



**2016 BUDGET STATEMENT TO THE CHICAGO CITY COUNCIL  
COMMITTEE ON THE BUDGET AND GOVERNMENT OPERATIONS  
REBEKAH SCHEINFELD, COMMISSIONER  
OCTOBER 8, 2015**

Good afternoon, Chairman Austin, Vice-Chairman Ervin and members of the City Council. Thank you for having CDOT here today to discuss the work the Department has performed this year in every community throughout Chicago, as well as initiatives and innovations to be implemented in 2016 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 our residents, businesses and guests all have access to a variety of quality, affordable transportation options, regardless of ability or destination.

Our vision is to ensure that Chicago continues to be a vibrant international city, successfully competing in the global economy with a transportation system that provides high-quality service to residents, businesses, and visitors – a system that offers a solid foundation for the city, regional and national economies, yet is sensitive to its communities and environment.

In order to achieve our goals, we have worked hard to spend our resources wisely, saving more than \$50 million over the last four years by coordinating maintenance and repair of our roads with utility, water and sewer projects and completing 300 miles of street repaving projects. We have switched to low-energy lighting on new projects to meet the safety needs of motorists, cyclists and pedestrians, while saving money on electricity and replacement lamp. We are working with corporate and community sponsors to provide bicycle sharing services throughout the city; employing One Summer Chicago youth to expand opportunities to upgrade viaducts throughout the city; and working with members of the Council and local community stakeholders to improve neighborhood streetscapes.

CDOT is responsible for more than 4,600 miles of streets, 300 bridge structures, 250 miles of on-street bikeways, 300,000 streetlights and 3,000 signalized intersections citywide. Each year, with the support of the City Council, CDOT invests millions of dollars in the City's infrastructure, which is critical to Chicago's economic strength and residents' quality of life.

Among the most high profile projects that have been completed this year are: The 606/Bloomington Trail; a new three-block stretch of the Chicago Riverwalk in the heart of the city along the Chicago River; a new Green Line CTA L station at Cermak Road; a reconstructed and expanded CTA subway station at Clark and Division; a major

engineering feat at 130<sup>th</sup> St. and Torrence Avenue that eliminated two at-grade crossings where vehicles crossed freight tracks, and the Loop Link Bus Rapid Transit service (to be substantially complete by end of year).

Every year, the CDOT team balances our work on large projects, like building new bridges or renovating CTA stations, with basic neighborhood services, like paving streets and repairing streetlights. Another critical, basic service – that the Mayor has asked us to step up our efforts on this year – is maintenance of viaducts. More than 377 viaducts received upgrades this year, including some 275 viaducts which were painted by the youth in the One Summer Chicago youth program.

In addition, by the end of this year, we expect to:

- Resurface nearly 180 miles of streets and alleys as a key part of the City's 2015 multi-agency plan to repave 300 miles
- Repair or replaced more than 159 blocks of sidewalks
- Install or replace 97 blocks of new curbs and gutters
- Installed more than 6,000 ADA sidewalk ramps, coordinating with other agencies to complete more than 9,000 access ramps city-wide.
- Paint crosswalks and stop bars at more than 1,000 residential intersections, especially around parks and schools
- Install, replace or repair nearly 37,000 traffic and street signs
- Install 110 blocks of residential street lighting
- Issue and coordinate more than 100,000 public way work permits

As you know, pothole patching is also a critical function performed by CDOT, and we have made great progress in 2015 in terms of responding more quickly to pothole CSRs.

After the especially long and brutal winter of 2014, the City was faced with a record number of potholes and patched more than 900,000 during the course of the year. The inevitable byproduct of the severely deteriorated roadways was an unacceptably long time it took to respond to pothole CSRs.

Thanks to the leadership of the Mayor and support from the City Council, CDOT got the resources it needed to get caught up – and I'm proud to tell you that pothole CSRs are now addressed in an average of seven days, which is our target.

But as the mayor has noted previously, "we cannot patch our way to passable streets." To that end, we have also been committed to an aggressive City-wide program to resurface the City's streets.

