advocate this as the only solution.

Be bold about transportation! We are in part a great country because in the 19th century political leaders and private interests built a rail system that allowed our country to grow westward. Favorite Illinois son Abraham Lincoln had something to do with that. In the 20th century, President Eisenhower initiated the Interstate Highway system that changed America. Our aviation system has made traveling to far away locations available to nearly all of us. It will also allow visitors from around the world to attend the Olympics in Chicago in 2016. But, not without improvements.

Who will advance transportation ideas for the 21st century? Who will help solve the urban congestion problem? The Olympics will certainly give our great state and city the opportunity to advance our transportation systems into the 21st century. But, we will need your help as Chicago will be representing our entire nation when we host the Olympics in 2016. I believe answers are available and engineers can play a big role in helping with those solutions.

Thank you for your support of the many highway, transit and rail projects important to the City of Chicago. Many of these projects are tremendous economic development opportunities that help our communities and country. These projects will also help us win our bid for the Olympics, and more efficiently move people during the Olympics.

By example, one of those projects that will help the entire nation is the CREATE program. This program is also going to help us with moving people for the Olympics by relieving congestion and separating passenger and rail freight in many cases. So, your continued support for CREATE and other projects will help us tremendously in preparation of serving as host to the world for the 2016 Olympics.

Thank you Mr. Chairman and members of the Committee.

Testimony of Philip A. Pagano
Before the House Subcommittee on Highways and Transit
October 29, 2007
Chicago, Illinois

Good Morning, Chairman DeFazio. I am Philip A. Pagano, Executive Director of Metra, the Chicago area's regional commuter rail system.

I would like to thank you for the opportunity to come before the Subcommittee this morning to discuss our transportation needs in connection with Chicago's bid for the 2016 Olympics. I would also like to thank and acknowledge Congressman Lipinski for all of his hard work and effort on behalf of public transportation in the six county region and, indeed, the tremendous support of the entire Illinois delegation.

It is through their ongoing activities that we have been able to build the finest commuter rail system in the nation and to take advantage of the federal monies afforded to the region for core system maintenance and preservation as well as strategic service expansion and growth.

Since its inception in 1984, Metra has consistently demonstrated its invaluable role as a cost-efficient service provider and has utilized its commitment to innovation, cooperative decision making, and sound business practices to effectively manage its overall financial resources. Over the past twenty-plus years, Metra has rebuilt the region's commuter rail network virtually from the ground up, with the result of creating one of the most modern, reliable, and safest systems in the U.S.

The Metra system today is comprised of 11 lines radiating out from downtown Chicago to serve more than 100 suburban communities at 239 rail stations. Geographically, the Metra system is the largest in the United States and, given its operational interface with an extensive freight network, it is arguably the country's most complex. In total, Metra operates more than 18,000 trains per month at an average on-time performance in excess of 97 percent.

Ridership on the system is presently at all time record highs. In June, July, and August of this year, Metra achieved the three highest monthly ridership totals in its history; carrying for the first time more than 7 million riders in three consecutive months. Ridership year to date is up more than 4 percent over 2006 and we are on track to finish the year at close to 82 million passengers.

As noted, Metra--through its ongoing capital programs--has always sought to

balance the twin challenges of maintaining the core elements of the existing rail network and the need to expand the system as required to meet the ever-increasing demand for new and increased levels of service.

In these efforts, Metra has utilized an array of federal, state, and local funding sources to transform the commuter network. Key to our success in this regard have been initiatives such as TEA-21 and SAFETEA-LU, especially in the form of new start monies, that have been effectively used by Metra to bring new service and commuting opportunities to literally hundreds of thousands of riders.

As the Chairman and Subcommittee are well aware, a true highlight came in late 2001 when Metra received Full Funding Grant Agreements for three of its then new start projects:

-- Extension of our Chicago to Orland Park SouthWest Service to Manhattan;

-- Extension of our Chicago to Geneva UP West Line Service to Elburn;

-- And expansion of our North Central Service to Antioch.

In total, these three projects added nearly 30 miles in new second or third main line track, approximately 20 miles in line extensions, 9 new stations, 26 additional trains, and two new storage yards.

The Metra commuter rail system stands today as an essential component of the region's total transportation network and as a vital alternative to the private automobile. In the absence of Metra, 29 additional lanes of expressway would need to be constructed to downtown. There is no question the Metra system is an integral part of a diverse and expanding urban area and of critical importance to sustaining a robust regional economy.

The battle, therefore, continues as Metra intends to build on its past record of success and move forward with its four current new start projects. These projects are not only critical to improving service reliability and operational performance and to expanding and growing the system, they are absolutely essential to any transportation solution related to the 2016 Olympics.

In particular, two of the projects incorporate vital capacity improvements required to maintain the system's viability as a basic commuting alternative.

Metra's proposed $144 million UP-NW expansion project would address the need to provide access to the thriving employment centers in this corridor by extending

service from McHenry to Johnsburg, thus providing commuter rail access to residents of eastern McHenry and western Lake counties. The project would expand service capacity by adding rail yards in Woodstock and Johnsburg and making key infrastructure improvements along the route that would increase Metra's ability to provide reverse commuting options.

The $385 million UP-W project would make infrastructure improvements that will allow Metra to increase the UP-W Line's service capacity, speed, and reliability. Improvements will include upgraded signal systems, additional tracks and crossovers increasing service flexibility.

The project will also include the replacement and relocation of the A-2 crossing. A-2 is the busiest rail crossing in Northeastern Illinois. The UP-W crosses Metra's Milwaukee District West and North lines as well as the North Central Service at A-2. Restructuring this crossing will ease bottlenecks and decrease travel times on the UP-W. Slower travel times along the UP-W currently result in many commuters driving to Metra's BNSF line for faster express service. The proposed improvements would address this issue and provide the additional benefit of easing congestion on the BNSF.

These two projects point to the rapidly-growing need for increased and improved commuter service, especially in terms of greater capacity and the ability to operate additional express service from our suburban communities to downtown as well as more reverse commute service. Such enhancements will be especially important in terms of the 2016 Olympics and in linking the various venue and athletic sites.

Our two other projects, the SouthEast service and the STAR Line relate more the introduction of new commuting opportunities, both within Metra's traditional city-suburb market as well as totally within the suburban area.

The proposed 33-mile SouthEast Service (SES) would add another spoke to Metra's radial hub system. The $524.3 million proposed rail line would run along the Union Pacific/CSX railroad tracks, providing new transit connections to 20 communities in south suburban Cook and Will counties, as well as opportunities for economic growth and development.

Specifically, the SES will serve six stations in suburban Cook County, two stations in Will County, and one station at the boundary between Cook and Will, in Steger. The principal market to be served will be area residents making work commute trips to downtown Chicago; as such, the new line would mirror the successful suburban-to-Chicago routes Metra operates elsewhere in the region.

Key improvements on the line will include not only the nine new stations, but also new grade separations, the development of a double track yard by-pass, triple tracking of key portions of the route, construction of a new storage yard, and an upgraded maintenance facility. The SES will provide new commuting opportunities for thousands of riders along the fast growing corridor, allowing better access to jobs in Chicago as well as attracting new businesses eager to take advantage of improved access to Metra services.

