



**2014 BUDGET STATEMENT TO THE CHICAGO CITY COUNCIL
COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS
NOVEMBER 6, 2013**

GABE KLEIN, COMMISSIONER, CHICAGO DEPARTMENT OF TRANSPORTATION

Good afternoon, Chairman Austin, Vice-Chairman Reilly and members of the City Council. Thank you for having CDOT here to testify before you today. We look forward to discussing the work the Department has performed in every community and neighborhood throughout Chicago, as well as a myriad of new initiatives and innovations implemented that will benefit all Chicagoans.

CDOT's mission is to keep the city's surface transportation networks and public way safe for all users, environmentally sustainable, in a state of good repair and attractive so that its residents, businesses and guests all enjoy a variety of quality transportation options, regardless of their ability or destination.

Our vision is to ensure that Chicago continues to be a vibrant international city that can successfully compete in the global economy with a high-quality transportation system that offers a solid foundation yet is sensitive to its surrounding communities and environment.

CDOT maintains and rehabilitates more than 4,000 miles of streets, 300 bridges and viaducts, 200 miles of on-street bikeways and 3,000 signalized intersections citywide. Each year, CDOT invests millions of dollars in the City's infrastructure, which is critical to Chicago's economic strength and residents' quality of life. We also administer the Aldermanic Menu Program, which funds infrastructure improvements in each ward.

I am incredibly proud of the CDOT's achievements under Mayor Emanuel in the last two and a half years. In May of 2012, after one year of interaction with all of CDOT's stakeholders, we published CDOT's *Chicago Forward Agenda* which set the tone and specific metrics that the Mayor and I committed to as we dug in to Chicago's transportation challenges and opportunities. Last week, we released an update that lets you and the people of Chicago know what we have accomplished and what is coming next.

At the outset of Mayor Emanuel's administration, it was clear that CDOT had historically been focused on delivering the basics well. We set forth to deliver these services at a much higher volume while maintaining the same excellent level of consistency and quality. However, we also sought out to stretch the agency to think more about safety for all modes, the value of the public space and its potential innovation and what next-generation services CDOT could deliver to the public to enhance their mobility experience.

Whether we looked at potholes, paving, or keeping the streetlights on, CDOT aimed to improve significantly in terms of response-time, open service requests and the quality of the final product. I am happy to report that we have made huge strides on all fronts.

By the end of the year, we expect to:

- Resurface more than 166 miles of roadway on alleys, arterials and residential streets
- repair sidewalks at more than 450 locations
- Install, replace or repair more than 33,000 traffic and street signs
- Install new curbs and gutters in more than 120 locations
- Install more than 2,400 ADA sidewalk ramps
- Paint the crosswalks and stop bars in more than 600 residential intersections and another 600 near neighborhood schools
- Install 300 blocks of residential street lighting

This year, we also worked incredibly hard on a number of major bridge and roadway construction projects, including: the completion of the Congress Parkway reconstruction; the relocating of Route 41 through the former US Steel property on the Southeast Side; the reconstruction of the Kedzie Bridge over the Sanitary and Ship Canal; and the incredible engineering feat of replacing the Wells Street Bridge over the Chicago River, which carries CTA trains, motor vehicles, bikes and pedestrians.

With new regulations for third party street users requiring better materials and innovative methods, the City is doing more with less. Our Program Coordination Office utilizes technology and group interaction to coordinate all projects in the right of way and has saved the taxpayers millions of dollars while minimizing disruptions.

When we think about transportation safety, CDOT has led the country with a new culture and modal hierarchy that prioritizes pedestrians first, which results in a safer city for all modes.

We now plan and engineer Complete Streets as a default. The 70+ miles of advanced bike facilities built since Mayor Emanuel took office also make our pedestrians, transit users and drivers safer.

We have active education and encouragement campaigns. These range from teaching children in schools and camps how to ride a bike, to advertising to all users of the right of way what their responsibilities are to one another and their own safety.

And without enforcement, the other pieces are not as effective.