In Mayor Emanuel's first term in office, nearly a quarter of Chicago's 4,600 miles were resurfaced. CDOT, the Department of Water Management, private contractors and utilities will have resurfaced more than 1,300 miles of streets from 2011 through the end of this year (155 miles in 2011; 269 miles in 2012; 290 miles in 2013; and 343 miles in 2014; and the goal of 300 for 2015).

The mayor has established a new standard of paving a minimum of 300 miles a year throughout the city. At this pace, we will have resurfaced about half the City's streets at the end of eight years starting in 2011.

You should also know that when it comes to investing in our roadways, we are using the latest mapping technology to do a better job of coordinating the work of CDOT, the Water Department and private utilities. As a result, through the work of CDOT's Project Coordination Office (PCO), we have saved Chicago taxpayers approximately \$51 million since 2011 by maximizing street restoration from utility work while minimizing disruption to our businesses and families.

As we work to restore our streets, we are making safety our top priority. CDOT's planning efforts prioritize pedestrians first, which results in a safer city for all forms of transportation. By engineering Complete Streets, we increase the safety of all travelers, including motorists and bicyclists as well as pedestrians.

This fall, we expect to achieve the Mayor's goal of adding 100 miles of protected bike lanes helping advance our goal of making Chicago one of the most bike-friendly cities in the country. These new bike lanes not only give cyclists their own protected space on the street, but they encourage greater adherence to the bicycle rules of the road, thereby making traveling safer for everyone.

The mayor's leadership in this area was recognized by Bicycling Magazine, which voted Chicago as the #2 city for cycling in the United States.

One major reason why Chicago has become more bicycle friendly is Divvy. We call Divvy the City's newest transit system because 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 everyone especially those who choose to use it.

Earlier this year, Divvy launched a major expansion to add 175 stations and 1,750 bikes, bringing the system to a total of 475 stations and more than 4,700 bikes, roughly doubling Divvy's service area. Divvy's service area now extends as far north as Touhy Avenue, as far south as 75th Street and as far west as Pulaski Road.

And we were very proud this year to be able to break down the financial barriers to accessing Divvy by offering reduced-cost annual memberships to eligible residents. Under the Divvy for Everyone (D4E) program launched in July, Chicago residents with incomes below 300 percent of the federal poverty level who don't have a credit or debit card are qualified for a \$5 one-year Divvy membership, compared to the regular \$75 price.

The safety of all those who use Chicago's roads or other transit options is CDOT's top priority, and every life lost due to a traffic fatality is one too many. That's why we have launched the "Zero in Ten" program, with the goal of zero traffic fatalities by 2022.

We know achieving this aggressive goal won't be easy, but we are committed to doing everything we can to reach it. We have a comprehensive campaign that includes safety engineering projects at crash-prone locations, and increased safety education for drivers and bicyclists. We continue to work with the Chicago Police Department to enforce traffic laws, and partner with organizations like the Active Transportation Alliance to raise awareness of traffic safety issues.

Our active education campaigns 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. This year our Safe Routes and Bicycling Ambassadors contacted more than 110,000 people at 875 events with bicycle and pedestrian safety messaging.

We will continue to implement the Children's Safety Zone program in 2016, in which CDOT installs a number of traffic-calming devices like additional signage, speed humps, high-visibility crosswalks and street markings near parks and schools.

Enforcement is a key component of our safety improvement efforts. CDOT's Pedestrian Safety campaign worked in tandem with the Chicago Police Department to coordinate more than 160 enforcement events targeted at unsafe driving and bicycling this year, more than double the number in the previous year.

As you know, Mayor Emanuel has instituted a number of reforms to the Red Light Camera Enforcement program. The reforms include firing and replacing the original vendor, working with the Inspector General to review the program, strengthening management oversight and upgrading the technology. We have built on these reforms this year, working cooperatively with the City Council to make the program more accountable and transparent and adding more public input to the process.