Finally, the STAR Line project will be critical given its role as an important beginning point in the development of a fully intra-suburban network of commuter rail service. The intent of the STAR Line is to serve as a viable alternative to the private automobile as well as to support existing and future demand for suburb-to-suburb and reverse commute service. The initial phase of the STAR Line between Joliet and O'Hare International Airport is geographically well positioned to serve as this basic building block and, as such, represents an integral piece of a much larger service.

The STAR Line, as currently proposed, serves a corridor comprised of 1.6 million residents and 1.2 million jobs throughout the southwestern, western, and northwestern suburbs. Connecting more than 100 communities to the region's prime economic engine, O'Hare International Airport, the STAR Line will be comprised of 12 stations in Cook County (including one in the City at the airport) and six in DuPage and Will counties.

The STAR Line also greatly enhances the overall connectivity of the system by linking several Metra radial rail lines, including the Metra/BNSF at Naperville/Aurora, the Metra/UP West Line at West Chicago, the Metra/Milwaukee District West Line at Bartlett/Elgin, and the Metra/North Central Service at O'Hare Transfer.

Importantly, the initial segment of the STAR Line will also provide the basis for future service expansion and system integration throughout the suburbs, with subsequent additions possible to the east through southern Cook and Will Counties, to the north toward Waukegan, an inner circumferential alignment between O'Hare and Midway airports, and a north-south routing along the I-355 tollway.

All of Metra's new start projects are absolutely critical to the region and certainly would be essential to meeting the transportation needs associated with a successful bid for the 2016 Olympics.

Sadly, however, Metra's accomplishments and record of performance to date, as well as its substantive and vital plans for the future, all stand in serious jeopardy due to inadequate capital and operating funding--in particular, from the State.

In the event, though, that we do secure the funding required to proceed, Metra will be able to expand existing capacity along core elements of the system, extend even farther into the region and into areas not presently well served by commuter rail, create better suburb-to-suburb connections, and to otherwise ensure the infrastructure improvements that will be required.

Thank you.

Testimony on behalf of

Pace Suburban Bus

to the

Subcommittee on Highways and Transit

of the

Committee on Transportation and Infrastructure
U.S. House of Representatives

regarding

Chicagoland Transportation Needs for the 2016 Olympic Bid

Presented by:

T.J. Ross
Executive Director

Chicago, IL
October 29, 2007

Testimony on behalf of Pace Suburban Bus to the

Subcommittee on Highways and Transit

regarding

Chicagoland Transportation Needs for the 2016 Olympic Bid

October 29, 2007

Thank you, Chairman DeFazio, for the opportunity to testify here today about an exciting prospect—Chicago's selection as the host of the 2016 Olympic Games.

While this is indeed an exciting time for many residents and officials of our region, it is a bit ironic that we're discussing transit needs for an event happening nine years from now, when thousands and thousands of commuters in northeastern Illinois are worried about how they will get to work nine *days* from now. I don't want to take too much of the focus away from the issue the Subcommittee is considering today, but I'd like to urge the Illinois legislature, once again, to act on Senate Bill 572 before the drastic route cuts and fare increases go into effect next week and again in 2008.

I'd like to make a few brief points about federal investment in transportation and its effect on Pace and the residents of northeastern Illinois:

First, Illinois is harmed by the federal surface transportation authorization bills. The state gets only about 93% of its gas tax revenue returned for Illinois projects. As it stands now, Illinois would be better off raising our own motor fuel tax and having no involvement with USDOT.

For many years, Illinois has received less than $10 million annually—sometimes as low as $4 million—from a Sec. 5309 earmark for its statewide bus needs. Perhaps Congress recognizes the vast (but much-needed) sums of money that CTA and Metra receive to continually modernize their rail systems, and correspondingly reduces the amount of bus money we receive. But the Illinois delegation cannot forget about the needs of *the two-thirds of northeastern Illinois commuters who ride buses*, and must fight for a reasonable share of 5309 funding to go towards the purchase of buses in Illinois.

For many decades, the focus of public transportation in northeastern Illinois has been to move people to Chicago's Loop, in 'traditional' commute patterns. Already, twice as many people live in the suburbs as in Chicago, and 2/3 of the growth in population and employment is in the suburbs, and the region needs to invest in transportation services that move people from suburb to suburb and from Chicago to the suburbs. This multiple-origins-multiple-destinations pattern will also be important for the Olympics, when people will be coming from throughout the region to the various, disparate competition sites.

Technology can allow transit agencies to stretch our funding further. With limited capital resources, Pace has been focusing on increasing the average speed of its services. (An increase in speed improves travel times for riders and lowers Pace's operating costs.)

Further infrastructure investment is needed to allow more widespread deployment of technologies like transit signal priority and bus rapid transit, and upgrades to existing infrastructure to allow buses on highway shoulders.

To attract more riders and improve service for existing riders, Pace seeks to implement Bus Rapid Transit on many high-traffic corridors in the region. Bus Rapid Transit can transport as many riders as a train, yet at less than half the construction cost. Illinois and the federal government should, as matter of policy, encourage transit agencies to implement these low-cost solutions.

Illinois has been without ANY state capital funding for public transit for four years. This disinvestment has caused many problems for northeastern Illinois commuters, and has burdened the operating budgets of the RTA system. The latest state proposal calls for a $429 million, 5-year capital program for the state's transit agencies. This proposal is drastically inadequate. *Pace alone needs more than that amount* to keep our infrastructure in a state of good repair over that period, to say nothing of the extensive rail modernization needs of CTA and Metra.

Specific to the Olympics, we know that an efficient transportation is essential to a smooth operation of such a massive event, and to showcase Chicago to visitors from around the world as a modern city and premier tourist destination. Clearly, buses are the most appropriate mode of transportation to move spectators, employees and athletes to and from the various Olympic destinations. We cannot possibly build new rail lines to the proposed competition sites in time for 2016. Therefore, we will need a major investment in modern, fuel-efficient buses for Illinois, so Pace and CTA have a bus fleet in good repair by 2016. Pace has always relied on effective public-private partnerships to stretch our capital and operating dollars further, but we cannot be expected to absorb the financial burdens of transporting people for an event of this magnitude without federal assistance.

In closing, Pace is looking forward to the challenge that providing transportation for the 2016 Games will bring. However, if Senate Bill 572, currently pending in the Illinois General Assembly, does not pass, it may be 2016 before the region recovers from the ridership losses and traffic gridlock that next week's service cuts and fare increases will surely bring. Thank you for your time and I will be happy to answer any questions.

Statement
DuPage County Board Chairman Robert J. Schillerstrom
to the
U. S. House of Representative
Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit
October 29, 2007

Good Morning.

Chairman DeFazio and members of the Committee, I want to thank you for the opportunity to address you about our region's transit and transportation needs for the 2016 Olympics.

I wholeheartedly support the City's bid for the 2016 Olympics and I applaud Mayor Daley for spearheading this effort that will showcase our dynamic region. Chicago is a vibrant, exciting city; rich in culture and flavor. It is a city of neighborhoods that is family friendly. It is a city of world class museums and theatres, internationally respected universities, and great cuisine and elegant shopping. We have magnificent parks and a stunning lakefront. Chicago deserves to be on a world stage.