Building on our strong red light camera program, CDOT launched the most data-based automated speed enforcement program in the United States, and ties it all together with

our new Safety Zone program around 1,800 parks and schools to focus our traffic safety improvements on our most vulnerable residents.

When Mayor Rahm Emanuel came into office, he pledged to build the Bloomingdale Trail. To support this initiative, CDOT quickly built a \$50 million program and secured federal transportation funding to build the Trail by the end of next year.

We also secured a \$100 million TIFIA loan to construct the next two phases of the Chicago Riverwalk, another key infrastructure investment project of Mayor Emanuel's administration.

Just as important, on the other end of the spectrum, our "Make Way For People" program is a low-cost, tactical program to make quick change through placemaking in communities throughout Chicago.

By partnering with our sister agencies like the Park District, Bureau of Consumer Protection, CTA and others, we ensure that taxis, multi-modal connections, and new services like the bike share system have maximum reach and impact.

Divvy, Chicago's new bike share system and the first new transit service in the city in decades launched this summer with much fanfare. Chicagoans and visitors to the city have taken more than 600,000 trips and have collectively ridden an estimated 1.5 million miles so far. Divvy has 300 stations in operation. Next year, we have identified funding for another 175 stations in order to expand into more neighborhoods across the city.

Bike sharing is a great option to supplement existing transportation choices. Divvy bikes can be used to fill gaps in the transit system or to complete the last segment of a trip, for example, between a transit station and the workplace. In addition, bike sharing will help to reduce traffic congestion, improve air quality and promote health and fitness, which will enhance the quality of life for all. Divvy also is extremely low cost for our residents (just 20 cents a day), and we expect it to be profitable.

As part of our focus to support and enhance our multi-modal transportation infrastructure, we have been improving transit options for Chicagoans by building more new bicycle facilities in neighborhoods across Chicago. Our efforts are part of Mayor Emanuel's plans for a 650-mile network of biking facilities to be in place by 2020 to provide a bicycle accommodation within a half-mile of every Chicagoan.

Later this year, CDOT will begin construction on the first phase of the Navy Pier Flyover, a new dedicated, grade-separated section of the Lakefront Trail that crosses Grand Avenue, Illinois Street and the Chicago River. It is designed to meet the consistent demand of bicyclists, joggers, in-line skaters and other users who often come into conflict with one another in one of the most heavily traveled sections of the Lakefront Trail.

In cooperation with CTA, CDOT will continue the rebuilding of the Red Line stop at Clark & Division and the construction of a new Green Line station at State & Cermak next year. We

will also begin construction on the new Loop station at Washington & Wabash to replace two century-old stations nearby.

In neighborhoods across the city, we will continue to implement the Children's Safety Zone program in 2014. Through this program, CDOT installs a number of traffic-slowing devices like additional signage, speed humps, high-visibility crosswalks and street markings. The safety zones are designated as being within 1/8th of a mile of Chicago parks or schools.

The zones also include the limited use of automated speed cameras to enforce the posted speed limits in those zones. The speed cameras are one part of the "tool box" the City will use to enhance safety for our children and all residents in safety zones as we work towards a zero-fatality goal by 2020.

The Children's Safety Zone program protects our children as they go to and from school and as they play in our parks and recreational areas. Our city will be safer as a result, and we'll be in better position to achieve the quality of life that we are seeking for all Chicagoans, and help our residents and their children realize their dreams.

This year, CDOT has been working closely with other City Departments, Sister Agencies, other Transit Agencies and community and professional organizations to promote MBE/WBE and DBE participation on its contracts. CDOT has participated in, organized and presented at events and meetings almost every month this year, including construction summits and vendor fairs, small business forums and minority business conferences. CDOT representatives also attend meetings with the Illinois Road and Transportation Builders Association, HACIA, the Affirmative Action Advisory Board and others to discuss participation with CDOT contracts.