Under an Ordinance proposed by the Mayor that the City Council approved in May, CDOT is now required to hold community meetings before any red-light camera system is installed, removed, or relocated. Last Spring, the City announced that we would be removing 50 cameras from 25 intersections and we recently concluded a series of public community meetings in all of the affected neighborhoods. And since he took office, for those locations where behavior has changed and crashes are low, we have reduced the number of red light cameras on the street by 20 percent, turning off 82 cameras.

While we strive to make our streets and public way safer we are also working hard to make our communities more livable and vibrant through streetscape projects in cooperation with members of the City Council in neighborhoods across the City.

One component of this effort is the Make Way for People program, which this year, thanks to action by the Council launched the People Plaza Program. The goal is to improve street safety, promote walking and support the quality of life and economic vitality of all of the city's neighborhoods. The program is run by CDOT in partnership with the Department of Finance and the Department of Cultural Affairs and Special Events.

As we work to improve the safety of our streets and to make it possible for communities to reach their full potential, we are also making investments in our infrastructure through Mayor Emanuel's *Building a New Chicago* program to improve the quality of life for Chicagoans and beautify our neighborhoods.

As I mentioned earlier, several major, transformative projects were completed this year – while a number of other major infrastructure projects are currently under way.

In June, we were proud to celebrate the completion of The 606/Bloomingtondale Trail, a 2.7 mile-long linear park constructed on an abandoned railway viaduct that knits together four communities. CDOT is proud to have led construction of The 606.

At the same time, CDOT has been managing the construction of the Chicago Riverwalk, which reached a major milestone in May with the completion of Phase 2: a three block stretch along the south side of the Chicago River from State to LaSalle. CDOT is now working on Phase 3 of the Chicago Riverwalk, extending from LaSalle Street under the Wells Street and Franklin Street bridges to Lake Street. When Phase 3 is complete at the end of 2016, the Riverwalk will provide a 1.25-mile continuous promenade from Lake Shore Drive to Lake St.

On the South Side, CDOT currently has five projects underway to improve connections between Bronzeville and Kenwood and the lakefront. These include reconstruction or replacement of four existing bridges at 31<sup>st</sup>, 35<sup>th</sup>, 39<sup>th</sup> and 43<sup>rd</sup> Streets, and construction of one completely new crossing at 41<sup>st</sup> Street.

The new pedestrian bridge at 35<sup>th</sup> Street is currently under construction over Lake Shore Drive. When it opens next year, it will be a modern, S-shaped suspension bridge that will replace a dilapidated structure and will be fully ADA compliant and create a stronger and more aesthetically pleasing connection between the lakefront and the Bronzeville neighborhood.

Work on the pedestrian bridge at 41<sup>st</sup> Street is expected to get underway in the spring of next year. All of these projects are anticipated to be complete by the end of 2018.

Further south, 2015 marked the completion of a \$170 million project that reconfigured the intersection of 130<sup>th</sup> Street and Torrence Avenue and eliminated two at-grade crossings where vehicles crossed freight tracks. The project on the far South Side of Chicago will increase the efficiency of the adjacent Ford vehicle plant. It is part of CREATE (the Chicago Region Environmental and Transportation Efficiency program), a partnership that includes

the City of Chicago, the State of Illinois, the U.S. Department of Transportation, Metra, Amtrak and the nation's freight railroads.

On the north side, this year we started a major project to relieve congestion and improve safety by reconstructing the intersection of Damen, Elston and Fullerton. This project is scheduled for completion in 2016.

Also this year, CDOT has continued to make progress 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 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. All three phases are scheduled to be complete in 2018.

Working with the CTA, CDOT completed the construction of a new Green Line station at State & Cermak, which provides access to historic Motor Row, McCormick Place and Chinatown. And we also completed the reconstruction and redesign of the Red Line stop at Clark & Division.

CDOT has also coordinated with the CTA on three major transit projects that are underway right now in the Loop: the Loop Link bus rapid transit project; the Washington-Wabash CTA station; and the Union Station Transit Center. Combined, the projects represent a \$160 million investment in the modernization of transportation in downtown Chicago, the benefits of which will be felt in neighborhoods throughout the city.