I have been pleased to work with the City on a variety of projects. As Chairman of DuPage County, I have advocated for the expansion of O'Hare International Airport and successfully championed a western access to the airport as part of its modernization. That additional entrance to the nation's busiest airport will relieve gridlock around the airport when the world comes to Chicago.

I have worked with leaders throughout our region, including the City, to develop transportation and transit plans that will alleviate traffic congestion, reduce emissions and both stimulate development and preserve our quality of life.

From a suburban perspective, I believe the Olympics will give our region an opportunity to advance our transportation plans and expedite many critical projects.

Twenty years ago, the vast majority of jobs were in the central business district or elsewhere in the City of Chicago. Today, the collar counties have become thriving employment and commerce centers. As we take a comprehensive look at our transit and transportation needs, we cannot ignore the significance of the changing demographics of our region and the ever-increasing suburban need for expanded service.

The growth in the region is in the suburbs, and even more importantly, the job growth is in the suburbs.

DuPage County, with a population of nearly a million, and with three-quarters of a million jobs, has long been an economic engine for the entire region. Since 1970, 46% of new jobs in the region have been in DuPage County. Over a quarter of million workers, who live in other counties, commute daily into our County for employment. Our urbanized county has become a dynamic employment and commerce center. But the by-product of our growth is increased traffic congestion, and that puts additional strain on our infrastructure. Almost 90 % of all work trips originating in DuPage County are made by private cars; very few transit options exist.

This traffic congestion, and the chokehold it has on our economy, knows no boundaries. Population projections indicate that by the year 2020, our region will add another 200,000 people. Our infrastructure must accommodate this growth. The collar counties have a critical need for reverse commute, suburban market-based transit, expanded commuter rail facilities and innovative bus routing.

The Chicago region came to prominence as a transportation center. We are the crossroads of North America. DuPage County's excellent highway system and well maintained transportation infrastructure has played a major role in developing our region as a major employment destination.

But today we are at a different crossroads. If do not increase our infrastructure investments; we will not be able to maintain our transportation preeminence, nor our economic viability.

There is little argument that worsening traffic congestion and delays have a detrimental effect on mobility; a key economic development and quality of life component.

How we address mobility and mass transit will define our region for generations. A world-class city deserves a world-class transit system and the CTA and RTA must remain viable for the economic health of our region.

The Olympics will challenge us to move international athletes, visitors and media around the region to effortlessly access games, entertainment and events. Chicago will put its best foot forward. But at the same time, we must also be able to move workers to the workplace and goods to the marketplace. While the world is enjoying the Olympics, we must ensure that congestion does not hamper commerce. Without increased mass transit and mobility, we diminish our capacity to compete and to attract and retain jobs. Future economic growth will by-pass our region and our state.

Over the last two years, we have developed regional consensus on the need for expanded transit. We have worked closely with the DuPage Mayors and Managers Conference, the collar counties, the bus and rail providers, the Regional Transit Authority and the Illinois Department of Transportation to develop comprehensive transportation plans that pro-actively address congestion relief.

Congestion relief is a quality of life issue and a business issue. Increased capital is needed to help reduce congestion, complete important road and mass transit projects, bond regional mega projects or be used as match for our region's requests within the next federal highway transportation bill.

Mass transit is a key component of our transportation plan. But full funding for this plan is at jeopardy.

Currently there is legislation offered by the Illinois House Committee on Mass Transit that would serve as a regional solution to our transit challenges. This legislation is well thought out, anticipates regional needs, considers all the service boards and is far more equitable than proposals of the past. The proposed legislation carefully balances the benefits and funding fairly across the region. This groundbreaking legislation is supported by the CTA, the RTA, labor and business. The legislation designates funds for the collar counties that will be used to greatly accelerate critical road, traffic safety and transit projects.

By expediting new projects, we will not only relieve congestion; we will also stimulate economic development and retain and create jobs that will help our region remain a thriving center for commerce and employment.

We are all anxious to welcome the world to Chicago for the 2016 Olympics. Adequately funding our transit and infrastructure improvements will mean that the world will experience our hospitality- not delays, congestion, frustration and annoyance.

Hosting the summer Olympics in the United States should serve as a catalyst for Federal, State and local governments to fulfill our transit needs. All partners must recognize and support expanded mass transit as a key component to attracting tourism and industry for the Olympics and beyond.

If we are to go for the gold, we must acknowledge that we need congestion relief. Commerce needs expanded transit and improved roadways and commuters need better facilities, more flexible service and expanded parking. We must collaboratively support the building of a suburban system that includes reverse commute and suburb-to-suburb commute. We must establish the adoption of a universal fare card, both for international and local customer convenience and to institutionalize cooperation among the service boards. And we must have the commitment at all levels of government that transit is a priority. And we must have the political will to fulfill that commitment.

Hosting the Olympics is a great dream. It is a dream worth pursuing, and a dream that I have no doubt our region can ably fulfill.

But our state has urgent and critical capital needs. It has been over three years since we have had a significant transportation funding package. And road funds have frequently been diverted for other purposes. We need a comprehensive capital

program that includes the needs of the RTA, downstate transit, state highway repair and local road repair.

We risk our business base and our position in the global economy, if we fail to invest in regional mass transit. We diminish our quality of life for the people of northeastern Illinois, if we do not address congestion relief now and we will continue to harm our environment without reducing emissions.

Both the state and the federal government must work with local authorities to make significant investment in our roads and bridges, freight and rail systems and market based public transit.

We must relieve the traffic congestion that is jeopardizing our economy, our safety, our air quality and our quality of life. If we are to take our place in the 21st century economy, and walk proudly on the world stage, we must have a 21st century approach to transportation.

There are many compelling issues facing American families. But investing in our infrastructure will create jobs, increase business investment and grow our tax base in order to increase funding for healthcare and education.

The possibility of the Olympics offers our region a unique opportunity to solidify transit plans that will keep our region vital.

I look forward to working with our Illinois Congressional delegation, the members of the Illinois General Assembly, the Chicago Olympic Committee and all my colleagues throughout the region to implement our transportation and transit plans and to realize our Olympic dreams.

I hope to work closely with the members of this committee on the reauthorization of SAFETEA-LU in 2009 to ensure that these important transportation improvements are included in that funding.

Thank you.

Written Testimony For
House Committee on Transportation and Infrastructure
Subcommittee on Highways and Transit
Chicago Field Hearing
October 29, 2007

By Transportation for Illinois Coalition:
Michael Carrigan, President, Illinois AFL-CIO
Doug Whitley, President and CEO, Illinois Chamber of Commerce

Submitted October 24, 2007

Introduction

Thank you for the opportunity to submit testimony to the House Committee on Transportation and Infrastructure's Subcommittee on Highways and Transit regarding Chicagoland transportation needs for the 2016 Olympic bid. We are excited about the possibility of being the host city for the Olympics and appreciate your interest in understanding the transportation needs of this region.