We have also carefully evaluated how we re-bid contracts to complete Aldermanic Menu work. CDOT has divided the City into eight areas and contracts: three of these will be bid pursuant to the Small Business Initiative program with Community Hiring Goal of 25 percent; four of the contracts will be bid with 25.9 percent MBE goals, 8.6 percent WBE goals and 7.5 percent community hiring goals; and one of the contracts will be bid with 25.9 percent MBE goals, 8.6 percent WBE goals and 25 percent community hiring goals. CDOT and the Department of Procurement Services (DPS) are working together to ensure that these new contracts are in place for the 2014 construction season.

Through our Community Hiring Initiative, we have advertised and opened two neighborhood construction projects: the 71st Street Streetscape and the Devon Avenue Streetscape, both with a community hiring goal of 7.5 percent. Several other City-funded contracts that are in process will be advertised soon with Community Hiring goals: 18th Street Bridge Rehabilitation; Pearson Street Streetscape; Union Street Industrial Improvements; Pulaski Streetscape; eight Community Infrastructure Contracts (neighborhood sidewalk, curbs, etc); and two Arterial/Viaduct Lighting term contracts.

Also, CDOT and DPS now accept IDOT pre-qualifications for Architecture/Engineering firms. This will greatly reduce the administrative burden for A/E companies that do

business with public agencies and will encourage more DBE companies to submit as prime contractors on CDOT projects.

Lastly, CDOT ran the Greencorps Youth program this summer, teaching 600 Chicago kids bike mechanics and urban agriculture. Two-thirds of the kids also qualified for a free bike if they performed well. Twenty participants earned year-round internships with Divvy, whose employment makeup is now 60 percent minority staff.

While we're encouraged by the gains and accomplishments of 2013, we realize there is always room for improvement. To that end, in 2014, CDOT will continue to examine all aspects of the department operations to develop even more effective ways to serve Chicagoans. This Department is committed to delivering the best possible services to the residents of Chicago.

It has been my pleasure and honor to serve as Commissioner of such a professional and productive department. Working together, we have ensured that Chicago continues to be a vibrant international city with a transportation system that provides high-quality service to residents, businesses, and visitors.

Thank you.

MBE/WBE Data

Period:

Total Purchases: \$373,432,501

	MBE	WBE	Total MBE/WBE Purchases
WBE - White	n/a	\$22,701,332 (6.1%)	
Asian	\$10,333,468 (2.8%)	\$0 (0.0%)	
African-American	\$17,669,760 (4.7%)	\$0 (0.0%)	
Hispanic	\$58,623,377 (15.7%)	\$0 (0.0%)	
Total Spending	\$86,626,605 (23.2%)	\$22,701,332 (6.1%)	\$109,327,937 (29.3%)

Staffing Data

Department Ethnicity and Gender				
	Male	Female	Total	%
Amer Indian	3	2	5	0.4%
Asian	30	4	34	2.9%
Black	295	99	394	33.1%
Hispanic	166	23	189	15.9%
White	512	56	568	47.7%
Total	1006	184	1190	
	84.5%	15.5%		

New Hires Ethnicity and Gender				
	Male	Female	Total	%
Amer Indian	0	0	0	0.0%
Asian	2	0	2	2.2%
Black	27	6	33	35.9%
Hispanic	18	0	18	19.6%
White	38	1	39	42.4%
Total	85	7	92	
	92.4%	7.6%		

Department Managers Ethnicity and Gender				
	Male	Female	Total	%
Amer Indian	1	2	3	1.7%
Asian	1	1	2	1.1%
Black	41	5	46	25.6%
Hispanic	12	1	13	7.2%
White	106	10	116	64.4%
Total	161	19	180	
	89.4%	10.6%		

Interns

School	Gender	Race
DePaul University	Male	White
Roosevelt University	Female	White
University of Denver	Male	White
Roosevelt University	Female	Black
Kaplan University	Female	Black
DeVry University	Male	Asian
University of Florida	Female	White
Argosy University	Female	Black
Ashford University	Male	Black
Northwestern University	Male	White
Westwood University	Male	Black
University of Illinois	Female	Black
University of Illinois	Female	White
DePaul University	Male	Black
Loyola University	Female	White
Chicago State University	Female	Black

CHICAGO DEPARTMENT OF TRANSPORTATION
FY 2014 ORGANIZATIONAL CHART