The Loop Link, scheduled for substantial completion by the end of this year, will designate bus-only red lanes on two miles of streets: Madison, Washington, Canal and Clinton. The transit corridor serves Union Station, Ogilvie Transportation Center, CTA subways and Navy Pier with more than 30,000 people per day. It will improve the travel time and reliability for CTA bus riders who make up half of the commuters traveling in vehicles across the Loop today.

The Washington-Wabash CTA station will replace two century-old stations at Madison and Randolph on the Loop Elevated line with one modern, fully accessible station. The vibrant new facility will enhance passenger convenience, improve train speeds, decrease operating costs and provide accessibility for all riders. The new station is expected to be open for service late next year.

The Union Station Transit Center, a new off-street bus boarding center just south of Union Station, will provide key connections with other modes of transport to the BRT system. The transit center, scheduled to open for service in mid-2016, will provide sheltered staging areas for CTA buses and will a direct underground connection for passengers to commuter trains at Union Station.

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.

In 2015, CDOT established a MBE/WBE Committee Chaired by First Deputy, Randy Conner. This committee is focused on finding new ways to increase minority participation on our contracts. The committee is also committed to engaging MBE/WBE businesses owners on a more frequent basis and to promoting awareness of current and future opportunities that exist at CDOT.

So far this year, CDOT has participated in ten MBE/WBE Outreach Events. These efforts include CDOT hosting two roundtable discussions – one for MBE/WBE companies that provide professional services and the other for MBE/WBE companies that provide construction services. We have partnered with the Illinois State toll highway authority to provide details of bid opportunities at networking events. CDOT participated in the National Organization of Minority Engineers Leadership Summit at which we highlighted upcoming project opportunities.

CDOT has also added evaluation criteria to one of its professional service Requests For Proposals (RFP) that will give preference to proposals that afford MBE and WBE companies a significant management and equity position on the selected team.

We have accomplished much in 2015, and look forward to continuing to deliver the best possible services to the residents of Chicago next year. In partnership with aldermen and their communities, we will together ensure that Chicago's transportation network provides high-quality service to residents, businesses, and our visitors.

Thank you.

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# Department of Transportation

# 2016 Budget Hearing

## MBE/WBE Contracting Data

Period: January 1, 2015 – August 31, 2015

Total Purchases: \$317,199,889

<u>MBE/WBE Spend</u>	
<b>WBE:</b>	\$7,806,239 (2.5%)
<b>Asian MBE:</b>	\$22,905,568 (7.2%)
<b>African-American MBE:</b>	\$16,096,409 (5.1%)
<b>Hispanic MBE:</b>	\$28,535,456 (9.0%)
<b>Total Purchases:</b>	\$75,343,672 (23.8%)

## Staffing Data

<u>Department Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	34	7	41	3.2%
Black	313	116	429	33.3%
Hispanic	192	27	219	17%
White	527	60	587	45.5%
Other	9	4	13	1%
<b>Total</b>	<b>1,075</b>	<b>214</b>	<b>1,289</b>	
	83.4%	16.6%		

<u>New Hires Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	3	1	4	8.5%
Black	9	5	14	29.8%
Hispanic	4	3	7	14.9%
White	18	3	21	44.7%
Other	1	-	1	2.1%
<b>Total</b>	<b>35</b>	<b>12</b>	<b>47</b>	
	74.5%	25.5%		

<u>Department Managers Ethnicity and Gender</u>				
	Male	Female	Total	%
Asian	2	2	4	2.2%
Black	41	8	49	26.9%
Hispanic	13	2	15	8.2%
White	101	12	113	62.1%
Other	-	1	1	.6%
<b>Total</b>	<b>156</b>	<b>25</b>	<b>182</b>	
	86.2%	13.8%		

## Interns

School	Gender	Race
Walden University	Male	White
Roosevelt University	Female	African American
DePaul	Male	African American
American Public University	Female	Asian
IIT	Female	African American





# FY 2016 Programmatic Chart