The Transportation for Illinois Coalition (TFIC) is a diverse group of nearly 70 statewide and regional business, labor, industry, governmental and not-for-profit organizations that have joined together in a united and focused effort to support a strong transportation program for Illinois. Co-chaired by the state AFL-CIO and the state Chamber of Commerce, TFIC members recognize that a modern and efficient transportation system is critical not only to business and industry but also to the working people who depend upon the transportation system for their livelihood.

Transportation and the 2016 Olympics

The ability to move large numbers of people and goods safely and efficiently is critical for an Olympic host city. In that regard, Illinois and the Chicago region are uniquely well-positioned, with their extensive, multi-modal network.

- The region's public transportation assets include: 290 miles of CTA rapid transit track; 1200 miles of Metra commuter rail track; and more than 3,800 CTA and Pace buses, vans and paratransit vehicles, providing service in the city and the suburbs. Together these operators provide 2 million rides a weekday.
- Illinois' Interstate highway network is one of the most extensive in the nation, with multiple Interstate routes crossing Illinois north to south and east to west, carrying traffic from coast to coast. In the Chicago region, more than 412 miles of Interstate routes serve over 17 billion vehicle miles of travel a year.
- Chicago is the only city in the country where six major North American railroads meet to interchange freight.
- Chicago's Union Station is Amtrak's Midwest hub, serving 2.5 million passengers a year.
- Chicago is home to O'Hare International Airport (the nation's second busiest airport) and Midway Airport which serve a combined 1.25 million operations a year.

As the above listing demonstrates, Chicago is readily accessible for national and international travelers to the Olympics. With O'Hare's direct flights to destinations throughout the world, with daily Amtrak service connecting coast to coast, with six Interstate routes converging in Chicago, travelers will have great options for getting to the Olympics by air, rail and automobile. And our extensive transit and highway network will facilitate the movement of people within the region.

The infrastructure base is in place; but as an Olympic host, we will need to insure that our transportation network is in prime condition - repaired, modernized, and operating at peak performance.

TFIC cannot speak to individual projects which the city, state and transit providers may identify in the future to serve the 2016 Olympics. However, we believe that it will be critical to deal with the issues of the existing system, regardless of any specific "Olympic" projects, if we are to host the 2016 games.

While northeast Illinois' extensive transit and highway network is an invaluable asset, it also presents several challenges: aging infrastructure, worsening congestion, and growing rail freight traffic.

Aging Infrastructure: Much of the CTA rail system was built around the turn of the 20th century; some of CTA's maintenance facilities are more than 100 years old; many Metra grade separations are also more than 100 years old. While several transit lines and grade separations have been reconstructed in recent years, the age of the basic system poses special challenges.

The highway network is also aging, with 75% of state roads more than 40 years old. Illinois' Interstate system is one of the oldest in the nation; approximately 85% of Illinois' Interstate is more than 20 years old. While nearly one-fourth of the state's highway capital funding is programmed for bridge improvements, the number of structurally deficient bridges on the state system has grown by 30% since 2003.

Much of Chicago's rail configuration dates back to the 19th century, when steam locomotives were delivering individual boxcars to thousands of factory sidings. This conglomeration of switching yards, main lines and connecting track was not designed for today's reality, with monster coal, grain and general-freight trains - some almost two miles long - and 8,000-foot-long intermodal trains carrying double-stacked containers of offshore merchandise from the West Coast ports to our big-box retail centers.

Chicago's aging infrastructure requires extensive ongoing investment to keep it in good repair and to reconstruct and modernize segments on a timely basis.

Worsening Congestion: According to the Texas Transportation Institute, travel delays in the Chicago area have grown nearly 40% since 1995 and cost the region nearly $4 billion a year. Congestion not only hits motorists in the pocketbook, it also drives up the costs of goods, which in turn affects the region's ability to compete in national and international markets.

Chicago's worsening congestion requires ongoing investment to enhance existing facilities to make them as efficient and productive as possible and to increase transit ridership. It also requires carefully targeted investments in system expansion to serve growing and/or changing markets and travel patterns.

Growing Rail Freight Traffic: Rail freight traffic is at record levels. With rail infrastructure spanning 16,000 acres, northeast Illinois is now the largest and busiest intermodal hub in the nation and fifth largest worldwide. Some 37,500 rail cars a day travel through the Chicago hub, with that number projected to grow to 67,000 cars per day by 2020. Yet, congestion in Chicago's rail freight network is already bad and getting worse. Chokepoints and inefficiencies in the rail system not only delay the passage of freight to and through the area, but also impede commuter and rail passenger trains and cause lengthy and frequent delays to motorists at rail-highway grade crossings.

Investment Priorities

The extent and flexibility of Illinois' transportation infrastructure is a tremendous asset. At the same time, Illinois faces special challenges due to the age of the system, worsening traffic congestion, and the growth of rail freight traffic in and through the Chicago region. Dealing with these issues requires investment priorities: repair, reconstruct and modernize existing facilities; enhance existing facilities to respond to highway and rail congestion and to increase transit usage; and expand facilities to serve growing and/or changing markets.

Repair, Reconstruct and Modernize Existing Facilities: Illinois' transportation assets are worth billions of dollars and must be protected as a first priority. This includes not only timely repair, but eventually, complete reconstruction. It is also critical that facilities be modernized to incorporate newer, safer and more efficient design standards.

As part of its strategic planning process, the Regional Transportation Authority (RTA) has identified a capital investment need of $10.3 billion over the next five years in order to maintain and modernize northeast Illinois' existing transit network. This includes $2.9 billion for replacing overage transit buses, locomotives and rail cars, hundreds of which are more than 25 years old. It also includes $2.1 billion for renewing aging track and structure; $1.4 billion for signals, electrical and communications; $1.8 billion for support facilities and equipment; and $1 billion for passenger facilities. SAFETEA-LU formula funds to northeast Illinois total about $425 million a year - or 20% of the average annual amount needed just to keep existing assets in good condition.

In the case of highways, the reconstruction needs on the Interstate system are particularly pressing given the age of the system and the traffic it accommodates. Timely maintenance and resurfacing extends roadway life up to a point, but eventually full reconstruction is needed. Several of the expressways in the Chicago region have been reconstructed during the past 20 years. But more remains to be done; and it is a very expensive undertaking. The recent reconstruction of just 8.5 miles of the Dan Ryan Expressway cost more than $1 billion. Statewide, about 50 miles of Interstate should be reconstructed annually. SAFETEA-LU funds to Illinois for Interstate maintenance, including both resurfacing and reconstruction needs, total about $210 million a year.

Following the tragedy in Minnesota, Illinois has redoubled its efforts to keep up with bridge needs. There are 4,300 bridges in Illinois which are eligible for SAFETEA-

LU bridge funds. The state receives about $125 million a year in federal bridge apportionments.

Enhance Existing Facilities: To stretch limited resources as far as possible, it is vital that we explore ways to make our facilities operate at peak level. In the case of roads, for example, that can mean eliminating bottlenecks and employing traffic surveillance, incident management and other ITS methods for dealing with congestion. On arterial roads, traffic signal coordination, dual turn lanes and other techniques enhance both capacity and safety. Illinois has long been a leader in this area; maximizing these enhancements will be essential to moving increased traffic during Olympic events.

In the case of transit, enhancements include investments to make the system more reliable, responsive to user needs and better prepared to serve existing and new transit markets. RTA's strategic plan has identified $1.1 billion in needed enhancements over the next five years. They include more than $350 million in additional rolling stock; as well as investments for transit signal priority equipment, "bus on shoulder" lanes, crossover track and signal upgrades and other enhancements that will provide shorter and more reliable trips for more riders.

Expand Facilities: There will always be more good expansion projects than funding. Thus, prioritization is critical -- repair the existing system; enhance the existing system; make targeted expansion investments. SAFETEA-LU named several new start projects for northeast Illinois. Planning on those projects is underway. RTA's strategic plan has identified $4.7 billion in capital needed to expand the system over the next five years. This investment level would not construct all SAFETEA-LU new starts within that timeframe, but would allow significant progress. It is anticipated that the time table for new start projects will be refined as the planning/engineering process continues.

SAFETEA-LU also provided funding for work on two new expressways in northeast Illinois: western access to O'Hare and the Prairie Parkway. While not directly related to the Olympics, continued work on these projects is important for dealing with congestion relief and growth in the region.

Investment in CREATE - Chicago Regional Environmental & Transportation Equity

Chicago is the nation's preeminent rail hub. As noted earlier, some 37,500 freight cars a day travel through the Chicago hub, with that number projected to grow to 67,000 cars per day by 2020. There is an urgent need to revamp Chicago's rail infrastructure so it can handle this unprecedented demand. The patchwork quilt of switching yards, main lines and connecting tracks making up the Chicago area's rail network was not designed for today's surging volumes or today's innovative rail technologies. Because the volume and nature of freight rail traffic have changed so dramatically, all of the main lines that cross the Chicago metropolitan area are experiencing significant congestion. In fact, moving freight across the region by rail takes two days or more at an average speed of nine miles per hour.

CREATE is an historic partnership between railroads, the city of Chicago and the state of Illinois to construct a $1.5 billion package of improvements to update this obsolete rail infrastructure and unsnarl congestion. The improvements include rail-to-rail crossings, rail/highway crossings, additional rail connections, crossovers, new main trackage and modern signaling technologies to expedite train movements in the five rail corridors traversing the Chicago region.

In addition to improving freight movements, the CREATE program will expedite highway and passenger-rail traffic. Twenty-six highway grade crossings will be replaced by viaducts, ending highway backups and eliminating the potential for car/train collisions. The construction of rail-to-rail viaducts at six rail junctions will remove capacity constraints which not only are degrading service levels on existing passenger trains but also have prevented the introduction of new passenger rail routes and frequencies.

Federal participation in the CREATE project, already begun under SAFETEA-LU, should continue to be a priority. Through continued progress and funding of CREATE, not only will freight traffic move more efficiently through the region, but autos, commuter rail riders and Amtrak passengers will experience less congestion and safer, more reliable travel.

Funding

The federal partnership works. It has produced a quality transportation system with links from rural areas to urban areas, in and through localities and across state lines. No individual sector of government could have accomplished this alone; the private sector cannot accomplish this. It has been the partnership - federal, state, local - that has enabled the vision and the funding to create a national system.

TFIC believes that all members of the partnership - federal, state, local - must continue to share the funding responsibility for future transportation improvements.

Unfortunately, current projections suggest that in 2009 we will face a significant cash deficit in the Highway Account of the Highway Trust Fund. It is clear that existing revenues are inadequate. TFIC is prepared to "put its money where its mouth is." **We will aggressively support increased revenues to restore the financial integrity of the federal Highway Trust Fund.**

Various innovative funding methods will doubtless play a role in future transportation investments, but their role is limited; they cannot supplant the need for substantial funding from all levels of government to maintain, enhance and expand our transportation assets. Toll roads, for instance, have long been a part of Illinois' highway network. Illinois' newest expressway, the $730 million I-355 south extension, is scheduled to open next month; it is part of Illinois' toll road system and was financed through revenues from existing toll roads. But road and transit needs consist of far more than constructing new, Interstate-type facilities in high volume areas. Innovative funding may provide special opportunities, but it cannot provide the basic funding needed to keep an overall transportation network in good repair, modern and safe.

Conclusion

Illinois and the Chicago region can boast of a vibrant transportation network that is vast, multi-modal and heavily-utilized. As we look to 2016 and beyond, it is essential that we invest to:

- Repair, rebuild and modernize that network
- Enhance the network to move people and goods as safely and efficiently as possible
- Construct targeted expansions to serve growing/emerging needs.

Achieving this vision will take support and increased funding from all members of the transportation partnership: federal, state and local. We stand ready to aggressively support efforts to generate the revenues needed to protect and improve our transportation assets.

Mr. Chairman and Members of the Committee:

Thank you for the opportunity to submit testimony on the current and future state of the transportation system and its impact on the city's bid to host the Olympics Games in 2016.

The Chicagoland Bicycle Federation and its nearly 6,000 active members have long advocated for Chicago developing a world-class network of bicycling facilities. We've made great strides to that end, but much remains to be done, and reaching that goal fits hand in glove with the city's wish to welcome the world to Chicago for the Olympic Games in 2016. Previous Games have attracted over 2 million visitors to the host city, and providing transit options that will not overwhelm the transportation system and lead to gridlock is key.

Federal assistance is needed to improve Chicago's transit infrastructure, and make us a truly world-class city in terms of urban mobility. The Chicagoland Bicycle Federation proposes that the majority of that investment should be in mass transit and non-motorized mobility. Additionally, investments in the region should be made to provide affordable and equitable transportation options for all residents of the region – not simply a short-term fix to better deal with the transit needs of hosting an international sporting event.

The International Olympic Committee is already working with various NGO's to shape sustainability policies, reduce the environmental impact of venue construction and find responsible transportation solutions in both Beijing and London. The city, the state and the U.S. Congress - through this committee's actions – should take the lead in beginning this dialogue in the context of a Chicago Olympic Games.

Our key suggestions:

1. All venues and shuttle locations should be designed for access by bicycle, on foot and via mass transit. This includes providing adequate bicycle parking facilities.
2. A world-class bicycle transit system modeled after Paris' Velib' program should be integrated into the transportation plan.
3. All new transit services and vehicles that may be developed as a result of the Games, such as light rail or bus rapid transit, shall incorporate bicycle access 24 hours a day.

In closing, the Chicagoland Bicycle Federation is very excited to be a partner with the City of Chicago to help bring the Games to our region. The opportunity to develop a world-class multi-modal transportation system lies before us. Let's make sure we do this right for the future of our region and for the future of our environment.

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Testimony of Kevin Brubaker

High-Speed Rail Project Manger
Environmental Law & Policy Center

Before the

Committee on Transportation and Infrastructure
Chicago Area Field Hearing

Monday, October 29, 2007

Mr. Chairman and Committee Members, thank you for the opportunity to submit testimony on how intercity passenger rail is playing an increasingly crucial role in filling Northeastern Illinois' transportation needs, and how I believe passenger trains should play an even larger role as 2016 approaches. My name is Kevin Brubaker, and I'm the high-speed rail project manager for the Environmental Law & Policy Center.

The Environmental Law & Policy Center (ELPC) works throughout the Midwest under the belief that environmental protection and economic development can be achieved together. Nothing better exemplifies this belief than the potential for passenger rail to provide benefits to passengers, to communities, and to the environment.

I want to share with you today how Illinois is leading the nation in a Rail Renaissance, and what the implications of that renaissance are for federal policy.

Illinois is at the center of Amtrak's national network. It is served by 58 trains each day, including nine long-distance trains and corridor service on four routes for which the state purchases service from Amtrak.

Last year, ELPC worked with a broad coalition that included organized labor, 12 university presidents, 30 chambers of commerce, and 300 local elected officials. Together, we called for more frequent rail service in Illinois.

University presidents told state legislators that passenger trains allow their students to leave their cars at home, thereby reducing the tragic risks of teenage driving, and provide faculty and administrators convenient access to Chicago. Telling potential faculty that the cultural attractions of Chicago are a mere train ride away from the state's rural campuses has become an important recruitment tool. (This should have national implications, since preliminary analysis had identified almost a thousand accredited colleges and universities nationwide that are located within 25 miles of an existing Amtrak station.)

The Macomb Chamber of Commerce testified that Pella Windows would be creating 500 new jobs in their community, and that this decision had a great deal to do with the fact that the city has Amtrak service.

The Mayor of Springfield told legislators that the success of the newly opened Abraham Lincoln Museum and Library depended upon getting people quickly, conveniently, and affordably to the state's capital.

The Illinois General Assembly responded favorably to this groundswell of support, and provided funding to double the state's passenger rail service, beginning last October.

The result has been a ridership explosion. In only eleven months, we've seen a 79% growth in Amtrak ridership compared to the same period a year earlier. Most recently, comparing September 2007 to September 2006 ridership:

- Chicago-St. Louis: up 134%
- Chicago- Carbondale: up 79%
- Chicago-Quincy: up 48%

Even without expansion, the Chicago-Milwaukee corridor has been growing steadily, with a 48% ridership increase over the last five years. Wisconsin is now budgeting for an additional car on the Chicago-Milwaukee corridor in order to keep up with this growing demand. Trains on all these corridors are frequently sold out, so we have no idea how many additional passengers were turned away.

The lesson is clear: if you build it, they will come.

This is only the beginning. In response to this dramatic ridership growth, communities without rail service are clamoring for it.

- At Illinois' request, Amtrak has just completed a feasibility study for new train service to Rockford, with an extension to Dubuque, Iowa. Iowa officials are now contemplating extending that service on to Waterloo.
- Also at Illinois' request, Amtrak has launched studies of new service to Peoria and to the Quad Cities. The State of Iowa has formally requested that the Quad Cities study be extended across the Mississippi River to include the potential for new Amtrak service to Iowa City and Des Moines.
- Wisconsin is studying how to solve capacity constraints in order to increase frequency on the Chicago-Milwaukee corridor. Wisconsin has also completed the environmental analysis (and received a Finding of No Significant Impact) for new service between Madison and Milwaukee. Milwaukee also expects to open its new downtown train station by the end of the year; this on the heels of the new Milwaukee Airport station that opened only a few years ago.

In the broader region, nine state Departments of Transportation have been working cooperatively on the Midwest Regional Rail Initiative. Their plan calls for upgrading 3,000 miles of track

radiating out from Chicago to every major metropolitan area in the Midwest. The network would serve 80% of the region's 65 million residents with increased train frequencies, modern equipment, and speeds up to 110 mph.

Ohio is leading a multi-state rail planning effort to develop passenger rail service that would connect Midwest service with Northeast service. The proposal is for 860 miles of track along two corridors: one connecting Detroit with Toledo, Cleveland, and Pittsburgh; and a second corridor from Cincinnati through Columbus and Cleveland and on to Buffalo.

The potential benefits of the proposed new services are dramatic. Economic analysis of the Midwest Regional Rail Initiative estimates that this network will yield $23.1 billion in benefits to users and communities over the 40 year life of the project. For every dollar invested, $1.80 in benefits is projected[1]. Similar analysis of the Ohio proposal yields benefits of $9 billion with a similar benefit-cost ratio[2].

These benefits translate directly into jobs and economic development in communities surrounding passenger rail stations. The projected benefits of the Midwest Regional Rail Initiative include: $1 billion in additional household income; $4.9 billion in new joint development potential; and 57,000 new jobs. Similarly, the Ohio Hub Plan is predicted to create almost 17,000 new jobs; raise the region's income by over $1 billion, and generate more than $3 billion in new development activities near stations.

The power of this network for the 2016 Games cannot be overstated. While Chicago's airports could handle the influx of guests from around the world and America's coasts, the Midwest Rail Network could carry visitors traveling to the Games from 500 or fewer miles away. Given the International Olympic Committee's concern with transportation issues and global warming pollution, a multi-modal solution, with rail also being the mode that produces the least amount of carbon dioxide pollution per passenger, makes ultimate sense for our region.

From our perspective, the environmental benefits are particularly important. Global warming is the most pressing, serious environmental challenge this world faces. Addressing it requires us to rethink all our spending priorities, and there is no better place to begin than passenger rail.

Oak Ridge National Laboratories has reported that cars and airplanes consume 27% and 20% more fuel per passenger mile respectively than trains[3]. While these figures speak to current energy consumption nationwide, they dramatically understate passenger rail's potential for saving energy. Where opportunities to expand rail are the greatest, so are the potential energy savings.

The approved environmental impact statement for 110 mph passenger rail service between Chicago and St. Louis, for example, concluded that passenger trains were 3 times as fuel-efficient as cars and 6 times as efficient as planes on a per-passenger-mile basis. The environmental assessment for Madison-Milwaukee rail service had similar conclusions.

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[1] Midwest Regional Rail Initiative Project Notebook – Chapter 11.
[2] http://www.dot.state.oh.us/ohiorail/Ohio%20Hub/OHIO_Economic%20Analysis05.23.07_FINALDRAFT.pdf
[3] Transportation Energy Data Book, Edition 26 at http://cta.ornl.gov/data/Index.shtml.

Moreover, rail works in concert with other efficient modes of travel; I don't know anyone who walks to the airport.

Rail is a global warming solution that improves transportation choices, creates jobs, and strengthens communities.

Recommended Actions

First, we need a healthy, continued Amtrak. The service expansion in Illinois that I described above probably would have happened sooner had it not been for the concern that Amtrak might not be around for the long run. Illinois legislators did not want to appropriate funds for a partnership with a potentially bankrupt railroad.

Amtrak is a remarkably good investment of public dollars for public benefit when measured by farebox recovery, the transit industry's standard performance metric. Farebox recovery measures what portion of the total cost is borne by the customer. If it costs $2 million to provide the train service, for example, and you can sell $1 million in tickets for it, you have a farebox recovery of 50%. Since farebox recovery measures the value of a service to the customer, it "automatically" incorporates all other performance measures, including on-time performance, frequency, and reliability. Excessive train delays, for example, will lead to less tickets being purchased and thus lower farebox recovery.

The national average farebox recovery for transit systems is 32%[4]. The Chicago Transit Authority has a farebox recovery rate of 42%. Rural bus systems typically have farebox recovery ratios of 15-30%[5]. Amtrak's farebox recovery ratio is about 55% - better than almost every transit system in the United States.

Second, we need more trains. As the Illinois example illustrates, running more trains can result in dramatic ridership increases. By increasing train frequency, travel choices will increase exponentially. Take a Chicago-Quincy trip, for example. With one train each direction, only one trip is possible. With two trains each way, though, there are now four possible trip time combinations, making it far more likely that the train can meet your schedule. Running more trains will allow Amtrak to dramatically reduce its operating costs and increase its farebox recovery. Why? Because huge portions of Amtrak's budget are largely fixed; if Amtrak ran twice as many trains, it wouldn't need to hire a second CEO; it wouldn't need a second on-line reservations system; and it wouldn't need to maintain twice as many stations.

But here's the rub: Amtrak is out of train equipment. The Illinois service expansion I've described has literally used up Amtrak's current rolling stock capacity. There isn't any more equipment available to increase service.

Federal assistance is necessary to provide either Amtrak or states – or both – with funds to purchase new equipment. This is one item that cannot simply be left to the states. Intercity

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[4] http://www.apta.com/research/stats/factbook/documents/2006factbook.pdf, page 39.

[5] All figures calculated from http://www.ntdprogram.gov/ntdprogram/data.htm, 2004 data, table 2. Note that the Chicago Transit Authority uses a different methodology to meet state mandated operating ratios.

passenger trains that meet American safety standards cannot simply be purchased "off the shelf," but need to be designed and built from scratch. Without the economies of scale of a national equipment purchase, new trains are simply not available at a reasonable price to individual states.

Third, states need a federal partner in their efforts to expand and improve passenger rail. As I have described, there is huge interest throughout the Midwest in expanding and improving passenger rail service. While ridership is exploding in Illinois, train delays have become excessive. On-time performance statewide averages between 50%-60%, almost entirely because the rail infrastructure's capacity is filled to capacity with both freight and passenger trains.

States have demonstrated their willingness to invest in passenger rail. Wisconsin is building or rebuilding three passenger rail stations and has purchased track between Milwaukee and Madison. Illinois has invested close to $80 million in track, signal, grade crossing, and other improvements. Michigan has been an active partner with Amtrak in developing high-speed service along the Chicago-Detroit corridor.

But states cannot do it alone. Under our current system, the federal government pays 80% of the cost of highways, bridges, and even bicycle paths, but pays nothing toward state investments in passenger rail. This means that a passenger rail investment needs to be five times as good as a highway investment in order to justify state funding.

In an era of $3/gallon gasoline, expressway and airport congestion in urban areas, a shrinking pool of transportation choices in rural regions, and the possibility of our nation's heartland hosting the Olympic Games for the first time in more than a century, improved passenger train service should be a priority of the federal government as well. Thank you for this opportunity to testify.

PREPARED TESTIMONY OF CESAR SANTOY EXECUTIVE DIRECTOR, HISPANIC AMERICAN CONSTRUCTION INDUSTRY ASSOCIATION TO THE HOUSE SUBCOMMITTEE ON HIGHWAYS AND TRANSIT ON THE REAUTHORIZATION OF SAFETEA-LU

October 29, 2007 - 10:00am
Direksen Federal Building
Chicago, Illinois

Mr. Chairman and Members of the Highways and Transit Subcommittee, I appreciate the opportunity to present the views of the Hispanic American Construction Industry Association (HACIA) on the issue of transportation needs for the Chicagoland area.

With the direction of our board of directors, HACIA believes that all qualified construction businesses should have equal access to opportunities in their industry. Accordingly, we have fought for diversity in the construction world since 1979, clearing paths of opportunity for thousands of Minority- and Woman-owned Business Enterprises across the Midwest.

About HACIA

Founded in 1979, HACIA is a private, non-profit trade association that works to ensure the equitable participation of its constituents in the construction industry, while also promoting the growth, quality of work, professionalism and integrity of these individuals and businesses.

HACIA believes in pushing its community beyond what have become traditional roles for Hispanics in the construction industry. We believe that Hispanics must seek positions of leadership in the construction world in addition to mandated set-asides and manual labor jobs. We challenge and train Hispanic construction firms to bid and excel as prime contractors and other top-level service providers. Through its Scholarship Foundation, HACIA also assists young Hispanics in obtaining college degrees that will enable them to take on professional positions in the construction industry.

Northeast Illinois' Transportation Needs

The region of Northeast Illinois is a key economic engine for the entire country. It is the largest retail, commercial and residential center in the Midwest. It is also a principal transportation hub for the nation. To maintain and expand our economic vitality, to guarantee access to jobs for area residents, and to assure the efficient distribution of goods regionally and nationally we need a safe and viable transportation network.

As the City of Chicago mounts its visionary campaign to capture the 2016 Olympic Games, we are presented with a once-in-a-lifetime opportunity to plan, design and build a transit system for the next century. Given the enormity of the Games, the extraordinary number of nations that participate, and its worldwide

audience, the Olympic Games present a challenge for Chicago to provide safe and efficient transportation to an estimate 2 million visitors while diminishing disruptions to the 3.5 million residents who live and work in the city.

One way is to look at our major transportation assets and devise ways to make them more functional by enhancing current service and expanding their service areas.

Presently, the region has an extensive transportation network that relies heavily on the federal government to maintain, enhance and expand it. Adequate funding and the passage of appropriate policies by our leaders in Washington allow our local leaders to identify ways to strengthen existing programs while challenging them to recognize new needs.

To ensure that the region's transportation network continues to operate safely, efficiently and environmentally sound, our state and local leaders need to partner with the Illinois Congressional Delegation to secure the necessary funding for our projects.

The SAFETEA-LU transportation funding measure approved in 2005 provided Illinois with a 33 percent increase in federal funding for transportation priorities – the largest increase in funding in Illinois' history when compared to previous funding bills. SAFETEA-LU provided Illinois with over $6 billion to make significant investments in highway and transit infrastructure throughout the state.

New projects funded through this measure include the Western Access/Bypass at O'Hare, the Prairie Parkway, the CTA's Ravenswood Expansion Project, and the New Mississippi River Bridge Project in East St. Louis. In addition, numerous smaller maintenance and enhancement projects are slated to start with this federal help.

To fund these projects the state needs to provide as much as $1.2 billion in matching non-federal funds. Unfortunately, in the two years since SAFETEA-LU was passed, Illinois has yet to implement a capital program to provide the required state match to the federal funds.

In the late 1990s, Illinois responded quickly after Congress passed a comprehensive transportation funding bill by enacting Illinois FIRST (Fund for Infrastructure, Roads, Schools, and Transit). That capital bill ensured that all federal funding secured could be spent on highway and transit projects. As a result of the state match, no federal funds were lost.

If the state does not enact a new capital bill soon, we are risking losing the $6 billion the Illinois Congressional Delegation worked diligently to secure in 2005. I am sure that the Illinois Delegation and state leaders share the mutual goal of helping Illinois secure the highest return of its tax dollars. HACIA stands ready to

work with our federal, state and local officials to develop and enact the appropriate capital bill.

At HACIA, we acknowledge the political environment that our state is in and how it has impacted the abilities of leaders to proceed with an adequate capital bill. But we also recognize the opportunity our state has to be innovative and engage the private sector in bringing market based solutions and additional funding for transportation. We have learned that there are billions of dollars available to invest in our nations' transportation infrastructure given the right environment.

There is significant untapped investment opportunity in transportation assets. As has been demonstrated most recently in the City of Chicago with the leasing of the Chicago Skyway, America's transportation infrastructure offers an attractive long-term investment opportunity.

To date, 23 states — not including Illinois — have enacted legislation authorizing public private partnerships for transportation projects. As a result, the list of Public-Private Partnership projects in other states is growing and includes projects like Virginia 's Dulles Greenway, Minnesota 's Hiawatha Light Rail, and Nevada 's Las Vegas Light Rail.

The lesson to draw from the growing examples of public-private partnerships is that they are an extremely useful and common tool for cash strapped states that want to proceed with their infrastructure plans.

During the reauthorization process I ask that you keep in mind the crucial role that the State of Illinois and the City of Chicago play in the national transportation network and the need to work hand-in-hand with state and local leaders to explore every funding resource available to improve the transportation system in Illinois.

Thank you again for this opportunity to provide testimony.

Cesar A. Santoy, AIA
Executive Director

Richard M. Daley
Mayor, City of Chicago
Founding Chair

Jeffery D. Schielke
Mayor, City of Batavia
Executive Board Chair

Jeffrey T. Sherwin
Mayor, City of Northlake
Executive Board Vice Chair

October 25, 2007

The Honorable Peter A. DeFazio, Chairman
The Honorable John J. Duncan, Jr., Ranking Member
Members of the Subcommittee on Highways and Transit
of the House Committee on Transportation and Infrastructure
2165 Rayburn House Office Building
Washington, DC 20515

Sent Via E-mail

Dear Chairman DeFazio, Representative Duncan and Other
Distinguished Subcommittee Members:

Thank you for the opportunity to submit our written comments as part of the record of the October 29, 2007 field hearing you are conducting in Chicago, Illinois. We commend you for getting out in front of the various transportation needs and issues which face our nation as we draw closer to the 2009 reauthorization of the Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU).

The Metropolitan Mayors Caucus is a partnership of the mayors of the 272 municipalities in the greater Chicago region. Founded in 1997 by Chicago Mayor Richard M. Daley, the Caucus provides a forum for the region's chief elected officials to discuss and resolve issues that impact the overall quality of life of our 9 million residents.

The Mayors Caucus has, among other things, prepared regional action strategies which address such topics as economic development, school funding and property tax reform, affordable housing, air quality, energy reliability, telecommunications and emergency preparedness. We also worked closely with Illinois' congressional delegation to promote the interests of our State and region as Congress negotiated and eventually adopted the SAFETEA-LU legislation a few years ago.

Each reauthorization of federal transportation funding programs has afforded Congress the opportunity to adopt a revised vision for how our nation expands, maintains and operates our transportation system. Over the years, this has resulted in many innovations and breakthroughs that has made the system more efficient and effective. The Mayors Caucus believes that you have the chance to do something equally exciting with the reauthorization of SAFETEA-LU. We recommend the following ideas for your consideration:

- ***Investigate Funding Alternatives***

SAFETEA-LU provided guaranteed federal funding for highway and transit improvements totaling $286.4

City of Chicago · DuPage Mayors and Managers Conference · Lake County Municipal League · McHenry County Council of Governments
Metro West Council of Government · Northwest Municipal Conference · South Suburban Mayors and Managers Association
Southwest Conference of Mayors · West Central Municipal Conference · Will County Governmental League

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billion through FY 2009. However, expected revenue coming into the Highway Trust Fund totals roughly $230 billion for the same period. The Office of Management and Budget recently projected that this funding gap will continue to grow unless something is done to correct it.

The nation has relied exclusively on the gas tax to fund federal transportation funding programs. It has remained at the same level, however, since 1993. The Mayors Caucus encourages Congress to investigate innovative funding alternatives with the next reauthorization. They may provide special opportunities to supplement the existing revenue stream.

While these alternatives may offer a "shot in the arm" increase in funding, the Caucus cautions that a more sustainable revenue source is required. The gas tax has served the nation well for several decades. We urge you to consider increasing it with the next reauthorization to an amount which equals the purchasing power it had in 1993. This amount should be adjusted for inflation every year thereafter.

- ***Provide Metropolitan Regions Greater Flexibility***

The United States Conference of Mayors' recent *Metro Economies Report* states that most of the nation's future economic growth will occur in two dozen of our largest metropolitan regions. The dollars and tools provided to these regions to address roads, transit, congestion mitigation, freight movements and air pollution, however, are far less than what is needed or warranted.

Regions are the building blocks of the global economy. They are the units competing for investment dollars and the talented people that can turn investment into wealth and income. The Metropolitan Mayors Caucus encourages Congress to treat metropolitan regions as the drivers of our national economy. It should give them the tools and flexibility in this next reauthorization that they need to build transportation systems that make them attractive to investors, businesses and people. The Chicago region recently consolidated its transportation and land use planning agencies to better position itself to address these issues comprehensively. The Mayors Caucus played a significant role in this effort. As a region, we would welcome the responsibilities that come with additional resources and flexibility.

- ***Establish a National Freight Policy***

The Chicago region is the freight capital of North America. We have six Class I railroads and seven interstate highways. We are also a national air freight center. According to Chicago Metropolis 2020, trucks and railroads move a trillion dollars of goods in and through the region. Only Singapore and Hong Kong handle more containers than our region.

That's the good news. The bad news is that our existing rail system is antiquated and desperately in need of repair. It is estimated that it takes a container traveling from the East Coast to the West Coast the same amount of time to travel through the Chicago region as it does the rest of the trip. Unfortunately, the domestic and international markets suffer when their access to Chicago is blocked. The same can also be said about other major metropolitan regions involved in the movement of goods, but perhaps not to the same degree.

The Metropolitan Mayors Caucus asks Congress to develop a policy that resolves the issues that are crippling our ability to move freight through our nation. Its goal should be to improve the existing railroad network not only in Chicago, but around the rest of the country as well.

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The railroads, the State of Illinois, the City of Chicago and the Mayors Caucus have initiated the Chicago Region Environmental and Transportation Efficiency (CREATE) project to proactively address our rail and road congestion problems. We are grateful that Congress saw fit to earmark $100 million for CREATE in SAFETEA-LU. It needs a consistent federal revenue stream to assist with its $1.5 billion cost, however. Large projects such as CREATE deserve guaranteed trust fund revenues. Without them, the traffic jams on our nation's railways and highways will only get worse.

Thank you again for the opportunity to submit these written comments. If you or your staff have any Questions, please contact the Caucus' Executive Director, David Bennett, at 312.201.4505.

Sincerely,

/s/Jeffery D. Schielke

Jeffery D. Schielke
Executive Board Chairman
and Mayor, City of Batavia, Illinois

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